



The City of Saline

MASTER

PLAN

Adopted July 17, 2017

Amended December 18, 2023

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Acknowledgements

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ASSOCIATES, INC.

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**CITY OF SALINE PLANNING COMMISSION
RESOLUTION 2024 23-XX
ADOPTION OF UPDATED MASTER PLAN**

WHEREAS, the City of Saline Planning Commission has the responsibility and is empowered by Public Act 33 of 2008, as amended, to make and adopt a Master Plan for the physical development of the City and to amend the Plan as needed, and

WHEREAS, the City of Saline City Council created the Planning Commission for the purposes stated in Public Act 33 of 2008, as amended, and

WHEREAS, the City of Saline Planning Commission, with the assistance of the City's planning consultants, Carlisle/Wortman Associates, have completed the technical studies and outreach necessary to update the Master Plan for the City of Saline, and

WHEREAS, the City of Saline Planning Commission held a public hearing on the proposed new Master Plan for the City on **November 29, 2023**, and

WHEREAS, the Planning Commission finds the new Master Plan necessary for the continued development and the appropriate redevelopment of the physical areas of the City,

NOW THEREFORE BE IT RESOLVED, the City of Saline Planning Commission hereby adopts this Master Plan for the City of Saline, along with the text, maps, figures, charts, graphs and other descriptive materials contained in the Plan.

Motion by: Carrol Supported by: Young

AYES: Beardsley, Carrol, Cole, Fosdick, Girbach, Hoeft, Marl, Troyka, Young

NAYS:

ABSENT:

RESOLUTION DECLARED ADOPTED November 29, 2023.

**CITY OF SALINE
(Washtenaw County, Michigan)**

RESOLUTION NO. 2023-251

RESOLUTION TO ADOPT THE 2023 MASTER PLAN

Minutes of a regular meeting of the City Council of the City of Saline, Washtenaw County, Michigan, held on December 18, 2023 at 7:00 p.m., local time.

PRESENT: Members Camero-Sulak, Ceo, Dell'Orco, Dillon, Girbach, Marl, Rice

ABSENT: Members _____

The following resolution was offered by Member Girbach and supported by Member Dillon:

WHEREAS, the City of Saline Planning Commission has the responsibility and is empowered by Public Act 33 of 2008, as amended, to make and adopt a Master Plan for the physical development of the City and to amend the Plan as needed, and

WHEREAS, the City of Saline Planning Commission has prepared an update to the Master Plan for the City, in compliance with said Act 33, including relevant charts, maps and text; and,

WHEREAS, The City of Saline has retained professional planning consultants to assist the Planning Commission with the technical studies necessary to make a new Master Plan for the City of Saline, and

WHEREAS, the City of Saline Planning Commission held a public hearing on the proposed new Master Plan for the City on November 29, 2023 at the Saline City Hall, and

WHEREAS, the City of Saline Planning Commission has adopted the master plan by resolution; and

WHEREAS, the City Council for the City of Saline asserts its right to approve the Master Plan, in accordance with Act 33; and

WHEREAS, the City Council finds the new Master Plan necessary for the continued development and the appropriate redevelopment of the physical areas of the City;

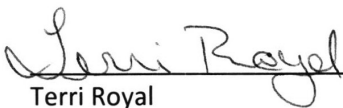
NOW THEREFORE BE IT RESOLVED, the Saline City Council hereby adopts this Master Plan for the City of Saline, along with the text, maps, figures, charts, graphs, and other descriptive materials contained in the Plan,

AYES: Camero-Sulak, Ceo, Dell'Orco, Dillon, Girbach, Marl, Rice

NAYS: _____

ABSENT: _____

Resolution declared adopted at a regular meeting of the Saline City Council held on December 18, 2023.



Terri Royal
Saline City Clerk

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Introduction

Purpose of the Master Plan

Planning is a process that involves the conscious selection of policy choices relating to land use, growth, and physical development of the community. There are many official City documents which set forth policies for the future development of the community. However, the Master Plan serves as the primary guide to the City regarding future land use decisions, investment in public improvements, and coordination of public improvements, and private development.

In one sense, a Master Plan presents an idealized vision of future growth patterns in the City. However, the Plan must also provide guidance to local decision and policy makers regarding today's issues. It is the intent of this Plan to be a working document which will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, and spark a vision toward the future.

The City derives its authority for the preparation of a Master Plan from the Michigan Planning Enabling Legislation, P.A. 33 of 2008, as amended.

How is the Plan to be Used?

The Master Plan serves many functions and is to be used in a variety of ways:

1. The Plan is a general statement of the City's goals and policies and provides a comprehensive view of the community's desires for the future.
2. The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivision, capital improvements, annexation, and other matters related to land use and development. This provides a stable, long-term basis for decision-making. Policy orientation of this Plan provides decision-makers with a framework and basis for decisions while organizing the dynamic character of the community. The variables upon which this Plan is based will likely change over time. However, adherence to the goals and policies will provide a stable, long-term basis for decision-making.
3. The Plan serves to provide the statutory basis upon which zoning decisions are based. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. However, it is important to note that the Master Plan and accompanying maps do not replace other Municipal Ordinances, specifically the Zoning Ordinance and Map. Zoning is only one of the many legal devices (such as Special Land Use approval, Planned Unit Development, or Use-Variance approval) used to implement the Master Plan.
4. The Plan attempts to coordinate public improvements and private development supported by the Capital Improvements Plan. For example, public investments such as road, sewer, water improvements, parks and pathways should be in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.

5. Finally, the Plan serves as an educational tool and provides citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

In summation, the City of Saline Master Plan is the only officially adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that compliments the goals of nearby governmental units, wherever possible. As such, it provides the basis upon which zoning and land use decisions are made.

Historic Context

The City reviewed and updated the Master Plan in 2023. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As the conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of a Master Plan every five (5) years.

The focus of the 2023 update was to review the Master Plan's vision, goals, and policies related to Saline's Downtown, Transportation, Housing, and Environment, Resilience, and Sustainability.

The Planning Process

The process to update the Plan consists of six (6) phases: community profile; public participation; community vision, goals, and objectives; future land use plan; action plan for implementation; and adoption. Many factors that exist must be considered when formulating plans for the future.

This process is illustrated in Figure 1.

Public Participation

The 2023 Master Plan Update included two (2) public engagement efforts: townhall events and a survey. Both efforts invited city residents and stakeholders to share their opinions about the Master Plan update topic areas: Downtown, Transportation, Housing, and Environment, Resilience, and Sustainability.

Two (2) townhall events were held at the Liberty School on October 27, 2022 and November 15, 2022. Attendees shared and discussed the Master Plan update topics in an open format and in small-group breakout sessions. The survey was announced and electronically distributed through the City's emails lists, website, and social media platforms. The Saline Area Schools also distributed the survey through their email lists. Respondents had the option to complete the survey online through a link shared in the announcement, or to request a paper copy from the city office. A total of 378 people completed the survey.

A summary of the townhall event discussions and survey responses were presented at a third townhall event on August 9, 2023. Please see Appendix B of this Plan for details about the townhall events and survey responses.

The draft Master Plan was distributed to adjacent Townships and County agencies for review and comment. The public hearing for formal public comments was held on November 29, 2023.

Figure 1. The Planning Process

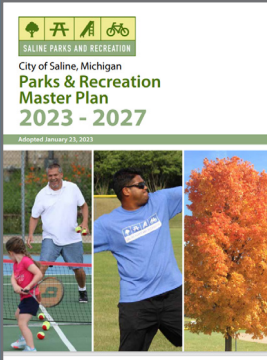


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Saline Area Planning

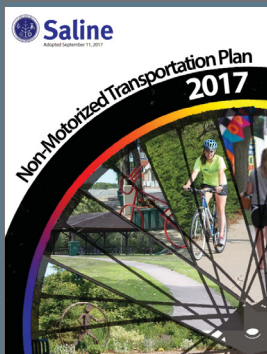
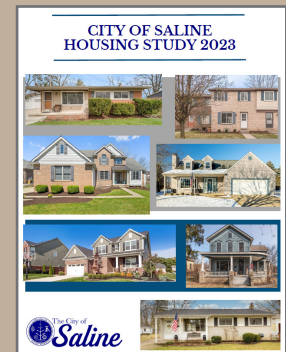
Planning Studies

The commitment of thity of Saline to apply proper planning and zoning within the community is not of recent vintage. Consideration has been given to the other planning studies while preparing this Master Plan. These studies include:



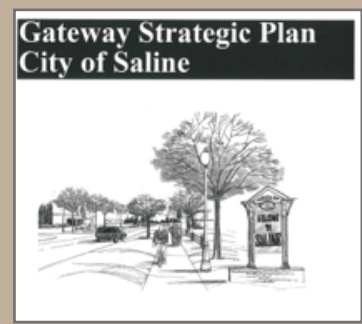
City of Saline Parks & Recreation Plan (2023) – The purpose of the current Parks and Recreation Master Plan is to guide recreation planning and development efforts of the Parks and Recreation Department over the next five years. Once adopted, the Plan is the official document to be used by the community to guide decisions regarding parks and recreation. The revised and updated Plan is intended to meet State standards for community recreation planning that are necessary to gain eligibility for grant programs. The 2023 Parks and Recreation Plan was completed in coordination with this Master Plan review and amendment.

City of Saline Housing Study (2023) – The City conducted a housing study to plan for current and future residents' housing needs. The study sought to clarify, quantify, and qualify the City's housing inventory using data from City records, the Washtenaw County Department of Equalization, the American Community Survey, and monthly reports from the Ann Arbor Area Board of Realtors.



City of Saline Non-Motorized Transportation Plan (2017) – As adopted, the City of Saline Non-Motorized Transportation Plan provides a clear direction for the implementation of pedestrian and bicycle facilities in the City. The Plan, illustrated on Figure 7, calls for the establishment of bicycle lanes on major roadways, on and off-the-road shared-use pathways and pedestrian improvements at identified crosswalks. In 2010 the City adopted a 'Complete Streets' Ordinance to encourage the development of transportation corridors for use by people of all abilities and all modes.

Gateway Strategic Plan (1999) – This plan builds upon the vision for the East Michigan Avenue corridor by providing workable strategies to improve land use and the visual appearance of all of the “Gateways” into the City of Saline. These include the Maple Road corridor, the South Ann Arbor Street corridor, and the West Michigan Avenue corridor.

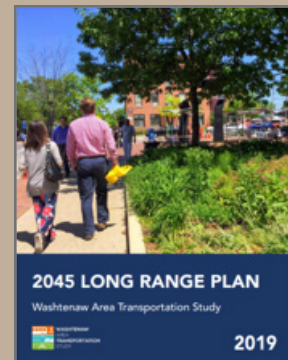


Michigan Avenue Gateway Strategic Plan (1997) – In recognition of East Michigan Avenue’s significance as a “Gateway” into the City and the lasting impression it imparts on those traveling through it, the City developed a strategic plan to improve land uses and the appearance of the corridor.

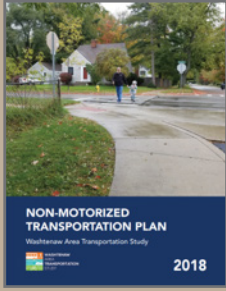
As a requirement of the Michigan Planning Enabling Legislation, input from the surrounding communities was carefully considered to ensure the coordination along the perimeters of abutting communities.

County and Regional Planning Studies

WATS 2045 Long-Range Transportation Plan (2019) - The Washtenaw Area Transportation Study (WATS) is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The 2045 Long-Range Transportation Plan addresses policy issues surrounding transportation in Washtenaw County and provides guidance on how to plan for rapidly changing transportation technology and trip making behavior. The Long Range Plan Goals serve as the foundation for the 2.1 billion dollars of investment in this plan and a starting point to guide transportation policy decisions.



SEMCOG 2045 Regional Transportation Plan for Southeast Michigan (2019) - The 2045 Regional Transportation Plan for Southeast Michigan (RTP) works to make the transportation system safer and more efficient, revitalize communities, encourage economic development, and improve the quality of the region’s environmental resources through the policies and actions outlined in the plan. It describes how more than \$35 billion in revenues will be invested in 174 projects to support the region’s transportation system through 2045.



WATS Non-Motorized Transportation Plan (2018) - This plan establishes a vision of a non-motorized transportation system that supports and encourages safe, comfortable, and convenient ways for people to travel throughout Washtenaw County. By unifying planning efforts around the county, identifying priority corridors and establishing timely implementation strategies, WATS seeks to facilitate the creation of a safe and equitable, universally accessible regional active transportation system.

Planning and Zoning Responsibilities

The City of Saline has several bodies that are actively involved in the planning and zoning decision-making process:

City Council – The City Council is the chief governing body of the City. By Michigan statute, the City Council approves rezoning requests, zoning text amendments, and subdivision plats. By City Ordinance, the City Council also approves special land uses. The Planning Enabling Legislation now permits the City council to review and approve the Master Plan.

Planning Commission – Planning Commission members are appointed by the Mayor and approved by City Council. The Planning Commission is the principal recommending body to the City Council on matters pertaining to the planning and development of the community. The Planning Commission approves site plans and makes recommendations to the City Council on rezoning requests, zoning text amendments, special land uses, and subdivision plats. Michigan statutes require a Planning Commission to prepare and adopt a Master Plan.

Zoning Board of Appeals – The Zoning Board of Appeals serves to interpret the provisions of the Zoning Ordinance when requested and determines when variances should be granted when peculiar difficulties with property make it impossible to meet the strict provisions of the Zoning Ordinance. The Zoning Board of Appeals consists of seven members appointed by City Council. One member shall be a member of the Planning Commission and one shall be a member of City Council.

Historic District Commission – The Historic District Commission oversees and provides direction regarding the protection of community historic assets, and regulates the local historic district.

Parks Commission – The Parks Commission provides direction regarding City Parks, beautification, and landscaping.

Environmental Commission – The Environmental Commission reviews all matters of environmental importance referred by City Council, such as site plans, ordinances, and other matters. The Environmental Commission also provides information to the City Council on environmental concerns and investigates solutions to environmental problems.

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Existing Land Use

Land Use Patterns

The City of Saline's total land area more than tripled since the 1950s. Annexations have occurred primarily within the eastern and northern portion of the City where there is an agreement between the City of Saline and Pittsfield Township. As Figure 1 illustrates, Saline consists primarily of residential land uses, with a commercial area located along US-12 and centered on the Michigan Avenue and Ann Arbor Street intersection.

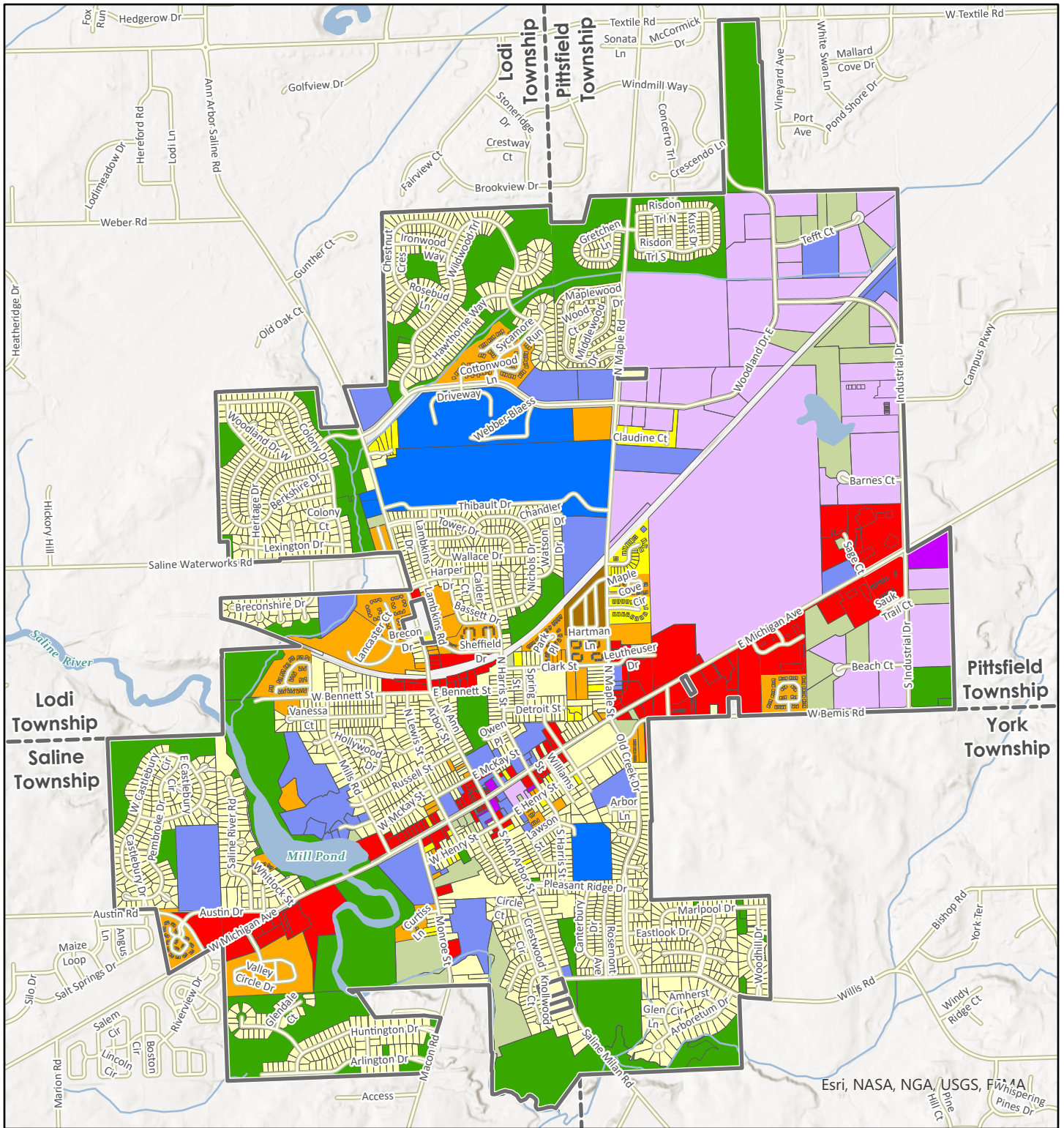
Single and multi-family land uses occupy almost 39 percent, of the City's land acreage. Historic homes are concentrated in the central area while newer homes are in the outlying areas of town. Duplexes are primarily located around the City center, near Michigan Avenue. Multi-family residential uses include a medium amount of apartment complexes; there is one mobile home park in the City, which is located on Maple Road.

Commercial land uses occupy less than 10 percent of the City's land area, with the greatest concentration located along Michigan Avenue. Many of the avenue's historic buildings and homes have been converted to office, commercial, and related uses. Commercial strips are found at the eastern and western edges of the City. Mixed uses can also be found in the southern portion of town as well as within the industrial parks located in the northeast and southeast quadrants.

Public/quasi-public land uses within the city include churches, a cemetery, utilities, the former hospital, union hall, and other similar uses. Schools and their associated grounds and playing fields cover a relatively large portion of the City's land area. There are three public elementary schools, an intermediate school, a middle school, and other structures associated with public education. Saline High School and Harvest Elementary School are located east, just outside the City limits in Pittsfield Township.

Industrial land uses occupy about 16 percent of the City's land area and include light and heavy industrial uses in four industrial parks located north, east, and southeast of the Faurecia plant.

Open space and recreation land uses account for about 7.3 percent of the City's land area including about 210 acres of parks and open space. The largest parks are Curtiss and Mill Pond parks along the Saline River, but several community and neighborhood parks are scattered throughout the City. Tefft Park, a 40-acre site in the northeast corner of the City, includes the Saline Recreation Center and outdoor recreation facilities. A full accounting of City recreational lands and parks can be found in the 2023 City of Saline Parks and Recreation Plan.



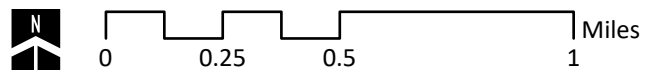
Existing Land Use Category

- Single Family Residential
- Single Family Attached Residential
- Multiple Family Residential
- Mobile Home Park
- Mixed Use
- Commercial/Office
- Industrial
- Public/Semi-Public
- Schools
- Parks, Recreation, and Open Space
- Vacant

Figure 2.

EXISTING LAND USE

City of Saline, Washtenaw County



Data: City of Saline, Washtenaw County, State of Michigan GIS Open Data.
 Prepared by: Carlisle/Wortman Associates, Inc.

Date: 7/28/2023



Background Studies Summary

The Background Studies section of the Master Plan inventories past trends, current conditions and future projections. Although the full text of the Background Studies is found in Appendix A, the following summarizes the highlights from the most up to date U.S. Census Bureau surveys, as well as local and regional data sources.

Population

Saline's population grew from 8,034 persons in 2010 to an estimated 9,072 in 2021. However, the City's rate of population growth during that timeframe (3 percent) was slower than that of Washtenaw County, which grew at a rate of 8 percent. The slower rate of growth could be attributed to many factors, including that the City's land area is almost completely developed or preserved as open space.

Looking back over the last two (2) decades, Saline's population grew by 13 percent from 2000 to 2021. By comparison, the adjacent rural community of Saline Township grew at a rate of 75 percent during that same time period. Pittsfield Township, which is more developed, grew at a rate of 30 percent.

According to 2021 American Community Survey 5-year estimates, the general profile of Saline residents can be described as follows:

- Children (under age 18) make up 20 percent of the total population of Saline with 1,835 persons; and
- People 65 years and over include 24 percent of the total population with 2,197 people.

Projections by SEMCOG indicate that by 2050 the proportion of children and seniors will change as follows:

- The number of children under the age of 18 will decrease to 1,400, which will represent 14 percent of the total projected population;
- The number of people 65 years and over will increase to 2,993, which will represent 31 percent of the total projected population.

Housing

According to the 2021 American Community Survey, there are 3,866 housing units in the City. While housing construction continued in Saline between 2010 and 2021, SEMCOG reports a net decrease in total housing units (3,923 per the 2010 Census) within the City due to demolitions. However, SEMCOG also indicates that the City has issued 175 building permits for new dwellings since 2019.

Saline's estimated 2021 housing occupancy rate of 95.2 percent exceeds the occupancy rate for Washtenaw County, which was an estimated 94.4 percent in the same year.

The Census Bureau reports a slight decrease in the median value of housing within the City over the last ten (10) years. Median housing values were an estimated \$268,056 in 2010 and \$261,000 in 2021. At the same time, the median gross rent in Saline increased from an estimated \$966 per month in 2010 to \$1,065 per month in 2021.

Socioeconomic Characteristics

Enrollment in the Saline Area School District has been relatively stable over the past ten (10) years, after experiencing rapid growth during the 1970's.

Approximately 57 percent of residents of the City have an undergraduate's degree or higher.

As of 2019, the leading employment sectors in the City of Saline were manufacturing, which represents 32 percent of jobs in the City, and healthcare services, which represents 11 percent of jobs. The largest employers in Saline are Faurecia, Saline Area Schools and Evangelical Homes of Michigan.

The 2021 estimated median household income in Saline was \$81,321, which is greater than both the County (\$79,198) and State (\$63,202). However, an estimated 21 percent of households in Saline are cost-burdened, meaning they spend 30 percent or more of their income towards housing costs. Of those cost-burdened households, 45 percent own their homes, and 55 percent rent their homes.

Natural Features

The City's most obvious natural feature is the Saline River which flows across the City's southwest corner and includes an impounded portion, the Mill Pond. Wooded areas are located within areas of open land around Saline's periphery, and along the Saline River and smaller drainage courses. Apart from designated flood hazard areas and a wetland area along the southern municipal boundary, soils are generally suitable for development. For more detailed information on natural features, see Figure 10 in Appendix A.

Land Use Patterns

The City of Saline's total land area more than tripled since the 1950s. Annexations have occurred primarily within the eastern and northern portion of the City where there is an agreement between the City of Saline and Pittsfield Township. As Figure 2 illustrates, Saline consists primarily of residential land uses, with a commercial area located along US-12 and centered on the Michigan Avenue and Ann Arbor Street intersection.

Single and multi-family land uses occupy almost 39 percent of the City's land acreage. Historic homes are concentrated in the central area while newer homes are located in the outlying areas of town. Duplexes are primarily located around the City center, near Michigan Avenue. Multi-family residential uses include a medium amount of apartment complexes; there is one mobile home park in the City, which is located on Maple Road.

Commercial land uses occupy less than 10 percent of the City's land area, with the greatest concentration located along Michigan Avenue. Many of the avenue's historic buildings and homes have been converted to office, commercial, and related



uses. Commercial strips are found at the eastern and western edges of the City. Mixed uses can also be found in the southern portion of town as well as within the industrial parks located in the northeast and southeast quadrants.

Public/quasi-public land uses within the city include churches, a cemetery, utilities, the former hospital, union hall, and other similar uses. Schools and their associated grounds and playing fields cover a relatively large portion of the City's land area. There are two public elementary schools, a middle school and other structures associated with public education. Saline High School and Harvest Elementary School are located east, just outside the City limits in Pittsfield Township.

Industrial land uses occupy about 16 percent of the City's land area and include light and heavy industrial uses in four industrial parks located north, east, and southeast of the Faurecia plant.



Open space and recreation land uses account for about 7.3 percent of the City's land area including about 201 acres of parks and open space and 60.9 acres of open water.

The largest parks are Curtiss and Mill Pond parks along the Saline River, but several community and neighborhood parks are scattered throughout the City. Tefft Park, a 40-acre site in the northeast corner of the City, includes the Saline Recreation Center and outdoor recreation facilities. A full accounting of City recreational lands and parks can be found in the 2023 City of Saline Parks and Recreation Plan.



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Goals and Policies

Introduction

The Master Plan encompasses more than just a series of maps. Goals, policies, and planning strategies formulated by the community establish the framework for public and private decision-making. Goals reflect the long-term needs of Saline and establish the desired end results of the planning process.

While goals tend to be general in nature, policies set forth an approach or position concerning various issues related to land use, transportation, and natural resources. These policies are the essence of the Master Plan and reflect an overall strategy for local development. Clearly defined statements of policy can go far to minimize arbitrary decisions and substantiate intelligent, objective decisions. The Land Use Plan Map and the Thoroughfare Plan Map are the graphic representation of the adopted policies. The policies of this update broaden the scope of the Master Plan beyond just a series of maps and the subsequent objectives are designed to be specific items for City Staff and Officials to address within the five-year update period. The timeline and mechanics of accomplishing each objective are addressed in the implementation section of this plan.

General Planning Goals

The following general goals set forth the desires and aspirations of the community:

- Goal 1: To promote the individuality of Saline in the regional context and to enhance those characteristics which make Saline an ideal place to raise a family and have a uniquely high quality of life.
- Goal 2: To manage growth at a moderate rate that respects existing natural features and resources, existing development patterns, and infrastructure. Specific emphasis on the preservation of the Saline River and adjacent natural areas should be considered.
- Goal 3: To encourage economic development activities that complement existing development, serve current and future residents of Saline, and are beneficial to the community as a whole.
- Goal 4: To support the creation of safe, attractive, and unique places which draw people to and keep people in, Saline. Moreover, the creation of green places can be used as both informal and formal gathering places for the public.
- Goal 5: To foster, promote, and initiate intergovernmental cooperation including planning between the City of Saline, its departments, and the officials and agencies representing Washtenaw County, the surrounding townships, cities, and Saline Area Schools.
- Goal 6: To create a beautiful and idyllic city by encouraging attractive new development that complements its surroundings and by protecting historic resources by promoting their revitalization and increasing public awareness of local preservation activities and efforts.
- Goal 7: To encourage and develop a robust system of transportation in Saline that creates a fully walkable community, connects residents to nearby communities, and allows for the safe,

efficient, and smooth flow of all transit.

Goal 8: To promote the goals, policies, and recommendations of the City Parks and Recreation Master Plan.

In addition to the general policies provided herein, specific topics were developed to categorize community engagement comments throughout the Master Plan review process. These categories include Housing, Downtown Saline, Transportation, and the Environment, Sustainability and Resilience.

Historic and Visual Character Policies

Maintain and enhance the unique and balanced character of Saline.

Maintaining and enhancing the unique and balanced character of Saline as a place to live, conduct business, be employed, and enjoy leisure time shall be given high priority.

Objectives:

1. Plan areas for context-sensitive mixed-uses.
2. Ensure that new development and redevelopment projects promote an image that is compatible with the existing character of the City.
3. Maintain mature trees and historic structures while allowing for the adaptive re-use of existing structures and housing options that meet a variety of needs.
4. Maintain the historic nature of downtown through the form-based code.

Develop facilities and activities that advance local historic preservation.

The development of facilities and activities which will advance local historic preservation efforts and serve as a link between past, present, and future Saline residents shall be encouraged.

Objectives:

1. Maintain up-to-date tools and techniques for the preservation, conservation, and funding opportunities of historic resources.
2. Develop local historic districts that are compatible with community values.
3. Continue cooperation between the Historic District Commission, Saline Area Historical Society, and City departments to ensure that any city-owned properties that have historic qualities are correctly and adequately maintained and preserved.
4. Continue cooperation between the Historic District Commission and the Planning Commission to ensure that historic resources outside of the established historic districts receive appropriate review and preservation consideration.

5. Historic preservation and redevelopment of the downtown district is important. New development within the downtown should be respectful of the historic nature of the area.

Redevelopment of community “gateways”.

Michigan Avenue, Maple Road, and Ann Arbor Street represent the major entries to and corridors within the City. Each of these entries; East and West Michigan Avenue, North and South Ann Arbor Street, and Maple Road are identified as “Gateways” into the City. The Michigan Avenue Gateway Strategic Plan (East Michigan Avenue) as well as the Gateway Strategic Plan (remainder of gateways) should be consulted in any development or redevelopment efforts within these gateways. While these are still valid guides to development, the City should update these important design guidelines. Moreover, as the City continues to grow, the inclusion of Saline Waterworks, Austin, Monroe streets as formal gateways should be considered.

Objectives:

1. The spread of narrow, linear or what is commonly referred to as “strip” commercial patterns should be discouraged and clustered commercial encouraged.
2. Provide for appropriate access management techniques to avoid inadequate driveway spacing/placement and encourage non-motorized transportation alternatives.

General Land Use and Development Policies

Land use intensity shall depend on the capacity of infrastructure, compatibility of land use patterns, and natural capacity of the land.

Land use intensity shall depend on the capacity of existing and master planned infrastructure (i.e. roads and utilities), compatibility with existing or master planned land use patterns, and the natural capacity of the land to support new development.

Objectives:

1. Low-intensity land uses shall be located where infrastructure and natural resource conditions are least capable of supporting new development, and where low-intensity land uses currently exist (i.e. residential uses).
2. Medium-intensity land uses shall be located in areas where infrastructure and natural resource conditions are moderately capable of supporting development and where medium-density land use patterns exist (i.e. small commercial and office uses).
3. High-intensity land uses require a high level of infrastructure and shall be located where these facilities exist, and where natural resource conditions and existing land use patterns are compatible with high-intensity land uses (i.e. large commercial and industrial uses). Developments of this intensity must have development agreements in place with the City to ensure that costs associated with development are being addressed before construction begins.
4. Encourage proactive opportunities for the expansion of technology infrastructure for businesses and residences. Technology infrastructure is needed for all land uses and land use intensities.

Promote compatible relationships between land uses.

A compatible relationship between land uses shall be promoted by providing appropriate land use transitions and safeguards to minimize the potentially negative impacts on roads, adjacent land uses, utilities, and the environment.

Objectives:

1. Promote the appropriate land use transitions between commercial, industrial, and residential land uses.
2. Mitigate the impact of new development on public roads by reducing curb cuts and encouraging the use of combined drives and service drives.
3. Ensure that new or expanded development is located in areas with adequate sewer and water service capacity.
4. Ensure that stormwater runoff from development is managed on-site and does not negatively impact neighboring properties or adjacent public roads. The City and developers shall follow the best management practices for storm water management to prevent illegal discharges into the waters of the State of Michigan. Saline is a Phase II Stormwater Community.
5. All planned land uses shall be designed to protect the general aesthetic, character, safety, and welfare of existing neighborhoods.
6. The intrusion of incompatible, non-residential, land uses into residential neighborhoods shall be discouraged.
7. Road patterns that discourage non-residential through traffic within neighborhoods shall be promoted. Non-residential traffic should be routed to existing collectors and arterial streets.
8. The conditions which lead to blight shall be removed and the rehabilitation of deteriorating residences shall be encouraged.
9. Multi-family or mixed-use developments adjacent or near single-family neighborhoods shall be designed to match the general visual aesthetic of the area.
10. Where compatible with existing land uses, promote a mixed-use designation consistent with the tenants of a "form-based code."

Residential Land Use Policies

Plan residential use in a range of density classifications.

Objectives:

1. Low-Density Residential is planned for areas near the City's boundaries where there is existing low residential density and vacant land. Special attention should be paid to minimizing new developments' impact on natural resources, utility systems, and/or roads.

2. City Density Residential is planned for areas around the downtown, as well as transitional areas adjacent to commercial districts and corridors. These areas are most capable of supporting additional residential development due to the availability of utilities and the adequacy of streets
3. High-Density Residential is planned for areas near existing high-density developments and where utilities and streets are most capable of supporting additional development. A mix of multiple-family dwelling options are appropriate in these areas in order to create a transition between planned High-Density Residential areas and their surroundings.
4. Mobile Home Park is planned to be confined to the existing park in the City.
5. Downtown District Residential is planned for the area in and immediately around the downtown core of Saline. These areas align with the City's D-1, Downtown Core, and D-2, Downtown Edge, zoning districts.

Encourage innovative site planning, housing design, and re-use of existing homes.

A reasonable balance of housing styles shall be provided to meet the needs of a variety of age and income groups. The City shall encourage innovative site planning, housing design, and the re-use of existing housing stock in a manner that preserves historic qualities and architecture while providing additional housing to the community.

Objectives:

1. The design of new residential areas shall provide for the preservation of existing trees, water bodies, and other scenic features and open space areas for the active and passive enjoyment of the neighborhood residents, and, where possible, for the visual enjoyment of the City.
2. The use of cluster housing which results in more efficient use of land and reduction in the cost of infrastructure improvements space shall be encouraged.
3. As Saline grows, future residential development shall be designed to minimize conflicts between existing residential uses and minimize the increase in traffic volumes on thoroughfares and collector roads in the City.
4. New residential development should maintain the neighborhood aesthetic found throughout the City. It should be the policy to integrate new residential developments into existing neighborhoods where possible through connecting streets, pedestrian walks, open spaces/parks, and creative reuse of existing housing.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Identify and address elements of the built environment that enhance the character and use of City Density Residential areas.
7. New residential development should incorporate both active and passive recreation areas, i.e. parks and open space for use of area residents. Such areas may include public and private parks.

Encourage housing developments that bring a new variety of housing products to Saline and provide attainable housing choices for Saline’s existing and future residents.

Saline has an abundance of larger-lot single-family homes. Promoting the development of small-lot single-family homes, duplexes, rowhomes, townhomes, multi-family developments increases the housing choices available to current and future residents alike, provides options for “aging in place”, and are generally more financially attainable housing products than most of Saline’s existing single-family housing stock.

Objectives:

1. Evaluate residential lot standards and make necessary changes to allow for such developments to be permitted.
2. Evaluate the current Planned Unit Development (PUD) standards to ensure that those proposing development of a property may apply for needed flexibility.
3. New denser residential development which is adjacent to existing lower-density development shall be allowed but must work to mitigate visual impact.
4. New residential development which is designed to be more physically accessible than traditional developments shall be encouraged.
5. New developments that are primarily Low-Density Residential should incorporate some diverse housing options into the overall development including duplexes, rowhouses, and townhomes.

Downtown District Land Use Policies

Create a center for the community that mixes retail, service, office, residential, and public leisure uses. The role of and uses in the Downtown District have continued to change over time.

While a wide range of uses can be accommodated, the Downtown District shall be maintained as a focal point of the community’s identity with a focus on businesses, public space, and services such as offices, restaurants, and specialty retail. Shared parking opportunities, allowing for mixed-uses, the creation of a dedicated public space, improved pedestrian access across Michigan Avenue, and the growth of the Downtown District into portions of the Central Village Sub-Area would promote further commercial development. In addition, the use of upper floors of existing buildings for high-density residential units shall be encouraged to provide a walkable, livable downtown area.

The overarching goal of the Downtown District is as a gathering space and the focal point of both community activity and Saline’s identity.

Objectives:

1. Continue to promote Saline Main Street and the work that they do to build community, hold events, support businesses, and create an inviting downtown environment.
2. Engage a consultant to perform a downtown design study that evaluates the creation of public space downtown. The study should be comprehensive and provide options and cost estimates.

3. Provide for downtown parking needs while pursuing opportunities to redevelop underutilized parking areas.
4. Promote and attract mixed-use development into the downtown area,
5. Identify development and redevelopment opportunity sites, especially on vacant parcels.
6. Actively seek out grant dollars that will support the improvement of downtown businesses and properties.
7. Work with MDOT on the creation of safer pedestrian crossings throughout the portion of US-12 that runs through Saline.

Commercial and Office Land Use Policies

Provide commercial areas that meet the needs of City residents in terms of location and services offered.

Commercial areas which are primarily intended to meet the needs of City residents, in terms of both location and goods and services offered shall be provided. Commercial use designations shall include the Central Business District, and General Business. Regional Centers are not provided due to the availability of such centers in Ann Arbor and the Detroit metropolitan area. Office designations include Office/Service and Professional Office.

Objectives:

1. **General Business.** These areas serve the larger needs of the community for both convenience and comparison goods. Typical uses include large supermarkets, drugstores, department stores, and specialty stores. Commercial developments which serve the convenience needs of the City are also to be incorporated into this category.
2. **Office/Service.** These areas are designated to provide locations for low intensity uses which primarily include professional, technical, medical and business offices, banking, and the services needed to support an office environment. While Office/Service uses exhibit some characteristics of commercial land use, they generally have less impact in terms of traffic, need for utilities, and nuisance to neighboring properties.
3. **Professional Office.** The Professional Office designation is intended to provide areas for the offices of professional services. Such uses are low intensity in character and operate during normal business hours, produce a low volume of traffic, and serve as a compatible transition between commercial and residential areas and/or between thoroughfares and residential areas. Professional office uses are planned and designed to be compatible with traditional and historic neighboring residential areas. In certain areas, the Professional Office designation is intended to safeguard the unique historical heritage of the City, by allowing the re-use of historic homes while maintaining their original historic character.

Industrial and Research/Office Land Use Policies

Encourage a diversified research/office and industrial base.

A diversified research/office and industrial base shall be encouraged and shall be in areas with available utilities and access to transportation systems. *(These policies coincide with the Business/Industrial Sub-Area)*

Objectives:

1. Promote a complimentary mix of uses in existing and future industrial and research/office parks.
2. Heavy industrial, manufacturing, self-storage, and processing uses shall be limited to areas where effects to non-industrial properties will be minimized, i.e. within existing industrial parks, or other areas that are not adjacent to residential land use.
3. Buffer and screens, transitional uses, landscaping, and sufficient setbacks between residential and industrial, research and office developments shall be provided.
4. Promote the development or redevelopment of vacant or underutilized properties into businesses or spaces that serve Saline residents.

Transportation Policies

Plan and provide a safe and efficient vehicular transportation network.

A vehicular transportation network which accommodates the safe and efficient movement of people and goods within and through the City shall be planned and provided. The City of Saline has agreed to work with the Ann Arbor Transit Authority in its objectives regarding regional transit improvements/opportunities. Road improvement priorities shall be based upon a hierarchy established by the function each road serves. The allocation of improvement dollars shall give priority towards roads which function to benefit the greatest number of residents or provide the greatest economic benefit to the City. *(See Thoroughfare Plan)*

Objectives:

1. Encourage the development of an efficient and functional road system.
2. Pursue opportunities to expand public transit in Saline.
3. The City shall work proactively with regional and State agencies to improve the safety of existing east-west routes as well as bolstering Saline's north/south connectivity.
4. Encourage grid patterns for new development or infill projects to provide pedestrian access and reduce traffic congestion.

Create a robust pedestrian and non-motorized transportation network.

A planned pedestrian and non-motorized transportation network should be promoted and aggressive-

ly pursued throughout the City consisting of sidewalks within neighborhoods and multi-purpose paths connecting neighborhoods with other community facilities and focal points including City Parks.

Objectives:

1. Plan and construct trails proposed in the Saline Non-Motorized Transportation Plan.
2. Connect with Washtenaw County Parks and Recreation to plan regional trail connectivity.
3. Work with MDOT on the creation of safer pedestrian crossings throughout downtown and especially at the intersection of Ann Arbor Street and Michigan Ave.

The City of Saline Non-Motorized Transportation Plan addresses non-motorized and pedestrian transportation in a comprehensive and extensive manner. By reference the Master Plan incorporates the findings, goals and policies, and implementation of the plan.

Municipal Service Expansion Policies

Facilitate the moderate and orderly growth of city boundaries.

With rapid growth occurring in Washtenaw County, from time to time, the municipal boundaries of Saline may expand. Municipal expansion of the city boundaries will typically occur in relation to a corresponding extension of sewer and water facilities into underserved areas of adjacent Townships.

The City's water and sewer systems were designed to serve City property within the present boundaries of the City. The City has made a significant investment in building the capacity, quality, and reliability of the water and sewer systems to serve existing areas of the City. The addition of more land and users to be served by the existing systems should be carefully considered and planned.

Urban Development Areas (UDA's) are mutually agreed upon geographic areas used for guiding growth between the City and adjacent townships. Within the UDA boundary, municipal services could be available; outside of the boundary, services would not be available. UDA's as defined within this plan are intended to control and guide the possible extension of municipal sewer and water into pre-planned areas and thus control and guide growth.

While the method of municipal expansion would have to be determined, Saline Township notes the potential of a PA 425 agreement.

The Lodi Township Master Plan also identifies an area adjacent to the City of Saline as a "municipal service area". This area includes portions of Section 26 and 35 of Lodi Township. While the method of municipal expansion would have to be determined, Lodi Township has also noted in their Master Plan the potential of a PA 425 agreement.

York Township has planned for low-density agricultural land adjacent to the City so there is less of a likelihood that an urban development area (UDA) will be located there. As Pittsfield Township has its own municipal services, it is not likely that a formal urban development area would be needed for the extension, however, the City of Saline is not opposed to the creation of one should the township reconsider their positions on the development of the US-12 corridor leading into Saline. There are also existing parcels within the Saline-area that are subject to an automatic annexation agreement with Pittsfield Township.

The City of Saline Master Plan does not propose or plan for future UDA's outside of the ones identified with Saline and Lodi Townships. In the absence of a formal UDA or transfer agreement for other adjacent Townships all area surrounding the City of Saline shall be handled on a case-by-case basis, considering the City's land use needs at the time and the overall context of the area.

Objectives:

1. When mutually beneficial, work with surrounding communities in developing appropriate UDA's that may include the extension of municipal sewer and water services. Such agreements can be beneficial to both communities regarding economic development and the addition of new tax base.
2. To promote an orderly growth area from the City of Saline into adjacent municipalities, any area planned as UDA must be adjacent to and contiguous to the current City of Saline municipal boundaries. The "leapfrogging" of Township areas to provide municipal services which create an island UDA within a Township will not be considered by the City. The idea of contiguous development requires that municipal services expand from one fully developed area to the next adjacent area.
3. Development of one or more urban development areas (UDA's) should first consider the adoption of appropriate municipal agreements between the City and any adjacent municipality(ies) before requests to the Michigan State Boundary Commission are made. There are several tools available to allow such annexation agreements between communities including PA 425 – Transfer of Property, PA 8 – Transfer of Functions and Responsibilities Act, and PA 7 – Urban Cooperation Act. In addition to these tools it is recognized that there are other types of agreements that can be pursued if mutually beneficial between parties.
4. The City shall undertake and/or require studies to determine the estimated impact to city services and utilities.
5. The City shall work to annex any "island" properties. These are properties under adjacent township jurisdiction but fully surrounded by properties within the City of Saline's jurisdiction.

Annexed land should be used in a manner that fits the context of the surrounding city-area and addresses known or anticipated City needs.

The future land use categories shown as a part of the UDAs are in general conformance with the categories and uses proposed within the Saline and Lodi Townships' Master Plans. Where municipal services are extended to serve portions of the Saline and Lodi Townships' UDAs, land use should generally follow the City Master Plan as shown in Figure 3 and be zoned to be in conformance with these categories.

As shown in Figure 3, two potential residential UDAs have been identified within Lodi Township, adjacent to the City of Saline. The 2016 Saline Township Master Plan identifies an area in the far northeast corner of the Township, adjacent to City boundaries, that is identified as an "urban service area" that includes residential, open space and mixed-use business.

Should there be a proposed development in a UDA that does not align with the land use in Figure 3, the City shall consider whether it meets a known or anticipated need in the community before acting on a proposal.

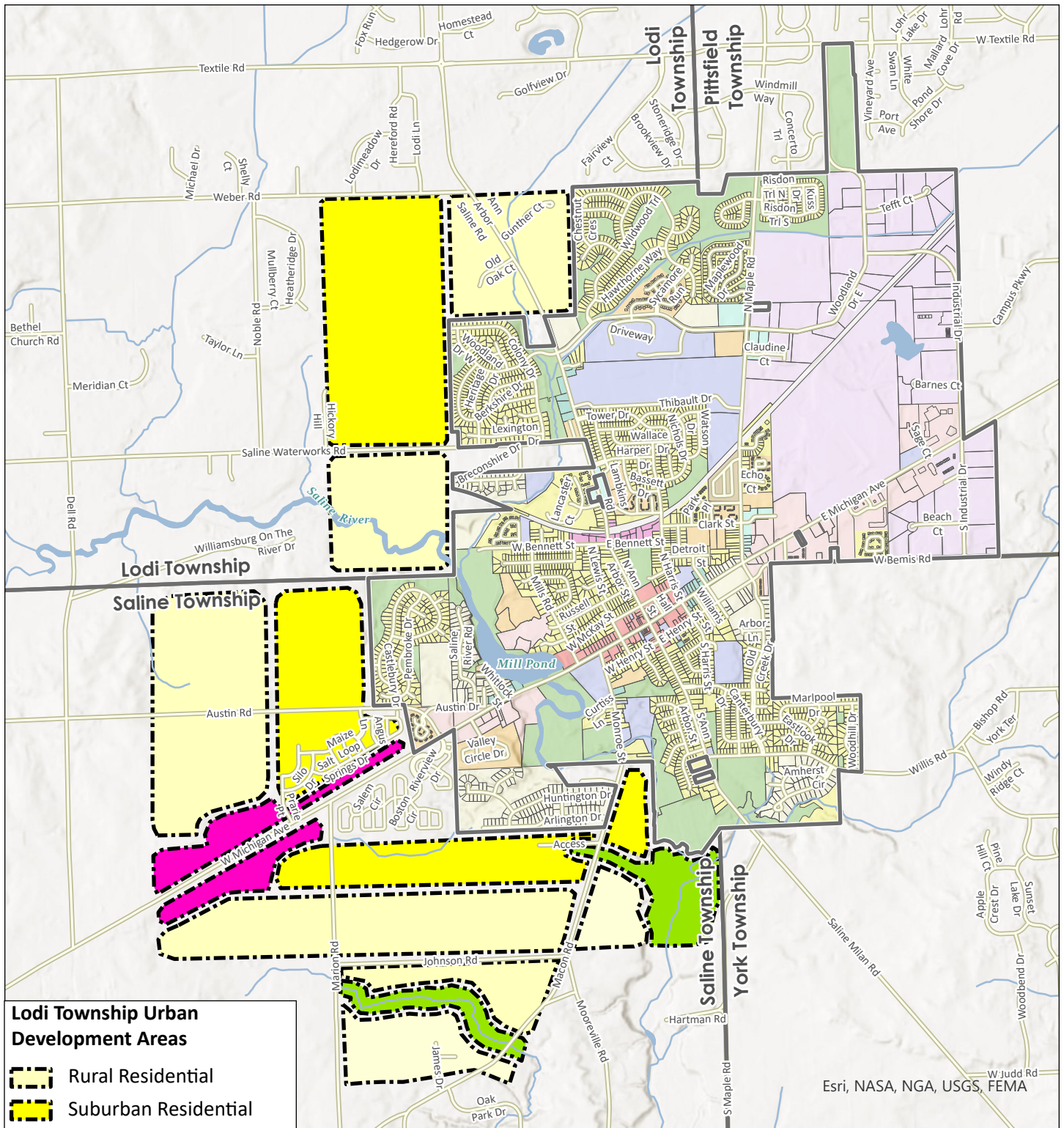
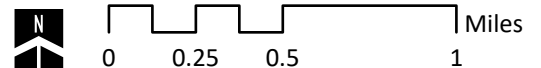


Figure 3.

URBAN DEVELOPMENT AREAS

City of Saline, Washtenaw County



Objectives:

1. It shall be the policy of the City that land included within an urban development area be ultimately brought under the jurisdiction of the City of Saline. This includes, but is not limited to, control of planning and zoning within the area.
2. Zoning within UDA's will be established using the process for rezoning of properties found within the City of Saline ordinances. As a UDA is developed a master plan amendment shall be required to provide for thoughtful procedure that complies with the approval and adoption procedures for a Master Plan amendment as contained in the Michigan Planning Enabling Act, PA 33 of 2008. Zoning of the UDA would then follow the Master Plan amendment.
3. Generally, the zoning of the UDAs should conform with the land use shown in Figure 3.
4. Where expansion of facilities is proposed, the City shall require developers to establish a negotiated agreement with the City to offset the cost of the extension of services and utilities.

Environment, Sustainability, and Resilience

Integrate natural resources into an open space system.

An element of the City's Master Plan and Policies is the integration of natural resources and features such as wetlands, woodlands, flood plains, surface waters and steep topography into an open space system for the enjoyment of current and future generations. Wetlands are characterized by saturation with water as the dominant factor determining the nature of soil development, and the types of plant and animal communities living in the soil and on the surface. Woodlands, however, are a low-density forest, forming open habitats with plenty of sunlight and limited shade. Woodlands may support an understory of shrubs and herbaceous plants including grasses.

Objectives:

1. The open space plan should be considered in its totality as a combination of privately and publicly owned properties.
2. The Saline River corridor, including the river flood plain, and adjacent wooded areas, is a principal element of the open space plan. The Saline River should be utilized to its maximum potential as a recreational resource for the Saline community, consistent with its natural beauty and capabilities.
3. Poor soil areas, such as wet, organic soils, should be retained in their natural condition, and integrated with the planned open space system.
4. Flood hazard areas and wetlands should be incorporated into the open space system.
5. The open space system and storm drainage system should be integrated to utilize natural water storage areas, and to utilize natural creek corridors as a means of conveying storm water runoff to the Saline River or other discharge areas.

6. The continued education of citizens through the development of community resources geared to explain utility capacity, existing infrastructure and the importance of low-impact development techniques.

Protect and enhance wetland, woodland, water resources, drainage systems, and open space.

The protection and enhancement of wetlands, woodlands, ground and surface water resources and drainage systems and open space shall be a key consideration in land use and development decisions.

Objectives:

1. Consider wetlands during the new development review process in the following manner:
 - 1.1. The protection of wetlands is essential to the preservation of water quality stabilization of stormwater runoff, promotion of groundwater recharge and provision of plant and wildlife habitats.
 - 1.2. The specific boundaries and the special significance of each wetland area must be determined at the time of a development review. One of the highest priorities is to preserve previously undisturbed wetlands in their natural state.
2. Consider woodlands during the new development review process in the following manner:
 - 2.1. Woodland conservation is important to protect water, soil and air quality, mitigate noise pollution, moderate local climate and storm hazards, preserve wildlife habitat, and preserve aesthetic values and community beauty.
 - 2.2. Development which is permitted in and around wooded areas should be planned, constructed, and maintained so that existing healthy trees and native vegetation are preserved. The objective should be to preserve native trees rather than to rely on removal and subsequent replanting. The diversity of woodland areas should be protected to ensure the long-term stability and variety of the species preserved.
3. Consider ground water resources during the new development review process in the following manner:
 - 3.1. Groundwater recharge areas replenish water levels in underground storage areas and supply water to lakes, rivers, and streams. Although much of the City is served with central water, the source of that water is groundwater. Therefore, the retention and protection of groundwater resources is highly important. Since groundwater resources extend beyond City boundaries, County and regional cooperation will be necessary to effectively manage this problem.
 - 3.2. Groundwater resources should be protected from pollution by controlling uses which discharge wastes into the hydro geologic cycle. It is equally critical to monitor and dis-

courage uses which handle or produce hazardous materials. Land grading should be controlled to retain the water holding characteristics of the land. Vegetation essential to the water holding characteristics should be preserved or, where necessary, enhanced as part of a development program.

4. Consider drainage systems during the new development review process in the following manner:
 - 4.1. Protection of soils, woodlands, and wetlands within a watershed and proper management of land use and development are essential to the proper management of storm drainage.
 - 4.2. Natural vegetation and topographical features along stream corridors and waterways should be preserved. Uses along the stream channel should be restricted to those which minimize topographical disturbance leading to the increased runoff, sedimentation and degradation of water quality.
 - 4.3. Following development of a site, surface water runoff should meet or exceed current standards of the Washtenaw County Drain Commission. Stormwater management prevents stream overloading and long-term erosion resulting from uncontrolled, high velocity discharges.
5. The City should investigate and adopt formal wetland, woodland, ground water, and drainage ordinances to ensure that these natural features are protected if not enhanced when development occurs.

Bolster Existing Green Space and Parks

The City heard from residents about a desire for more activation of existing green space, establishing expectations for project feasibility and timelines, and the desire for the Saline to become a less auto-dependent community in general.

Objectives:

1. Transparently and accurately report on planned park capital projects providing a timeline for expected completion.
2. Plan and construct trails proposed in the 2022 Saline Non-Motorized Pathway plan. The materials being used on non-motorized trails should be of high, resilient, and long-lasting quality.
3. Plan and construct capital improvements featured in the 2023 City of Saline Parks and Recreation Master Plan.

Standards For and Promotion of Green Technology.

With substantial changes to the nation's energy production system, the growing popularity of electric

vehicles, and Saline's own responsibility to be a steward of the environment, the City shall work to adopt common-sense standards with resources for residents for new green technologies.

Objectives:

1. Investigate the benefits of a formal ordinance allowing solar panels and other local energy production methods.
2. Encourage and support greater use of LEED building standards, renewable technologies, and other green building methods.
3. Provide accessible information to Saline residents on what's needed to install electric vehicle chargers
4. Study the best locations for and install electric vehicle chargers on public property in an adequate manner.

Intergovernmental Cooperation Policies

Promote effective working relationships between the City, surrounding communities, and the Saline Area Schools.

Objectives:

1. Planning issues which are integral to the discussion between the various bodies should be proactively discussed.
2. The Washtenaw Area Transportation Study and the Southeast Council of Michigan Governments should be consulted regarding transportation issues of regional significance.

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Future Land Use Plan

Introduction

As indicated throughout this document, the Master Plan is more than a series of maps. The Master Plan establishes a direction for the future of the City through goals, policies and graphic representation. Planning strategies, represented in both graphic and narrative form, identify the more specific manner which goals and policies are to be implemented.

Saline Sub Area Plan

In addition to the overall land use plan and the future land use categories the City was divided into the following seven (7) sub areas:

- Business/Industrial sub area
- East Michigan Avenue sub area
- West Michigan Avenue sub area
- Central Village sub area
- Downtown sub area
- Residential sub areas
 - North Side
 - South Side
 - West Side
- Outlying Areas & Regional sub area

The following pages address issues related to land use, land preservation, transportation, and community facilities and services for each sub area. The preferred land use arrangement, the specific development strategies, and site design guidelines for each sub area are also discussed.

Business/Industrial Sub Area

Characteristics:

- Existing land uses are primarily industrial, with general commercial uses in proximity to E. Michigan Avenue, and a small area of recreation in the far northern portion of the sub area.
- Adjacent to Pittsfield and York Townships.

- Encompasses the Faurecia Plant, the City's industrial parks, Tefft Park, Saline Recreation Complex, and the Saline Public Works Facility.

Development Strategies:

1. Consider complimentary uses within the City Industrial Parks. A complimentary mix of uses will be promoted as well as creative reuse that adds new services and amenities for Saline residents.
2. Continue to encourage a diversified research/office and industrial base within this area.
3. Business retention and attraction is a primary strategy within this sub area.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.

Design Guidelines:

1. Appropriate buffers, transitional areas, landscaping, and sufficient setbacks should be provided between residential and industrial, research and office developments.
2. Enhance the aesthetics of the City Industrial Parks to make these areas more attractive for prospective business.
3. Encourage Low Impact Development (LID) techniques for stormwater management.
4. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

East Michigan Avenue Sub Area

Characteristics:

- Contains the commercial/retail/service developments outside of the Downtown Area and along East Michigan Avenue.
- Encompasses the Dairy Queen, Sauk Commons Shopping Center, The Oaks Shopping Center, Saline Shopping Center, and Rentschler Farm Museum. Visually characterized by late-1900s strip developments on both sides of Michigan Avenue as well as some older and newer stand-alone developments.
- Adjacent to Pittsfield and York Townships. Borders the Business/Industrial sub area on the north and south as well as the Central Village and Downtown sub areas.
- There are undeveloped and underdeveloped lots off Sage Court and on US-12 that are clear and immediate opportunities for (re)development.

Development Strategies:

1. Support redevelopment opportunities that increase the area's vitality.
2. Discourage the spread of narrow, linear (strip commercial) patterns, and encourage clustered commercial developments that maximize the efficiency of frontage on US-12 used.
3. Encourage infill development that creates more efficient use of land, especially properties that front US-12.
4. Business retention and attraction is a primary strategy within this sub-area. Compatible future uses should increase the variety of high-quality goods and services that are available in Saline.
5. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with parks, schools, and shopping facilities, and other pedestrian and bicycle paths.

Design Guidelines:

1. Existing buffers separating incompatible residential uses from their commercial/industrial counterparts shall be retained.
2. Encourage the creation of service drives, and where possible, access from Bemis Road, to limit the number of new curb cuts on East Michigan Ave.
3. New developments shall follow the City's gateway landscape standards.
4. Encourage Low Impact Development (LID) techniques for stormwater management.
5. New developments shall be designed in a manner that efficiently allocates frontage to many different users as opposed to one.
6. Encourage the creation of attractive, modern, and sustainably built (LEED) commercial/service buildings and sites.
7. New development in this sub area should be designed with the intent of minimizing sprawl and increasing non-motorized connectivity (sidewalks, trails, etc.) to the rest of the Saline community.

West Michigan Avenue Sub Area

Characteristics:

- Contains the commercial/retail/service establishments outside of the Downtown Area and along West Michigan Avenue.
- Visually characterized by mid-1900s strip developments on the south side of Michigan Avenue as well as automotive dealers/repairs and some residential homes on the north side of West

Michigan Avenue.

- Adjacent to Saline Township, Mill Pond and Curtiss Park, and the West and South Side Residential sub areas.

Development Strategies:

1. Support redevelopment opportunities that increase the area's vitality.
2. New development in this area should focus on bringing essential services, such as a grocer or a pharmacy, to the west side of Saline. Compatible future uses should increase the variety of high-quality goods and services that are available in Saline.
3. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.

Design Guidelines:

1. New development in the sub area should be designed with the intent of minimizing sprawl and increasing non-motorized connectivity (sidewalks, trails, etc.) to the rest of the Saline community.
2. Encourage Low Impact Development (LID) techniques for stormwater management.
3. New developments shall be designed in a manner that efficiently allocates frontage to many different users as opposed to one.
4. Encourage the creation of attractive, modern, and sustainably built (LEED) commercial/service buildings and sites.

Central Village Sub Area

Characteristics:

- Contains the residences outside of the immediate downtown area. It also includes the businesses that are located on Bennet Street, Hennie Field, and the Historic Train Depot.
- Visually characterized by the older historic neighborhoods of Saline. There are also older commercial and light-industrial buildings along North Ann Arbor Street and Bennett Street.
- The Central Village sub area is bisected by Michigan Avenue and the Downtown sub area.

Development Strategies:

1. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with parks, schools, shopping facilities, and other pedestrian and bicycle paths, specifically between U.S. 12 and Henne Field.

2. Encourage the redevelopment, repurposing, and/or revitalization of the commercial buildings and parcels along Bennett Street to places that serve the nearby community.
3. Preserve and enhance the historic character of the sub area and encourage infill housing that maintains historic structures or creates new ones of a similar aesthetic character.
4. Build-out infrastructure and amenities at existing parks to meet the needs of the residents.
5. Multiple-family residential developments should be located in areas that are walkable, near street parking, and should be designed in a manner to match the exterior visual character of the neighborhood.

Design Guidelines:

1. Single-family density, city-density, and high-density are compatible uses in this area provided that they are adequately served by existing infrastructure and compliment the surrounding built environment.
2. Encourage Low Impact Design (LID) techniques for stormwater management.
3. Encourage Leadership in Energy in Environment Design (LEED) techniques for architecture and site design.

Downtown Sub Area

Downtown is the core of the Saline community. The area is the visual identity of the City and is the host to many of Saline’s major events. Local business growth is to be concentrated and encouraged within this sub area as is the creation of dense housing, investments in walkability, and space for the public to gather.

Characteristics:

- The Downtown sub area is the visual identity of Saline.
- Existing land uses include local business/retail, public/quasi-public, residential and professional office.
- Main east/west and north/south corridor through Saline.
- Surrounded by residential sub areas with East and West Michigan sub areas being commercial “gateways” into the downtown.
- Considered a “traditional” downtown district.
- Historic architectural character including “zero lot lines”.
- Has many underutilized surface parking lots.
- Lack of public place/space/center besides City Hall.

Development Strategies:

1. All redevelopment and new development shall be done in a manner that retains the existing dense commercial and residential downtown district. No development downtown shall be in a “strip” style.
2. Encourage the conversion of upper floors of existing buildings into residential uses.
3. Preserve the historic context of the district and ensure the design of new developments fits this character.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with parks, schools, shopping facilities, and other pedestrian and bicycle paths.
5. Work with MDOT on vehicular and pedestrian improvements at all intersections within the Downtown sub area.
6. Adopt a new downtown corridor plan/design study that proposes alternatives the City could pursue as well as estimated costs. The study should support alternatives that will bolster resident leisure and recreation and/or attract new private investment.
7. Place an emphasis on the attraction of retail, service, and restaurant users to the downtown core.

Design Guidelines:

1. Although context-based, compatible residential land uses in this sub area are single-family density, city-density, high-density, and Downtown District Residential.
2. Allow for and encourage shared parking opportunities, limiting the number of surface lots.
3. Allow for mixed-uses, such as upper floor residential units as to encourage a walkable and livable downtown area.
4. Continue to provide and refine the appropriate architectural standards for new developments using the form-based code design standards while maintaining the historic integrity of the community.
5. Implement any new design study conducted by the City and its partners.
6. New development in the is sub area should be designed with the intent of minimizing sprawl and increasing non-motorized access (sidewalks, trails, etc.) to the rest of the Saline community.
7. Encourage Low Impact Design (LID) techniques for stormwater management.
8. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

North Residential Sub Area

Characteristics:

- Existing land uses are primarily single-family residential, city residential, multiple-family residential, public/quasi-public, and professional office.
- Adjacent to Lodi Township and Pittsfield Townships.
- Contains newer residential developments adjacent to the older central village sub area residences, Heritage School, Saline Middle School, Liberty School, Woodland Meadows, Linden Square Assisted Living and the Saline District Library.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered development, increasing the efficiency in which land is used.
2. Implement policies to preserve trees, water bodies and other vital natural features from development.
3. Encourage new developments to preserve or create parks or activated open space areas for the enjoyment for the north residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Support Saline Area Schools with the middle school campus reconfiguration which will create new recreation opportunities for Saline residents. New and more frequent use of the property should be monitored and considered.

Design Guidelines:

1. Although context-based, compatible residential land uses in this sub area are single-family density and city-density.
2. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector streets.
3. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.

4. Encourage Low Impact Development (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environment Design (LEED) techniques for architecture and site design.

South Residential Sub Area

Characteristics:

- Existing land uses are city residential, low density residential, multiple-family residential, and open space/recreation.
- Adjacent to Saline and York Townships.
- Contains Wilderness Park, Peoples Park, Curtiss Park, Salt Springs Park, Oakwood Cemetery, and Pleasant Ridge School.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered developments, increasing the efficiency in which land is used.
2. Implement policies to preserve trees, water bodies and other natural features from development.
3. Encourage new developments to preserve or create parks or activated open space areas for the enjoyment for the south residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with park, school and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Consider housing opportunities designed for the elderly, and the capabilities of the Police and Fire Departments, and public transportation.
8. Encourage additional park development for both active and passive users.

Design Guidelines:

1. Although context-based, compatible residential land uses in this sub area are single-family density, city-density and high-density.

2. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector streets.
3. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.
4. Encourage Low Impact Design (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

West Residential Sub Area

Characteristics:

- Existing land uses are city residential, low density residential, multiple-family residential, public/quasi-public, and open space/recreation.
- Adjacent to Lodi and Saline Townships.
- Contains newer residential developments adjacent to the older central village sub area residences, the Evangelical Home of Michigan, Mill Pond Park, and Stonecliff Park.

Development Strategies:

1. Continue to control and plan for future residential growth by encouraging clustered developments, increasing the efficiency in which land is used.
2. Implement policies to preserve trees, water bodies and other natural features from development.
3. Encourage new developments to preserve or create parks or activated open space areas for the enjoyment for the west residential sub area residents.
4. Encourage non-motorized transportation through the establishment of a pedestrian and bicycle safety path system linking residential areas with parks, schools and shopping facilities, and other pedestrian and bicycle paths.
5. New residential development shall respect the historic character of the City, employing design elements that strike a balance between new and existing neighborhoods.
6. Integrate new residential developments into existing neighborhoods where possible, connecting streets, pedestrian walks, and open spaces/parks.
7. Encourage the expansion of existing housing opportunities designed for the elderly (Evangelical Homes, Mill Pond Manor, and Brecon Village).
8. Consider potential redevelopment/reuse opportunities for the former hospital campus on Russell Street.

Design Guidelines:

1. Although context-based, compatible residential land uses in this sub area are single-family density and city-density.
2. Future residential development shall be designed to minimize conflicts between the residential use and increasing traffic volumes on thoroughfares and collector streets.
3. Provide appropriate architectural standards for new developments maintaining the historic integrity of the community.
4. Encourage Low Impact Design (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

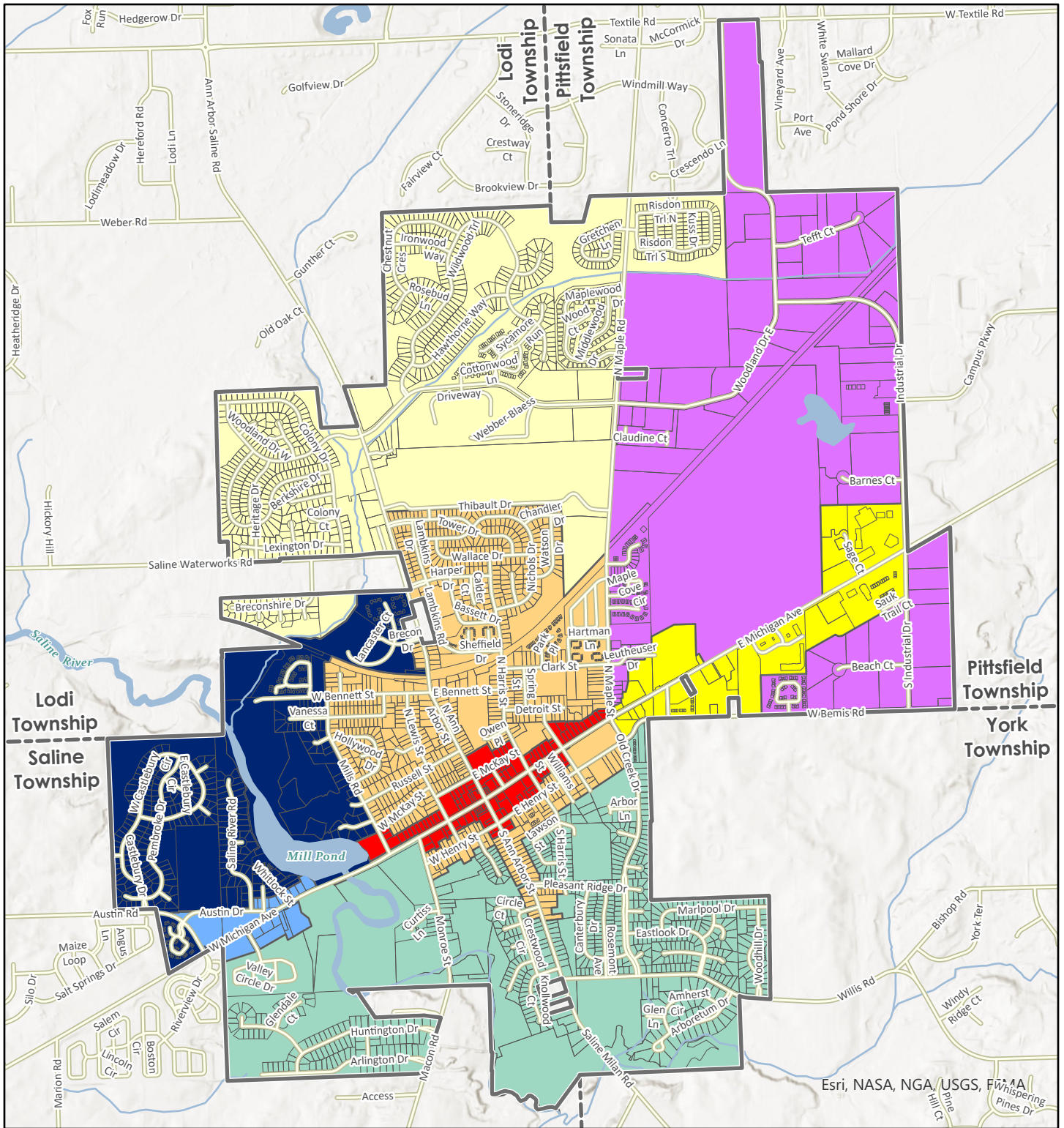
Outlying Areas and Regional Sub Area

Characteristics:

- This sub area is inclusive of Lodi, Pittsfield, Saline and York Townships, the County of Washtenaw, and the State of Michigan.
- Immediately adjacent to the City, the surrounding area is primarily low density residential and undeveloped.

Development Strategies:

1. Proactively pursue new development opportunities in collaboration with neighboring communities, property owners, and prospective developers.
2. Support the annexation and addition of new developments that will utilize Saline's utilities.
3. Coordinate with regional agencies to develop an alternative east-west route to the north and/or south of Saline.
4. Coordinate with regional agencies to develop alternative north-south routes to provide adequate transportation circulation in and around the City of Saline.
5. Consider the creation of annexation agreements based on realistic City boundaries which would facilitate the provision of City services and allow for a reasonable level of additional growth.
6. Coordinate road improvements, traffic patterns and traffic control with appropriate regional agencies.
7. Coordinate the improvement of pedestrian connections across municipal borders.



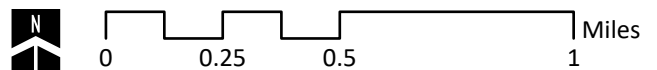
Sub Areas

- North Side Residential Sub Area
- West Side Residential Sub Area
- South Side Residential Sub Area
- Central Village Sub Area
- Downtown Sub Area
- Business/Industrial Sub Area
- East Michigan Avenue Sub Area
- West Michigan Avenue Sub Area

Figure 4.

SUB AREAS

City of Saline, Washtenaw County



Data: City of Saline, Washtenaw County, State of Michigan GIS Open Data.
 Prepared by: Carlisle/Wortman Associates, Inc.
 Date: 7/28/2023



8. Coordinate multi-modal forms of transportation throughout the region, including pedestrian, dedicated bike lanes, and public transit.
9. Evaluate fees and charge policies for recreation programs and services and work to increase program cost recovery.
10. Discuss the equitable distribution of non-residential tax base throughout the Saline Area School District with the appropriate regional agencies.

Design Guidelines:

1. Although context-based, compatible residential land uses in this sub area are single-family density, city-density and high-density.
2. The Regional Planning Guidelines of the Saline Area Sustainability Circle provide a broad framework of regional cooperation. This framework should be proactively coordinated when land use issues facing the City have a regional influence.
3. The Saline Area Sustainability Circle Communities Regional Plan Map should be proactively coordinated when land use and zoning issues are adjacent to neighboring communities and may affect those communities.
4. Encourage the use of Low Impact Design (LID) techniques for stormwater management.
5. Encourage Leadership in Energy in Environmental Design (LEED) techniques for architecture and site design.

Land Use Plan

The Land Use Plan Map, Figure 5, serves as a graphic representation of the City's goals and policies. The Land Use Plan Map is not a zoning map, but rather a generalized guide to the desired future land use patterns both within the City and in the Township areas which are contiguous to the City.

When preparing the plan, the following factors were considered: public input through the City-wide Planning Fair, previous planning studies, existing development patterns, demographic trends, regional influences, sewer and water service areas, natural resource conditions, and street patterns.

Land Use Plan Classifications and Strategies

The intent and development strategies of each land use category are defined as follows.

Low Density Residential

Intent

Low-Density Residential areas are intended to complement Saline's suburban and rural character while ensuring residents have easy access to essential services, parks, open spaces, community facilities, and other destinations.

Location

Low-Density Residential is planned for areas near the City's boundaries where there is existing low residential density and vacant land. Special attention should be paid to minimizing new developments' impact on natural resources, utility systems, and/or roads.

Building/Use Types

- Detached single-family dwellings.
- Larger lot duplexes.
- Row Houses (as a component of a development that is primarily detached single-family dwellings)
- Townhomes (as a component of a development that is primarily detached single-family dwellings)
- Public/Quasi-Public Uses (Schools, parks, places of worship, community centers, etc.)

Design Characteristics

- Low-Density Residential areas are primarily designed for suburban-style single-family homes.
- The city encourages new developments primarily consisting of detached single-family dwellings to incorporate some diverse housing options, including duplexes, rowhouses, and townhomes.
- Building designs should be compatible with the surrounding dwellings in terms of scale and proportion, aligning with the lot size they occupy.
- Residential lot widths should be sufficiently wide to support the desired character of the area, promoting a spacious and open feel.
- Lot areas should be adequate for the intended use while promoting a sense of open space.
- Consideration should be given to the potential for public/quasi-public uses within Low-Density Residential areas based on their expected intensity.
- Buildings should be sited thoughtfully within the lot, aiming for a balanced distribution of space around the structure.

Example: Detached Single-Family Dwelling (Larger Lot)



Example: Larger Lot Duplex



- Residential buildings should be positioned to accommodate various accessory structures within the required setbacks/lot envelope, enhancing the aesthetics and functionality of the area.
- Sustainable site, building, and landscaping elements are encouraged and should be incorporated as appropriate to the site and program.

Non-Motorized Connectivity

New developments shall have sidewalks connecting all homes within the development, and to adjacent areas. Sidewalk infill in existing neighborhoods should be provided when feasible. Sidewalks or non-motorized trails from new developments should connect to the City's existing non-motorized network.

Parking

The uses that are appropriate in low-density residential neighborhoods typically do not require large parking lots. Parking should be accommodated on the street, in driveways or in attached or detached garages. When a use does require an off-street parking area, the parking lot should be designed such that it is largely hidden or screened from view from roadways.

City Density Residential

Intent

City-Density Residential is intended to provide more compact neighborhood patterns with a mix of single-family, two-family, and small-scale multifamily housing options. This area is primarily meant to serve smaller single-family homes and “missing middle” housing.

Location

City Density Residential includes Saline's historic neighborhoods around the downtown, as well as transitional areas adjacent to commercial districts and corridors. These areas are most capable of supporting additional residential development due to the availability of utilities and the adequacy of streets.

Building/Use Types

- Detached single-family dwellings.
- Accessory dwelling units (ADUs)
- Duplexes
- Townhomes
- Rowhouses
- Small-scale multiple-family buildings (No more than 8 units in one building)
- Public/Quasi-Public Uses (Schools, parks, places of worship, community centers, etc.)

Example: Smaller Lot Duplex



Source: City of Berkley

Example: Small-Scale Multiple Family/Townhomes



Source: City of Berkley

- Low-intensity commercial uses

Design Characteristics

- A varied mix of housing types is encouraged. Generally, City Density Residential shall accommodate smaller-lot detached single-family homes, rowhomes, townhouses, and duplexes. Multi-family developments should be thoughtfully integrated into the area, aligning with the overall character and design, and be of a smaller scale than what is found in High Density Residential.
- Preservation of historic homes is a priority, with a focus on encouraging the maintenance and reinvestment in historic structures.
- Adaptive reuse of underutilized buildings and redevelopment of deteriorated dwellings may be necessary, with a focus on maintaining the visual character of Saline's neighborhoods.
- Ensure appropriate transition of the intensity of uses and scale to adjacent single-family neighborhoods.
- Each individual neighborhood's unique patterns of building massing, location height, streetscape, color, and texture should be respected and preserved. Specifically, the visual characteristics of Saline's historic neighborhoods should be preserved and maintained.
- Lot areas and widths should seek to maximize the efficient use of land while preserving the visual harmony of the area.
- Building placement on the lot should be consistent with the surrounding homes, generally aligned close to the front of the lot. City Density Residential buildings should maintain a residential scale and be proportionate to the size of the lot they occupy.
- Residential buildings should be positioned to accommodate various accessory structures within the required setbacks/lot envelope, enhancing the aesthetics and functionality of the area. Garages should be situated in a manner that aligns with the overall character and design of the neighborhood.
- Low-scale commercial and mixed-uses will be reviewed based on their harmony with nearby uses and the intensity of the development.
- Sustainable site, building, and landscaping elements are encouraged and should be incorporated as appropriate to the site and program.

Non-Motorized Connectivity

New developments shall have sidewalks connecting all homes in new developments. Sidewalk infill in existing neighborhoods should be done when feasible. Sidewalks or non-motorized trails from new developments should connect to the City's existing non-motorized network. Walkability and non-motorized connections within neighborhoods and to other neighborhoods and other service areas are important to maintain neighborhood character and access to daily needs and services.

Parking

Off-street parking for each housing unit should be provided. Guest parking for City Density developments can likely be accommodated by existing and newly developed street parking. The City encourages developments that use alleys and rear loaded garages.

For non-single-family developments, off-street parking should be located behind the buildings and screened from view. Large surface lots in front of buildings shall be strictly prohibited.

High Density Residential

Intent

High-Density Residential areas are intended to preserve existing multi-family buildings, promoting affordability, accessibility, and flexibility in housing choices. These areas create vibrant, close-knit communities while efficiently using land resources.

Location

High Density Residential is planned for areas near existing high-density developments and where utilities and streets are most capable of supporting additional development. A mix of multiple-family dwelling options are appropriate in these areas in order to create a transition between planned High-Density Residential areas and their surroundings.

Building Use/Type

- Townhomes
- Rowhouses
- Stacked flat condo developments.
- Traditional apartment-style dwellings.
- Mixed-use residential development.
- Small-scale commercial

Design Characteristics

- Encourage high-density residential developments, such as traditional apartment-style complexes, while ensuring that lot areas and widths are in harmony with the area's character. New construction should blend into the existing streetscape, matching the visual scale, massing, and spacing between adjacent buildings.
- Buildings should be setback from the street, incorporating green space and landscaping. Reduced setbacks shall be considered for developments adjacent to commercial areas, arterial streets, and other multi-family buildings while ensuring appropriate buffering with neighboring lower-intensity residential areas.
- Traditional apartment-style and stacked flat condo developments should provide on-site shared space for occupants, fostering a sense of community, and enhancing the living environment.
- The height of new multi-family residential structures should create a harmonious transition with the surrounding buildings, resulting in a gradual increase in scale. High-Density residential de-

Example: Multiple-Family Dwellings



Example: Mixed Use Residential



developments bordering single-family residential neighborhoods should be designed to maintain visual harmony.

- All new developments in High-Density Residential areas should be designed to visually complement the surrounding built environment, considering façade composition, style, and materials. In historic areas, new infill construction should harmonize with neighboring buildings while maintaining a distinguishable, modern appearance.
- Commercial and mixed-use developments occurring in these areas should only be adjacent to other multi-family or high-intensity developments. Consideration may be given to properties located along arterial roadways.
- Sustainable site, building, and landscaping elements are encouraged and should be incorporated as appropriate to the site and program.

Non-Motorized Connectivity

All High-Density residential developments should be fully connected with sidewalks. If there are multiple buildings on site, pedestrian pathways connecting the buildings should be provided.

Parking

Off-street parking for each housing unit should be provided. Guest parking for High Density residential developments can likely be accommodated by existing and newly developed street parking. In more residential neighborhoods, high-density development may need to provide off-street parking for guests.

Mobile Home Park Residential

Intended to provide for mobile home parks within existing locations in the City. No new Mobile Home Park Residential areas are planned for the City of Saline. It is important to note not only the existing Saline City Mobile Home Park located on the west side of Maple Road, but also the newer mobile home development (River Ridge) located in Saline Township just west of the City limits. When both mobile home developments are considered, the Saline area is well served by mobile home park residential.

General Business

Intended to provide suitable locations for general retail and service establishments. Uses typically found include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops. These types of land uses rely on a larger market area and can provide either convenience and/or comparison goods. General Business may take the form of shopping centers or groups of buildings sharing common access, architectural style and design elements, or stand-alone structures.

The General Business designation also includes special retail and service uses, such as garden sales, building supplies, and auto dealerships. These types of commercial uses are generally developed along major roads. Usually, the types of business activities located in such a general business district are not related to each other and consequently need not be compatible in terms of their ability to strengthen customer drawing power.

General Business land use is intended to provide for both convenience and comparison needs. Very

little new area is planned for general commercial due to the current amount which is already available and the proximity to shopping in Ann Arbor.

The largest area planned for general commercial is along East Michigan Avenue. While this area is extensive, it is also designated as a Special Planning Area (SPA and SPA-1) in the Zoning Ordinance and is subject to relatively strict land use regulation. Saline will be investigating ways to improve the SPA-1 district to be more accommodating to 21st century commercial developments. The Master Plan outlines specific development strategies and design guidelines in the “East Michigan sub area” plan.

The second smaller area is along West Michigan Avenue at the western entry of the City. While not subject to the same regulation as East Michigan Avenue, the quality and character of development in this area should also be an important concern. The Master plan outlines specific development strategies and design guidelines in the “West Michigan sub area” plan.

Downtown District (DD)

The Downtown District is exclusive to the center of the City of Saline. This designation is intended to promote the downtown of the City as a special business area offering a range of convenience commercial, specialty shops, personal services, restaurants, offices and banking uses. In addition, the use of upper floors or vacant space for high density residential is encouraged to help promote a livelier active atmosphere bringing people and activities to the heart of Saline.

The Downtown District shall be maintained as the focal point of the community. The DD is found along Michigan Avenue generally between Mills Road to the west and S. Harris Street to the east. The designation is bounded roughly to the north by McKay Street and to the south by Henry Street. The City should seek to specially plan this area with a dedicated design/corridor plan.

The Downtown District has been in a continual state of evolution since its early role as the sole provider of goods and services to residents. However, the Downtown District can no longer meet all of the traditional commercial needs of the City.

The current and future role of the Downtown District is as a mixed-use center of specialty commercial, office, restaurant, service, and high-density residential uses. As important as the uses in the DD are the other elements which make up the DD. The pedestrian and vehicular activity, character and scale of the buildings, sidewalks and lighting, street trees, signs and canopies are all elements that, when combined, define the Downtown District. Future planning activities must consider all the elements in combination.

Downtown District Residential

Residential Uses in the Downtown District, referred to as “Downtown District Residential” shall be reviewed in the following manner:

Intent

Downtown District Residential areas form the urban heart of Saline, blending historic charm with modern amenities. These districts are designed to offer a small-city lifestyle, combining walkability, cultural richness, and a sense of community, while allowing for increased density to support a thriving downtown core.

Location

Downtown residential is planned for the area in and immediately around the downtown core of Saline. These areas align with the City’s D-1, Downtown Core, and D-2, Downtown Edge, zoning districts.

Building Use/Type

- Detached single- and two-family dwellings.
- Townhomes
- Rowhouses
- Stacked flat condo developments.
- Traditional apartment-style dwellings.
- Mixed-Use Developments
- Downtown District commercial

Design Characteristics

- All Downtown District development should be designed to complement Saline's historic downtown character. New infill construction should harmonize with neighboring buildings while maintaining a distinguishable, modern appearance.
- New residential development in the Downtown District is encouraged to be denser and taller than in other parts of the city.
- Buildings should be located close to the street, fostering a vibrant and pedestrian-friendly environment. Zero-foot setbacks may be appropriate for larger, denser developments.
- Buildings should be situated closely together to create a cohesive, walkable neighborhood.
- Building windows should front onto the street, creating a high amount of transparency.
- Sustainable site, building and landscaping elements are encouraged and should be incorporated as appropriate to the site and program.

Non-Motorized Connectivity

All downtown developments should be fully connected with sidewalks. Pathways to adjacent parks and developments are required where feasible.

Parking

Off-street parking for each housing unit should be provided. Guest parking for Downtown District developments can be accommodated by existing and newly developed street parking as well as the downtown public parking lots. Private parking lots should be screened from view.

Professional Office

Professional Office provides areas for such low intensity uses as the offices of doctors, dentists, engineers, attorneys and other similar professionals.

The Professional Office designation is intended to provide a compatible transition between commer-

cial and residential areas and/or between thoroughfares and residential areas.

Several areas are designated as Professional Office, primarily along North Ann Arbor-Saline Road and East Michigan Avenue. These designated areas provide a land use transition between residential land use and major thoroughfares and/or commercial land use.

Office Service

Office Service areas are intended to provide locations for uses which primarily include office and technical uses, and business and personal services uses which are dependent on and supportive of an office environment.

Office Service is intended for larger sites than the Professional Office designation, but where there still may be a need to provide for a compatible transitional use between commercial and residential areas and/or between thoroughfares and residential areas.

The Office Service designation is not intended to permit commercial retail uses that generate a large traffic volume. Drive-throughs should not be permitted in this district. A limited range of business and service uses are included for the benefit of office personnel, tenants and visitors, provided offices and technical uses remain the predominant use with this designation.

Two areas are designated for Office Service. An area adjacent to the current City boundaries on West Michigan Avenue has been designated to provide a smooth transition between commercial land use to the east and residential to the west. Furthermore, such a designation is in keeping with both City and Township policies to prevent the spread of strip commercial along West Michigan Avenue. A second small area has been designated at the southeast corner of Maple Road and Woodland Drive to provide an area of support services near the industrial parks.

Industrial

Industrial uses are considered warehousing, research, laboratory and light manufacturing. Such uses are intended to be enclosed within a building and external effects are not to be experienced beyond their property boundaries. Outdoor storage is intended to be minimal. Such areas should be located on roads capable of adequately accommodating necessary truck traffic and should be separated from residential areas where external effects might be present.

Industrial land use patterns are very well established in the City of Saline. With some minor exceptions, the City has concentrated industrial activity in the northeast portion of the City along Michigan Avenue, Industrial Drive, Woodland Drive, and Tefft Court.

Current industrial areas are well planned because of the access to transportation routes, capability for expansion of individual uses, and relative isolation from existing residential areas. The adaptive reuse or redevelopment of properties on the edge of industrial districts into services/places that more directly serve Saline's residents should be considered.

Public/Institutional

These areas are intended to accommodate both Public and Quasi-Public uses such as public buildings, schools, and other public facilities including City sewer and water facilities. New Public/Institutional areas are not proposed.

Open Space/Recreation

Intended to provide public and private parks, recreation and open space systems which preserve and enhance the character of the City. Protection and preservation of these areas will ensure maintenance and enhancement of the natural characteristics of the City while at the same time broadening recreational opportunities in appropriate areas.

Mixed Use

Mixed Use areas are planned to create a flexible environment in which a variety of activities that may be mutually supportive can be permitted. The type of uses envisioned will include office, business support services, light industrial, research, and public facilities. The Mixed-Use district would not include moderate to heavy industrial uses.

It is also the intent that any use permitted within this designation be compatible with adjacent and neighboring land uses. The type of uses envisioned will include office, business support services, limited industrial, research, public facilities and a limited amount of retail type activities.

The mixed-use area is found on the north side of Bennett Street both sides of North Ann Arbor Street. This area will have varied characteristics: office/research, limited industrial and limited retail. To a certain extent this designation reflects the existing mixed-use character of this area.

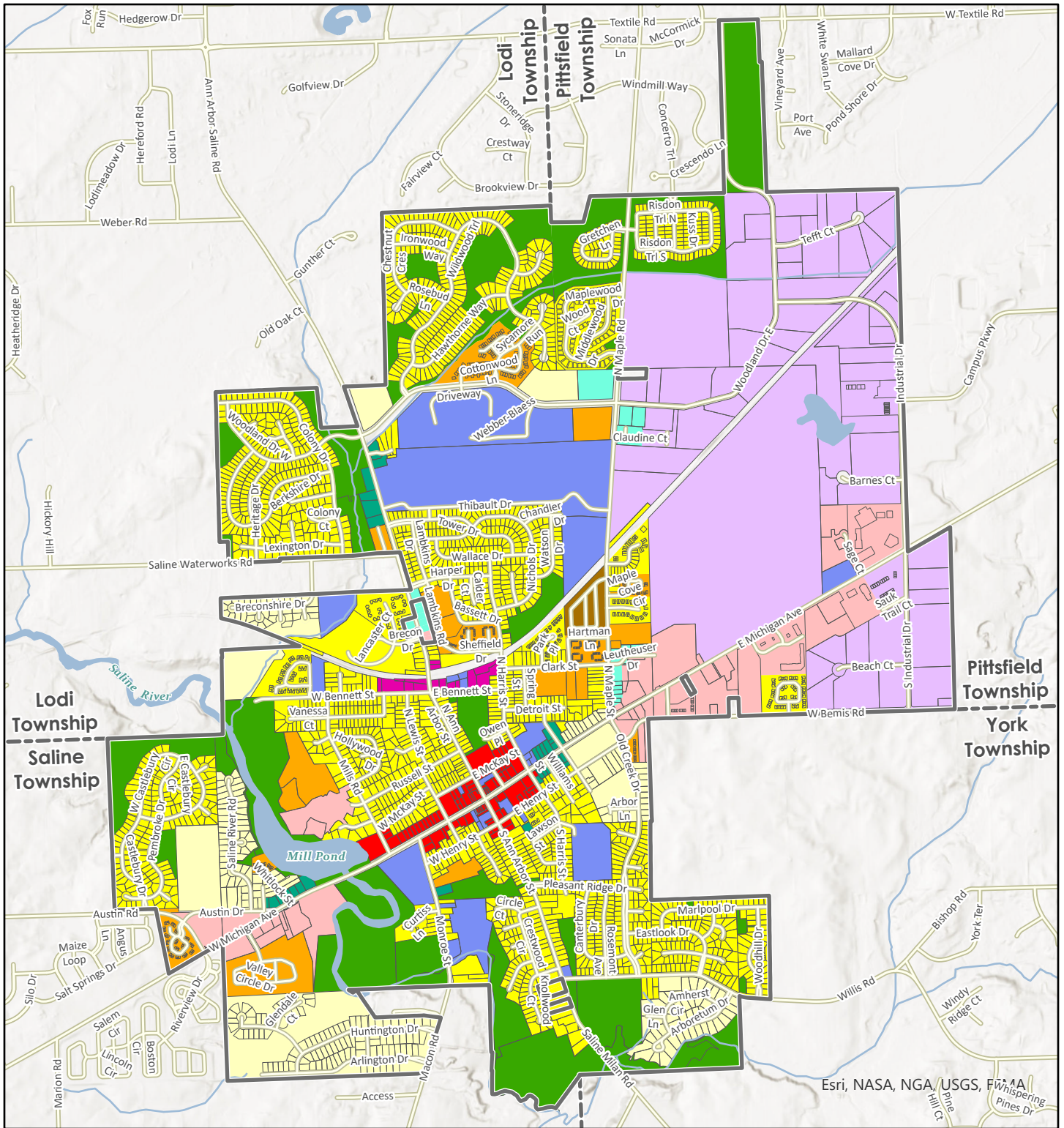
Desirable land uses and elements of the Mixed-Use Category are:

- Office/Research Use
- Limited Industrial Uses with the storage of materials outdoors strongly discouraged. These uses must be compatible with adjacent properties, especially residentially used property.
- Limited Retail of a neighborhood service type. Retail uses would include only limited facilities of no greater than 4,000 square feet in area and are intended to serve the residential and non-residential uses within the immediate area. Properties within the Mixed-Use Category that directly abut residentially zoned or used property are not appropriate for limited retail uses.
- The idea of an open-air seasonal "Depot Area-Farmers Market" use would fit into the Mixed-Use designation nicely. It would be the intent that this type of use would be organized and operated by the City of Saline.

Thoroughfare Plan

The purpose of the City's street network is to provide for the safe and efficient movement of people and goods within and through the Community. Adequate roads are essential to the conduct of commerce and daily activities. The automobile will continue to be the dominant mode of transportation due to scattered land use patterns, population densities and personal preferences. However, energy availability and cost will make non-motorized transportation more attractive, a factor which must be considered in future planning (see Figure 6).

There exists a strong interrelationship between the road system and land use patterns. The type of pattern of land use will strongly influence traffic volumes along a given road. Likewise, adequacy of a road may determine the type of adjacent land development that occurs. Therefore, the benefit of the Thoroughfare Plan is to assist in establishing priorities for future road improvements based on the function a roadway serves.



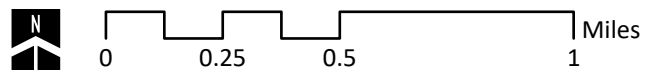
Future Land Use Category

- Low Density Residential
- City Density Residential
- High Density Residential
- Mobile Home Park
- Public/Semi-Public
- General Business
- Downtown District
- Office - Service
- Professional Office
- Industrial
- Open Space/Recreation
- Mixed Use

Figure 5.

FUTURE LAND USE

City of Saline, Washtenaw County



Data: City of Saline, Washtenaw County, State of Michigan GIS Open Data.
 Prepared by: Carlisle/Wortman Associates, Inc.
 Date: 12/12/2023



Roads are classified as follows:

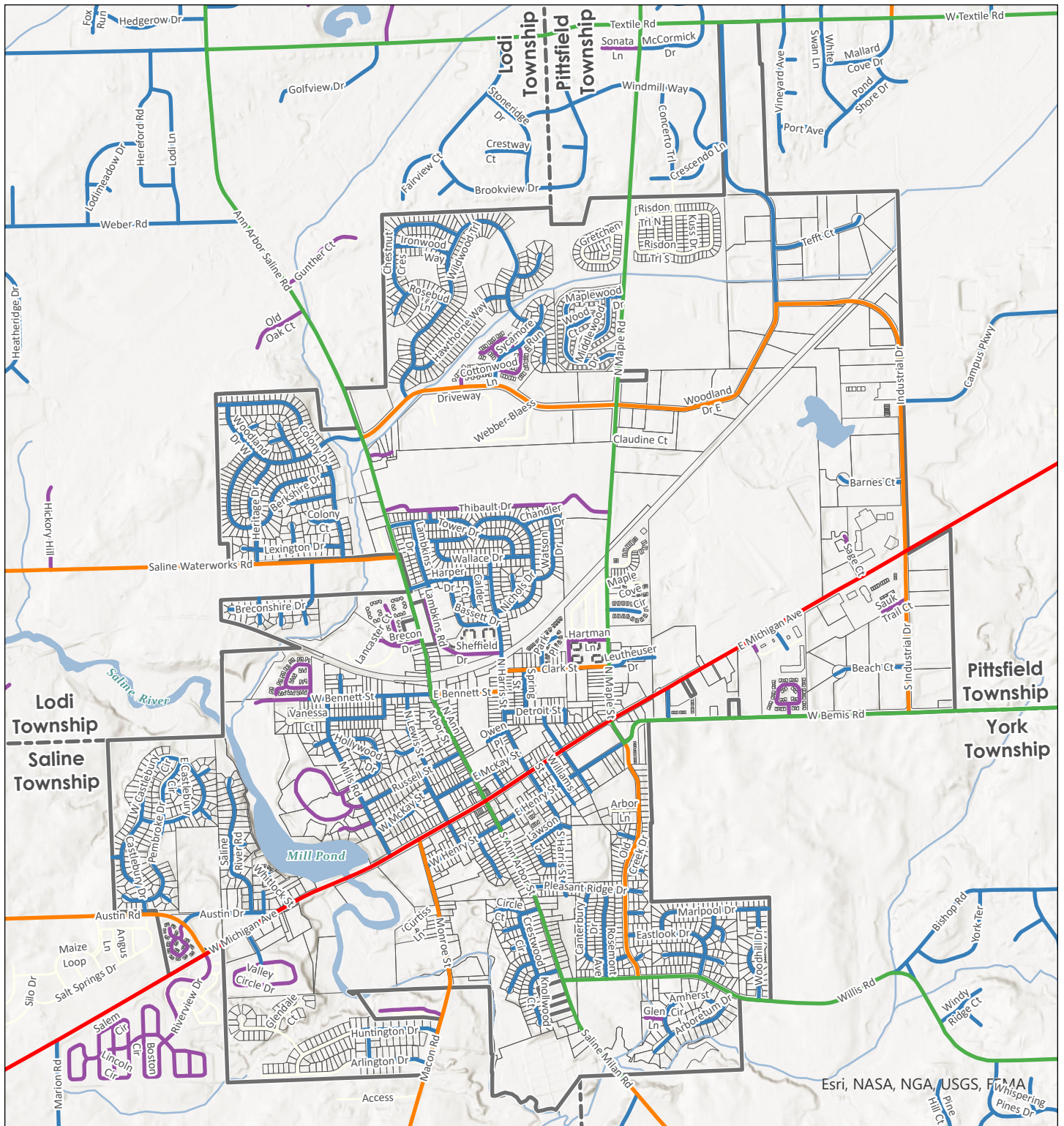
- Interstate – Provides major “through traffic” between municipalities and states.
- Principal Arterial Roads – Primary function is to carry relatively long distance, through travel movements and/or to service important traffic generators, i.e. airports or regional shopping centers.
- Minor Arterials – Like Principal Arterial Roads, with trips carried being shorter distance to lesser traffic generators.
- Collector Roads – Funnel traffic from residential or rural areas to arterials. Collector Roads also provide some access to property.
- Local Roads – Primary function is to provide access to property, i.e., residential neighborhoods or rural areas.

The above classifications correspond to the National Functional Classification map for Washtenaw County used by the Michigan Department of Transportation Bureau of Transportation Planning. The road classification determines whether the road is eligible for federal aid. “Federal aid” roads include all principal arterials, all minor arterials, all urban collectors, and all rural major collectors.

The following describes all primary roads within the City of Saline along with their designations:

- Michigan Avenue – Principal Arterial
- Ann Arbor Street– Minor Arterial
- North Maple Street (City border to Bemis Road) - Minor Arterial
- Willis Road – Minor Arterial
- Oak Creek Drive – Major Collector
- East Bennett – Major Collector
- Austin Road – Major Collector
- Woodland Drive East – Major Collector
- S. Industrial Drive – Major Collector
- Monroe Street – Major Collector

In addition to the localized efforts, the City of Saline is an active participant with The Washtenaw Area Transportation Study (WATS); the Mayor is a committee member. Per their website (www.miwats.org), WATS is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The agency is mandated by Federal law to provide a continuing, cooperative and comprehensive transportation planning process, which guides the expenditure of state and federal transportation funds in Washtenaw County. WATS annually establishes project priorities for consideration by the Michigan Department of Transportation (MDOT) when programming transportation funds. In addition, WATS continually monitors the current condition of the county’s transportation system, including roads, bicycle and pedestrian paths, bridges, and public transit.



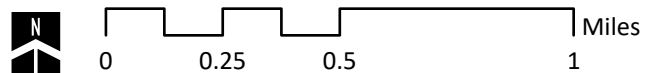
National Functional Classification (NFC)

- Principal Arterials
- Minor Arterial
- Major Collector
- Local
- Not Certified

Figure 6.

THOROUGHFARE PLAN

City of Saline, Washtenaw County



Data: City of Saline, Washtenaw County, State of Michigan GIS Open Data.
 Prepared by: Carlisle/Wortman Associates, Inc.

Date: 11/20/2023



Access Management

To ensure safe management of traffic, several elements should be considered for all new development.

1. Limit the number of driveways and encourage alternative means of access.
2. Permit only one access or shared access per site unless a larger residential development (i.e. greater than 50 units).
3. Median at the east end of the corridor to direct traffic.
4. Spacing of access points is important as it is related to both signalized and non-signalized locations.
5. Locate shared driveways on the property line.
6. Provide service drives at the rear of site unless a shallow lot.
7. Consider a new traffic signal for higher traffic generating uses.
8. Design driveways to support efficient and safe traffic operations.

Safety Paths

The City of Saline hopes to make it safer and easier for more people to bicycle and walk throughout the City with the establishment of non-motorized transportation facilities. This section is intended to work in concert with the City of Saline's Non-Motorized Transportation Plan and Parks and Recreation Plan.

The purpose of the Non-Motorized Plan is to articulate a vision for non-motorized transportation in the City of Saline. The plan provides a vision for a city-wide non-motorized network, a plan for non-motorized facility development, and a clear direction for the implementation of non-motorized facilities throughout the City.

The Non-Motorized Plan is intended to guide non-motorized facility planning, design, and construction for the City of Saline. The plan is implementation oriented and utilizes community and stakeholder involvement and input. The plan is also intended to serve as a foundation for future grant applications and funding requests.

This Master Plan of the City of Saline incorporates the findings, goals and policies, and implementation of that plan. 2Additionally, the City adopted a "Complete Streets" ordinance in 2010, which is intended to work in concert in implementing the Non-Motorized Plan. Figure 7 depicts the City of Saline Non-Motorized Transportation Plan Map.

Preservation Plan

Open Space - A key element of the Master Plan, as outlined in the Land Use Policy Section, is the integration of natural resources and features into an open space system. Several innovative zoning techniques are available to local municipalities to encourage the preservation of open space and natural features. These techniques include:

Cluster Housing - A common practice used in preserving the natural amenities of a site is by clustering. Cluster development is a development technique in which building lots may be reduced in size and buildings are sited closer together, usually in groups or clusters. The total development density does not exceed that which could be constructed on the site under conventional zoning and subdivision regulations. The additional land that remains undeveloped is then preserved as open space and recreational land.

Planned Unit Developments (PUD) – Planned Unit Development (PUD) is a frequently misunderstood term, mainly because a PUD is often envisioned as a particular type of development. The common view of a PUD is as an immense development containing every possible land use normally found within a small community. PUD's are more properly viewed as a regulatory process that can be applied to various forms of development.

Traditional zoning has developed to reduce conflicts arising from incompatible uses of land. Municipal government achieves this end by segregating the conflicting uses into different districts, and by enacting detailed requirements for the type, size, and location of buildings within each district. Although this “cookie cutter” zoning may reduce some conflicts, it is highly inflexible and tends to obstruct attempts to use property more efficiently.

Because of this inflexibility, several municipalities have adopted the concept of planned unit development (PUD). The PUD process allows for flexibility in the application of traditional zoning requirements to encourage the use of land in accordance with its character; conserve natural resources and energy; encourage innovation in land use planning; provide enhanced housing, employment, shopping, traffic circulation and recreational opportunities; and bring about a greater compatibility of design and use. In short, it is a planning driven process rather than a zoning driven process. The plan as approved by the community dictates the use of the land.

Planning Commission approval is always based on a specific plan, and the zoning ordinance must specify the conditions which create planned unit development eligibility; the participants in the review process; and the requirements and standards upon which applications will be judged and approval granted. The procedures for application, review and approval must also be stated.

Site Plan and Subdivision Plat Review Standards - Specific standards can be incorporated in the site plan and subdivision plat review process that reflect the concepts set forth this plan. Such standards would be devised to encourage the preservation of natural features and open space.

- Sidewalks on all City Streets
- Existing Bicycle Facilities
- Proposed Bicycle Facilities
- Existing 8' Off-road Shared-use Pathway
- Proposed 8' Off-road Shared-use Pathway within ROW
- Proposed 10' Off-road Shared-use Pathway
- Connection to Regional Non-motorized System
- Existing Safe Pedestrian Crossings
- Proposed Safe Pedestrian Crossings

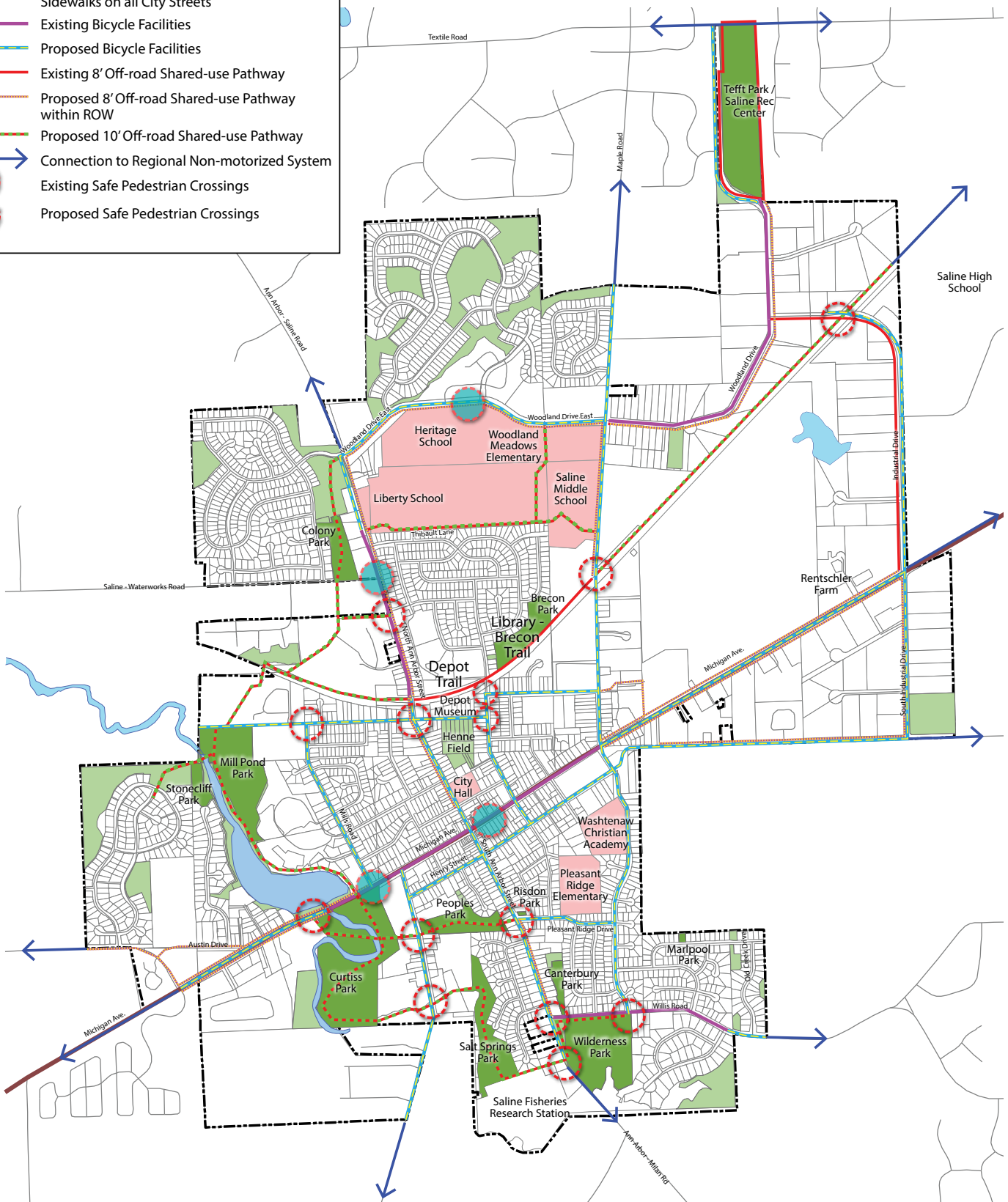
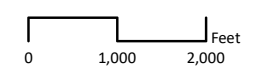


Figure 7.
**NON-MOTORIZED
 TRANSPORTATION PLAN**

Adapted from City of Saline Non-Motorized Plan, 2017



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



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Implementation

Once adopted, the Master Plan is the official policy guide to be used by the City Council and Planning Commission to solve the existing and anticipated community development problems identified in this document. Through text and maps, the Plan illustrates the attitude and desire of the community toward future growth and development. Further, the Plan also promotes continuity in development policy as memberships on the Planning Commission and Council change over the years.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Plan is to be followed.

Table 1. Implementation Projects and Schedule

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Capital Improvement Planning	Establish a process of yearly evaluation ahead of the budgeting cycle to plan for needed repairs, maintenance and upgrades. Such a process should involve the appointment of a Staff liaison to facilitate the HDC, Historic Society, and City Council.	Assistant City Manager (Staff Liaison to the Historic District Commission)	1-3 Years
	Identify opportunities for park and trail improvements in the CIP.	Parks and Public Works	1-3 Years
	Identify existing shortcomings in technological infrastructure.	Community Development, DPW, and IT Director Shonk	Ongoing
	Encourage and invest in fiber-optic internet infrastructure.	IT Director Shonk	Ongoing
	Create a separate plan to address technological infrastructure shortcomings.	IT Director Shonk and outside help as needed.	3-5 Years
	Coordinate with Washtenaw County Parks, Border to Border Trail (B2B), and other park and recreation agencies.	Community Development and Parks	1-3 Years
	Ensure the construction and completion of the "Mill Pond Riverwalk."	DPW and Engineering	1-3 Years
	Work with neighboring communities, Washtenaw County, and regional partners to manage water resources.	Community Development, Engineering, and OHM	Ongoing

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Capital Improvement Planning	Follow the implementation plan established with the 2022 Parks Master Plan.	Parks and Recreation	Ongoing
	Investigate and pursue opportunities to purchase electric or reduced emission City vehicles and equipment'	Environmental Commission	1-3 Years
	Investigate and pursue opportunities to provide electric vehicle charging infrastructure.	Environmental Commission	1-3 Years
	Carefully plan for municipal service expansion.	City Manager, DPW, Treasury, and Community Development	Ongoing
Communication Initiatives	Regularly review web-based planning and zoning tools and resources to ensure they are accessible.	Assistant City Manager (Staff Liaison to the Historic District Commission)	Ongoing
	Promote and highlight the "Saline Be Green" website and ensure that materials are up-to-date and accurate.	Environmental Commission	Ongoing
	Put information on best practices of lawn irrigation and utility usage in the Saline FYI. Continue DPW messaging on the topics as well.	DPW and PR	1-3 Years
	Implement software allowing public to track capital improvement projects.	Treasury, Parks, and Public Works	1-3 Years
	Keep information for public view up-to-date and accurate.	Treasury, Parks, and Public Works	Ongoing
	Create an infographic sheet from the Building Department on EV charger installation.	Building Department	1-3 Years

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Community Development Department Initiatives	Identify resources and funding opportunities to encourage historic preservation.	Assistant City Manager (Staff Liaison to the Historic District Commission)	1-3 Years
	Perform regular audits to ensure consistent planning, zoning, and historic district commission reviews.	Community Development	1-3 Years
	Regularly audit enforcement of City's zoning, property maintenance, trade, and building codes.	Community Development and Code-Enforcement Services (CES)	Ongoing
	Evaluate commercial and industrial sites with their approved site plans to ensure continued compliance with landscaping and exterior design.	Community Development	1-3 Years
	Cross-promote engagement sessions, community events and other shared interests.	Community Development, Main Street, and City PR Specialist	Ongoing
	Continue conversations and collaboration with MDOT staff.	Community Development and DPW	Ongoing
	Advocate for a pedestrian safety study to be conducted by MDOT in downtown Saline.	Community Development and DPW	Ongoing
Economic Development Initiatives	Hold frequent meetings between Community Development Director and Main Street Executive Director	Community Development and Main Street	Ongoing
	Identify shared projects and RRC objectives for Main Street to assist with.	Community Development and Main Street	1-3 Years
	Evaluate potential locations for a downtown public space and assess the feasibility and costs.	Community Development and Design Consultant	1-3 Years
	Identify and support the redevelopment of priority sites in the City.	Community Recruitment and Retention Team	1-3 Years
	Create shared database with Main Street on recurring grant opportunities to quickly vet projects for funding opportunities.	Community Development and Main Street	1-3 Years

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Environment, Sustainability, and Resilience Initiatives	Evaluate and consider further community awards or recognition for things like home solar panels, rain gardens, pollinator gardens, etc. to raise community awareness and support.	Parks and PR	3-5 Years
	Natural vegetation and topographical features along stream corridors and waterways should be preserved.	Community Development, Engineering, and OHM	Ongoing
	Develop a natural resources protection plan to identify wetlands, woodlands, and other environmentally sensitive areas.	Community Development and CWA	3-5 Years
	Identify and adopt wetland preservation standards.	Community Development, Engineering, and OHM	3-5 Years
	Identify and adopt development standards to protect water resources.	Community Development, Engineering, and OHM	3-5 Years
	Develop standards to permit the use of solar panels and other renewable energy production technologies.	Community Development	3-5 Years
Planning and Zoning Administration	Investigate the feasibility of a housing pattern book of multi-family homes that would be "pre-approved" for development in Saline.	Community Development. The Michigan Municipal League has already started the +	3-5 Years
	Establish an annual joint meetings of Boards and Commissions.	City Manager and Clerk's Office	1-3 Years
	Consider the creation of additional ordinances related to blight and safety based on Staff, Council, and/or Public feedback.	Community Development	3-5 Years
	Continue to ensure that new residential areas provide the preservation of existing natural resources/amenities, active and passive recreational opportunities, and the visual enjoyment of the City during the new development review process.	Community Development and CWA	Ongoing

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Planning and Zoning Administration	Conduct a housing study.	Community Development	1-3 Years
	Monitor the characteristics of new build subdivisions and the deviations being request during the PUD or variance process.	Community Development	Ongoing
	Ensure that Saline is adequately meeting the MSHDA statewide housing plan as well as specifically MSHDA's regional plan.	Community Development	3-5 Years
	During the development review process, seek to minimize the amount and location of impervious surfaces and carefully consider the location of parking lots and driveways.	Community Development and CWA	Ongoing
	Continue to emphasize the harmony of building façades and construction materials in the neighborhood context.	Community Development and CWA	Ongoing
	Encourage new development to connect to existing pathways and green spaces.	Community Development and CWA	Ongoing
	Coordinate with the Police and Fire Departments to ensure that new development will not strain public service capacity.	Community Development and CWA	Ongoing
	Encourage housing developments that meet the needs of young adults, families, and seniors across the income spectrum.	Community Development and CWA	Ongoing
	Encourage housing development with access to multi-modal transportation infrastructure.	Community Development and CWA	Ongoing
	Continue to ensure that new development is properly separated from non-compatible uses during the review process.	Community Development and CWA	Ongoing
	Continue to ensure that new development incorporates elements of "complete streets."	Community Development and CWA	Ongoing
	Continue to prioritize open space preservation and quality landscaping during the development review process.	Community Development and CWA	1-3 Years
	Ensure that new development protects and enhances the natural environment and ecosystems.	Community Development and CWA	1-3 Years
	Prioritize woodland and natural area preservation during the development review process.	Community Development, Engineering, and OHM	Ongoing

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Planning Initiatives	Surface water runoff should meet or exceed current standards of the Washtenaw County Drain Commission. Stormwater management prevents stream overloading and long-term erosion resulting from uncontrolled, high velocity discharges.	Community Development, Engineering, and OHM	Ongoing
	Identify areas for potential mixed-use development.	Community Development and CWA	Ongoing
	Evaluate planned developments' potential impact on natural resources, the environment, and infrastructure.	Community Development and CWA	1-3 Years
	Evaluate the compatibility of planned development with adjacent land uses.	Community Development and CWA	1-3 Years
	Audit and update residential future land use designations to ensure they are still meeting the City's housing objectives.	Community Development and CWA	Ongoing
	Evaluate and modify the future land use and zoning of the former hospital campus which is adjacent to and overlooks the Saline River.	Community Development and CWA	Ongoing
Transportation	Identify opportunities to expand public transit options.	Community Development	1-3 Years
	Coordinate with transit service providers, such as The Wave/The Ride, to provide services that are accessible to Saline residents.	Community Development	3-5 Years
	Continue participation and joint planning with WATS.	City Manager	Ongoing
	Coordinate with neighboring communities and Washtenaw County to improve pedestrian connections across municipal borders.	City Manager, DPW, Treasury, and Community Development	Ongoing
	Coordinate multi-modal forms of transportation, including pedestrian, dedicated bike lanes, and public transit.	City Manager, DPW, Treasury, and Community Development	Ongoing
	Continue to consult WATS during the new development review process.	Community Development	Ongoing
	Coordinate with WATS should new forms of transit be considered in Saline.	Community Development	Ongoing

Category	Project	Responsible Department / Outside Help	Timeline for Completion (2023 - 2028)
Ordinance audit and updates	Update regulations to accommodate mixed use.	Community Development, CWA, and OHM.	1-3 Years
	Develop ordinance standards to define and preserve the unique characteristics of Saline's built environment.	Community Development, CWA, and OHM.	1-3 Years
	Create a group of City officials to identify the key features of Saline's built environment that should be addressed in the zoning ordinance.	Community Development and CWA	1-3 Years
	Review and update landscaping, woodland, and natural area preservation standards.	Community Development, CWA, and OHM.	Ongoing
	Audit and update SPA-1 District standards.	Community Development and CWA	1-3 Years
	Audit and update off-street parking requirements.	Community Development and CWA	3-5 Years
	Audit and update access management standards.	Community Development, CWA, and OHM.	3-5 Years
	Identify ordinance amendments to permit "missing middle" housing and the adaptive re-use of residential structures while respecting the existing variety of residential densities in the City.	Community Development and CWA	1-3 Years
	Audit and update natural resource preservation and landscape requirements.	Community Development and CWA	Ongoing
	Incorporate low-impact development and stormwater best management practices (BMP) into the Zoning Ordinance.	Community Development and CWA	Ongoing
	Investigate and adopt ordinances to permit "missing middle" housing and increase the variety of housing options in the City through new construction and adaptive re-use.	Community Development and CWA	1-3 Years
	Audit and update the City's PUD density and open space standards to ensure the process is mutually beneficial for the City and developers.	Community Development and CWA	1-3 Years

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Appendix A

Background Studies

Regional Context

Saline is located in south-central Washtenaw County. Its main thoroughfare is US-12, the historic Chicago-to-Detroit road. It is supported by a wide variety of business and industry, as well as its proximity to the Ann Arbor area.

Saline was first settled in 1824 by Orange Risdon, a military surveyor who purchased a 160-acre parcel. It was officially platted in 1832 and named for the salt springs found in the area. The town was incorporated as a village in 1866 and later as a city in 1931.

Saline offers a unique mix of land uses, including the following:

- Historic and newer residential neighborhoods;
- A traditional downtown centered at the junction of Ann Arbor Street and Michigan Avenue; and
- Four large industrial parks located on the east side.

The City's transportation network provides direct connections to outlying communities. The east-west route, US-12, provides access to Ypsilanti and Detroit, while the main northern routes, Ann Arbor – Saline Road and Maple Road, connects Saline to Ann Arbor, and main southern route, Saline – Milan Road, connects Saline to Milan. These routes also link to Michigan's major highways, I-94 and US-23, which provide access to Jackson, Flint, Detroit, Toledo, and places beyond.

Washtenaw County is in the western portion of the Southeast Michigan Council of Governments (SEMCOG) region. SEMCOG is the regional planning agency that conducts planning studies and maintains a comprehensive database of information about each community it serves. It is a source for the population and land use related data included in this report.

Population

Saline's population grew at a rate of 10 percent between 2000 and 2010, resulting in a 2010 population of 8,810 persons. As shown in Table 2, Saline's population continued to increase between 2010 and 2021 to an estimated total of 9,072 persons. However, the rate of population growth slowed during that time period, falling behind the County's growth rate of 8 percent. The slowing rate of growth could be attributed to many factors, including that the City's land area is almost completely developed or preserved as open space.

Table 2. Population Comparison, 2000 to 2021

	2000 (Census)	2010 (Census)	% Change 2000-2010	2021 (ACS)	% Change 2010-2021
City of Saline	8,034	8,810	10%	9,072	3%
Lodi Township	5,710	6,058	6%	6,474	7%
Pittsfield Township	30,167	34,663	15%	34,663	0%
Saline Township	1,302	1,896	46%	2,277	20%
York Township	7,392	8,810	19%	9,108	3%
Washtenaw County	322,895	344,791	7%	372,258	8%

Source: 2010 U.S. Census Bureau, SEMCOG Community Profile, 2012 U.S. Census Bureau, Decennial Census, 2021 American Community Survey 5-year estimates, SEMCOG Community Profile

SEMCOG's 2050 population forecast anticipates that Saline's population will continue to grow at a slightly slower rate than the remainder of Washtenaw County between 2019 and 2050, as shown in Table 3. Saline's neighboring communities that have more land available for development, such as Saline Township and Pittsfield Township, are expected to see significant population growth.

Table 3. 2050 Population Forecast

	2019 (Base Year)	2030	2040	2050	Change	% Change 2019 - 2050
City of Saline	8,948	9,109	9,612	9,732	784	9%
Lodi Township	6,474	6,620	7,064	7,223	749	12%
Pittsfield Township	34,663	41,214	44,870	47,553	12,890	37%
Saline Township	2,277	3,016	3,621	4,299	2,022	89%
York Township	9,108	8,992	9,642	10,559	1,451	16%
Washtenaw County	372,258	384,851	409,072	421,412	49,154	13%

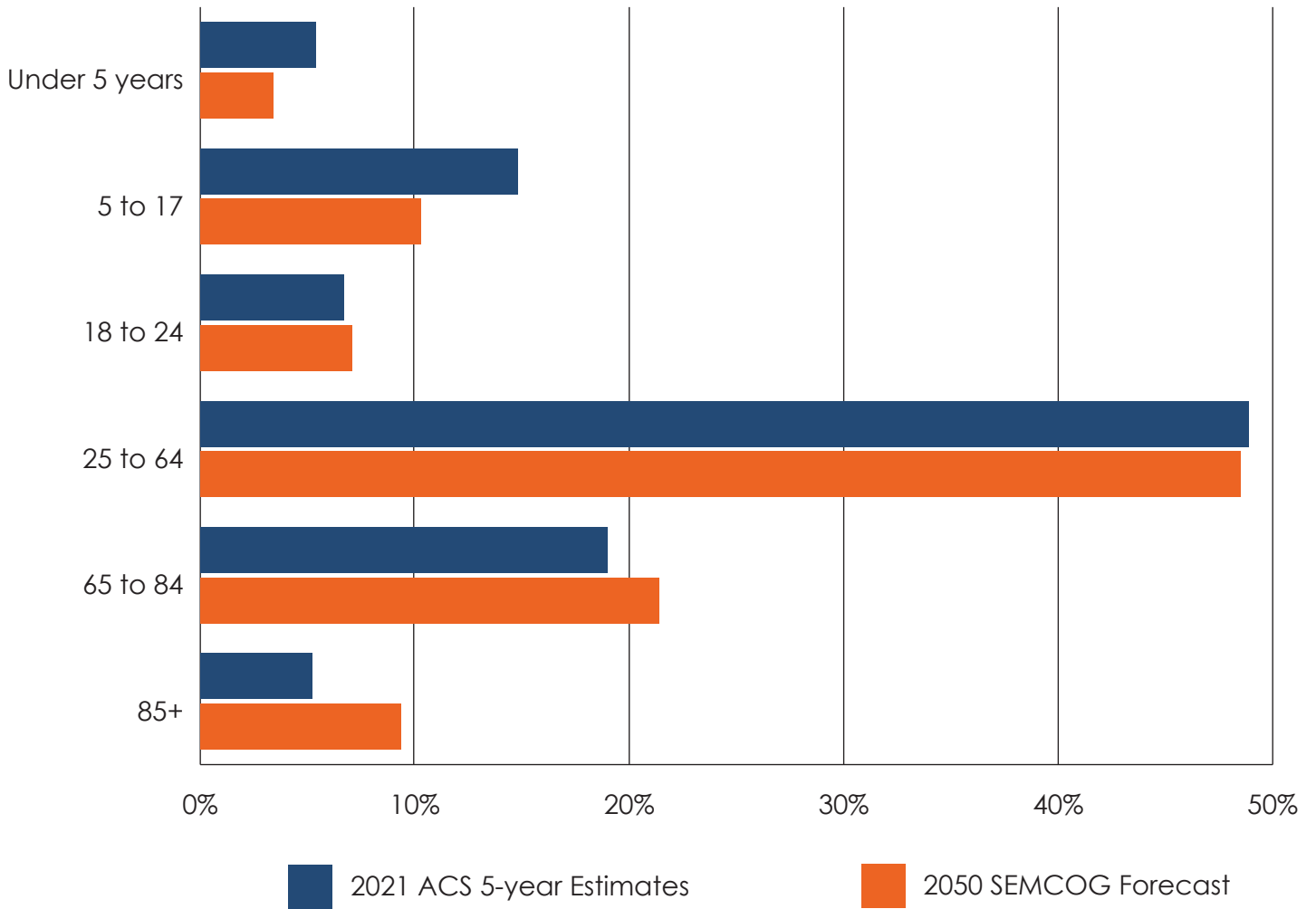
Source: U.S. Census Bureau, Decennial Census, SEMCOG 2050 Population Forecast

Age

Figure 9 depicts the population of the City of Saline and the surrounding townships and Washtenaw County by age group. The greatest proportion of residents in the City of Saline, Lodi Township, and Saline Township are 65 years of age and older. In addition, the median age of Saline residents increased from 41.1 years in 2010 to an estimated 44.6 in 2021.

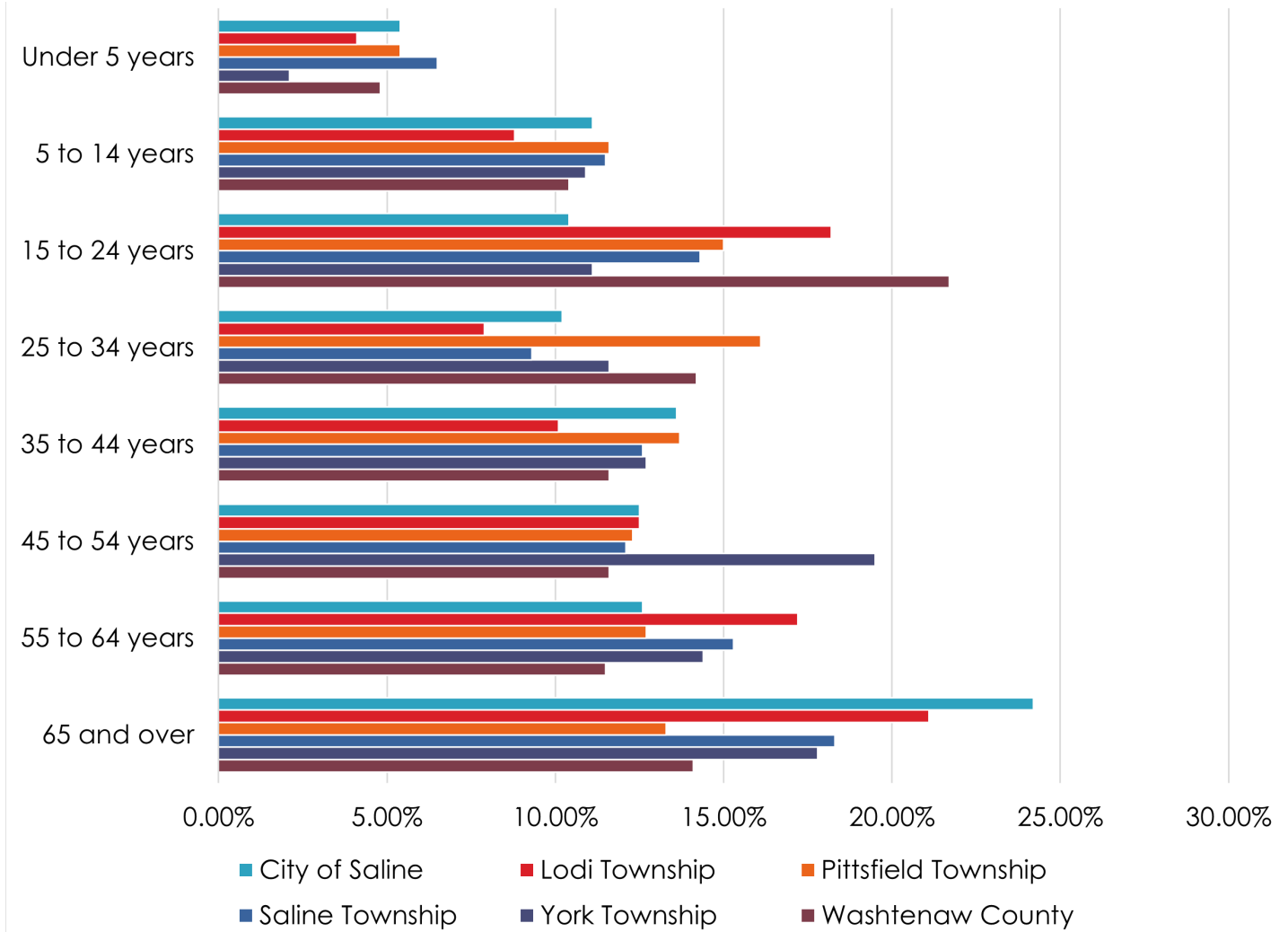
SEMCOG 2050 also forecasts the future population by age. As shown in Figure 8 the proportion of Saline residents over the age of 65 years is expected to grow over the next 30 years. Residents in this age group are members of the Baby Boomer generation, who represent a significant portion of the regional and national population. The younger age groups (under 5 and 5-17) will decrease along with the 35-59 category. All other age groups represent an increase, with significant growth in both the 65-74 and 75+ age groups.

Figure 8. 2021 and Forecasted 2050 Population by Age



Source: U.S. Census Bureau, 2021 American Community Survey 5-year estimates, Decennial Census, SEMCOG 2050 Population Forecast

Figure 9. Percentage of Population by Age



Source: U.S. Census Bureau, 2021 American Community Survey 5-year estimates, SEMCOG Community Profile

Education

Approximately 57 percent of residents of the City have an undergraduate degree or higher level of educational attainment. Table 4 demonstrates the comparison of education levels of Saline residents and Washtenaw County age 25 and older, and, the percent change reported by the Census Bureau between 2010 and 2021.

Table 4. Educational Attainment (Population 25 years and older)

	City of Saline			Washtenaw County		
	ACS 2010	ACS 2021	% Point Change 2010-2021	ACS 2010	ACS 2021	% Point Change 2010-2021
Did Not Graduate High School	3.1%	4.1%	1.0%	6.4%	4.3%	-2.2%
High School Graduate	14.7%	16.5%	1.8%	16.7%	14.6%	-2.0%
Some College, No Degree	17.3%	15.8%	-1.5%	19.3%	17.0%	-2.3%
Associate Degree	7.8%	8.9%	1.1%	6.8%	6.9%	0.1%
Bachelor's Degree	37.6%	25.5%	-12.0%	24.6%	26.9%	2.3%
Graduate/ Professional Degree	19.6%	29.2%	9.7%	26.2%	30.3%	4.1%

Source: U.S. Census Bureau, Decennial Census, 2021 American Community Survey 5-year estimates, SEMCOG 2050 Population Forecast

Employment

The leading employment sectors in the City of Saline are manufacturing, which represents 32 percent of jobs in the City, and healthcare services, which represents 11 percent of jobs. Table 5 shows the current and forecasted number of jobs by industry sector for all jobs within the City.

SEMCOG's economic forecasts suggest that the number of southeast Michigan manufacturing jobs will decrease as electronic vehicles (EVs) become more widely adopted than fossil fuel vehicles. While SEMCOG anticipates that there will be a relatively slow adoption of EVs in the United States, the eventual shift away from fossil fuel vehicles will have a dramatic effect on employment in motor vehicle manufacturing, related industries, and fuel production by 2050.

As is common in cities across the nation, employment in the healthcare service industry is expected to increase as the Baby Boomer generation ages over the next twenty years. Employment professional and technical services and education are also expected to grow, which reflects the relatively high rate of educational attainment of the workforce in Saline and Washtenaw County.

Table 5. Current and Forecasted Job Estimates by Industry

Industry Sector	SEMCOG 2019	SEMCOG 2030	SEMCOG 2050	Change	Pct Change 2019-2050
Natural Resources, Mining, & Construction	312	390	408	96	30.8%
Manufacturing	2,914	2,794	2,476	-438	-15.0%
Wholesale Trade	501	531	538	37	7.4%
Retail Trade	688	641	555	-133	-19.3%
Transportation, Warehousing, & Utilities	149	209	219	70	47.0%
Information & Financial Activities	573	614	730	157	27.4%
Professional and Technical Services & Corporate HQ	628	793	947	319	50.8%
Administrative, Support, & Waste Services	364	375	412	48	13.2%
Education Services	540	574	609	69	12.8%
Healthcare Services	988	1,083	1,418	430	43.5%
Leisure & Hospitality	850	880	903	53	6.2%
Other Services	305	335	438	133	43.6%
Public Administration	264	237	260	-4	-1.5%
Total Employment Numbers	9,076	9,456	9,913	837	9.2%

Source: SEMCOG 2050 Southeast Michigan Regional Development Forecast

Income

The COVID-19 pandemic has caused temporary and lasting disruptions in a variety of socioeconomic indicators, including household income. As shown in Table 6, the median household income in Saline has decreased by 5 percent between 2010 and 2021, while median household income in Washtenaw County has grown by 8 percent. Still, the median household income in Saline remains slightly greater than that of the County.

Table 6. Median Household Income, 2010 to 2021

	2010 (2021 Dollars)	2021	Change	% Change
City of Saline	\$85,482	\$81,321	-\$4,161	-5%
Lodi Township	\$108,733	\$129,205	\$20,472	19%
Pittsfield Township	\$81,788	\$87,535	\$5,747	7%
Saline Township	\$87,763	\$94,167	\$6,404	7%
York Township	\$118,560	\$112,232	-\$6,328	-5%
Washtenaw County	\$73,398	\$79,198	\$5,800	8%

Source: U.S. Census Bureau, 2010 and 2021 American Community Survey 5-year estimates, SEMCOG Community profile

Housing Types

According to the 2021 American Community Survey, there are 3,866 housing units in the City. While housing construction continued in Saline between 2010 and 2021, SEMCOG reports a net decrease in total housing units (3,923 per the 2010 Census) within the City due to demolitions. However, SEMCOG also indicates that the City has issued 175 building permits for new dwellings since 2019.

Table 7. Housing Units and Vacancy, 2010 to 2021

Housing Tenure	ACS 2010	ACS 2021	Change 2010-2021
Owner occupied	2,658	2,733	75
Renter occupied	1,041	946	-95
Vacant	224	187	-37
Seasonal/migrant	10	30	20
Other vacant units	214	157	-57
Total Housing Units	3,923	3,866	-57

Source: U.S. Census Bureau, 2010 and 2021 American Community Survey 5-year estimates, SEMCOG Community profile

Single-family detached residential dwellings are the predominant housing type in Saline. The Census Bureau estimates that 67 percent of Saline's housing stock are single-family residential units. Approximately 10.4 percent are attached single family dwellings or duplexes, and approximately 21 percent are dwellings in multiple family buildings.

The Census Bureau reports a slight decrease in the median value of housing within the City over the last ten (10) years. Median housing values were an estimated \$268,056 in 2010 and \$261,000 in 2021. However, the median gross rent during the same period increased from an estimated \$966 per month in 2010 to \$1,065 per month in 2021, which is a 10.3 percent increase.

Housing Units

Saline's estimated 2021 housing occupancy rate of 95.2 percent exceeds the occupancy rate for Washtenaw County, which was an estimated 94.4 percent in the same year. The high occupancy rates in the City and County reflect the general recovery from the 2008/2009 housing crisis, and tight housing supply resulting from the COVID-19 pandemic.

As shown in Table 8, the average household size has seen a reduction from 2.34 persons to 2.26 persons between 2010 to 2021. Based on the figures provided, calculating the housing increase and the reduction of average household size results in 74.91 persons, an average consistent with the population increase.

Table 8. Vacancy Rates and Household Size, 2010 to 2021

	ACS 2010	ACS 2021	Change	% Change
Housing Units	3,923	3,866	-57	-1.5%
Households (occupied housing units)	3,699	3,679	-20	-0.5%
Residential Vacancy Rate	5.71%	4.84%	0	0.9%

Source: U.S. Census Bureau, 2010 and 2021 American Community Survey 5-year estimates, SEMCOG Community profile

Natural Features

Geography and Topography

The existing terrain in and around the City of Saline was shaped by the Wisconsin ice sheet, which retreated from the region about 13,000 years ago. Saline is characterized by gently rolling topography in the southeast and by nearly level land in the north.

The Saline River has carved out a steep sided valley which meanders along the southern portions of the City. Figure 10 depicts the City's natural features.

Soils

Two soil associations are identified in the Washtenaw County Soil Survey for the City of Saline. The well-drained to poorly-drained Boyer-Fox-Sebewa Association is found in the northwest corner of the City. The Morley-Blount Association, sometimes high in clay content, occupies the remainder of Saline.

Vegetation

The pattern of vegetation is influenced by topography, soil, and human impact. The representative vegetation communities include forests, streamside natural growth, abandoned fields, and roadside natural growth.

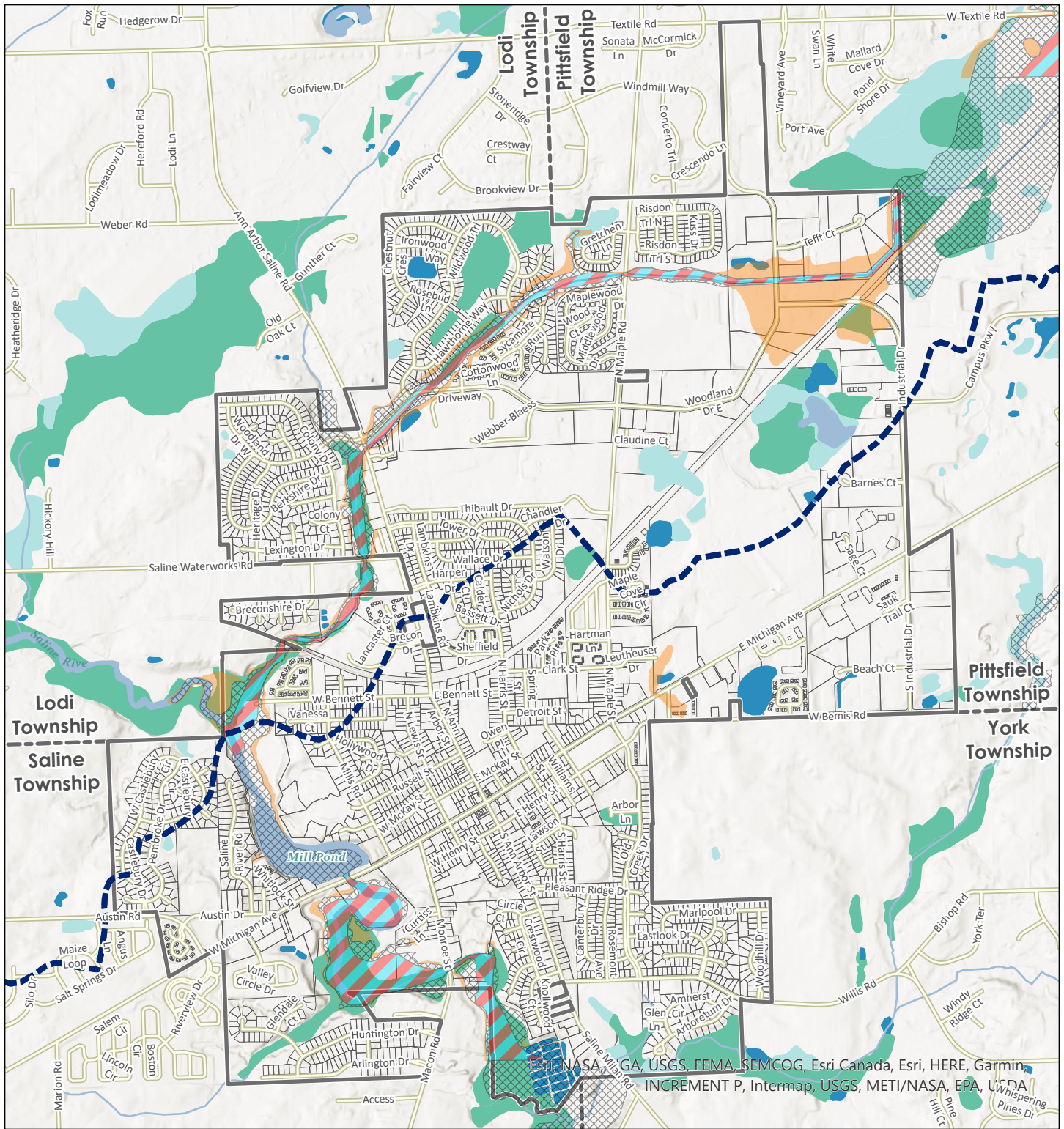
The City's streets and parks include many planted trees, while areas along the Saline River and on the north part of Saline include some wooded areas left relatively undisturbed because they remain undeveloped.

Water Resources




The Saline River is the City's largest waterway. Primary drains include the Wood Outlet Drain in the north, and the Pittsfield No. 5 and Koch Warner drains in the south. The three tributaries flow in a southwesterly direction toward the river. In a broader context, the Saline area is part of the River Raisin Watershed, the second largest watershed in Washtenaw County draining into Lake Erie.

Small, seasonal wetlands are scattered throughout the City and are most often found in association with the river at its tributaries.

The Saline River is used for recreational fishing. Several public access points have been provided at Mill Pond and Curtiss Park. Canoeing and kayaking along the river are also popular.



Flood Hazard Zones

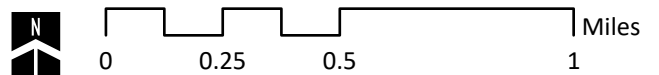
-  1% Annual Chance Flood Hazard
-  Regulatory Floodway
-  0.2% Annual Chance Flood Hazard

National Wetland Inventory 2005

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Watershed Boundary - 12 Digit

Figure 10. NATURAL FEATURES

City of Saline, Washtenaw County



Data: City of Saline, Washtenaw County, State of Michigan GIS Open Data.
 Prepared by: Carlisle/Wortman Associates, Inc.
 Date: 11/20/2023



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Appendix B

Community Engagement

The Master Plan Update Subcommittee opted for two public engagement efforts: townhall events and a survey. Both efforts invited city residents and stakeholders to share their opinions about the Master Plan update topic areas: Downtown, Transportation, Housing, and Environment, Resilience, and Sustainability.

Townhall Events

Two townhall events were held at the Liberty School on October 27, 2022 and November 15, 2022. Attendees shared and discussed the Master Plan update topics in an open format and in small-group breakout sessions. Subcommittee members and city staff recorded attendees' comments and responded to questions. Eight (8) people attended the October 27, 2022 event, and thirty (30) people attended the November 15, 2022 event.

Draft summaries of the comments and discussion from each townhall are provided below.

October 27, 2022 Townhall

Downtown

- Desire to see dedicated event space.
- Fans of White Pine and the Bookstore.
- Concern over the speed of traffic in downtown.
- Want to address and fill empty storefronts.
- More variety with existing retail and rest.
- Missing more retail and "things to do."
- Desire to see underground parking at Gunther site with mixed-use on top.
- Want to see more foot traffic brought into the downtown.

- Desire to see left turn signals and a pedestrian scramble at the four-corners.

Housing

- More senior housing projects.
- Support for ADU work and lot coverage adjustments.
- Lack of single-level homes.
- Homes currently being built in Saline are “too large and too close together.”
- Mild comfort with smaller lots.
- Concerns over annexation of new properties.
- Desire for Staff to work with non-profits (Habitat, Housing Bureau for Seniors) to find solutions for folks.
- Lack of transitional housing.
- Desire for very intentionally located multi-family projects.

Transportation

- People's Express is very inconsistent.
- Many are using AARP ride program and “The Ride @ SOT.”
- Desire for the City to look into the WAVE.

Environment, Sustainability, Resilience

- Investment in accessible equipment (“14% of SASD is special needs”).
- Interest in starting a parks foundation.
- Dog park should not be open to water.
- Extend to Wayne Clemons Trail.
- Curtis Park is dirty and needs rehab.
- We should prioritize protecting our water resources.
- Whatever City does, make it clear what improvements we want.

November 15, 2022 Townhall

Downtown

Positives

- Established businesses
- Visually appealing
- Plenty of parking
- Not blighted and updated interiors
- Inherent sense of place
- It is the center of the City
- Historic homes
- Good density

Negatives

- Space not utilized the best
- Want a redefined square and dedicated public space
- Heavy traffic
- Not safe for pedestrians – want All Stop/Scramble
- Want a by-pass for US-12
- Want MDOT to tackle the traffic issue
- No public transportation access to downtown
- Lack of sidewalk that fully connects to downtown
- Poor connectivity with Henne Field
- Poor wayfinding and signage
- No EV charging stations
- Fire code restrictions

Wants

- Preservation of historic homes

- Dedicated downtown public space
- EV Charging Stations
- Review of zoning to make sure it matches our intent/vision

Housing

Summary not available.

Transportation

- Familiar with people using it but have not using it them.
- Have always wondering why there is not AATA service. We should be a part of that network. Need to tie Ann Arbor and Ypsi into Saline.
- Have a lot of U of M employees here.
- Would even do a drive to Walmart then into Ann Arbor.
- For disabled staff there needs to be something more flexible.
- Express routes would even be an update.
- Feel like if a local route system does not connect to a broader system that it might not be highly used. Might be useful for those with disability since it's a shorter commute around town.
- Not a lot of walking route options in Saline. Happy that he can get from Northview sub all the way to Ann Arbor on paved pathways now.
- Only a couple places to cross Ann Arbor Saline and Michigan Avenue.
- Want to see trails enhanced. Feel like we are not enacting the non motorized plan.
- Bridge between Mill Pond Park and Stonecliff. It keeps coming up but nothing happens.
- Teft Park was a great trail 26 years ago but has not been maintained. Its all grass covered now. At least get it back up to a gravel path.
- Maple Road making the connection on the east side in front of Lectronics and the Court House.
- Crosswalk in front of the library. Consider doing an enhanced crossing there.
- Better enforcement of speeds on Maple especially at school times.
- Michigan Ave is a huge barrier between north and south side of the city. We have to work more with MDOT to figure out how to safely cross pedestrians and bikes in more places.
- Connect the railroad track behind Maple Oaks to Industrial.

- Sidewalks along Monroe are in bad shape so Salt Spring is nice but hard to get to.
- Connector of People's Park to Salt Spring Park. There is a lack of ability to get easily from Saline Ann Arbor to Monroe.
- Dog Park in Brecon with a walking path in there.
- More crosswalks in general needed. A lot of residential intersections don't have multi
- Directional crossing. More mid-block crossing.
- Pedestrian scramble downtown.
- What can we do to slow cars down and change the culture of driving everywhere.
- [Resident] interested in a forming a Friends of the Saline Parks type group – to promote.
- Absolutely want to see us more connected to Ann Arbor and Ypsi – need more access points to other communities besides ours. Should be both public transit and non motorized means of access.
- The new Pulte development needs to connect all the way to Maple and Woodland but no sidewalk along the outside of Maplewood.
- Maple is such an essential corridor and it is under- looked – it has the schools, the post office, the library, the courts. We should have a more dedicated plan for that area to make sure it is pedestrian safe. It feels like a patchwork now. Especially with the entrance to the back of Busch's with the cars there. Maybe put a pathway to the grocery store – might require some working with Faurcia to put part of it on their property.
- [Resident] would be interested in a task force on autonomous vehicles.

Environment, Sustainability, Resilience

Downtown Specific

- No green space in downtown
- Want dedicated green square
- EV charging stations in City lots
- Lack of walkways downtown Interest in having farmers market as green space
- Potentially “partition” or subdivide the Gunther Lot
- Consider “green” roofing and downtown roof space

Henne Field Specific

- Should leverage Henne Field
- Henne Field has “potential”
- No wayfinding to Henne Field
- Better opening by Union School

Mill Pond Specific

- Should have parking by the dam
- Should have a better path connecting Curtis
- Should be connected to Torwood
- Interest in having kayaking on the river
- Mill Pond should be connected to all other parks via non-motorized paths
- Consensus that Dam should be removed

General

- We should “bolster” our parks.
- Have alternative transportation/paths/options around the City.
- City should put solar panels above parking structures.
- Impervious surface policy was an area of interest.
- Desire for City to accelerate trail development.
- Want more adult interaction at parks.
- Want more station parks.
- Desire for public music items.

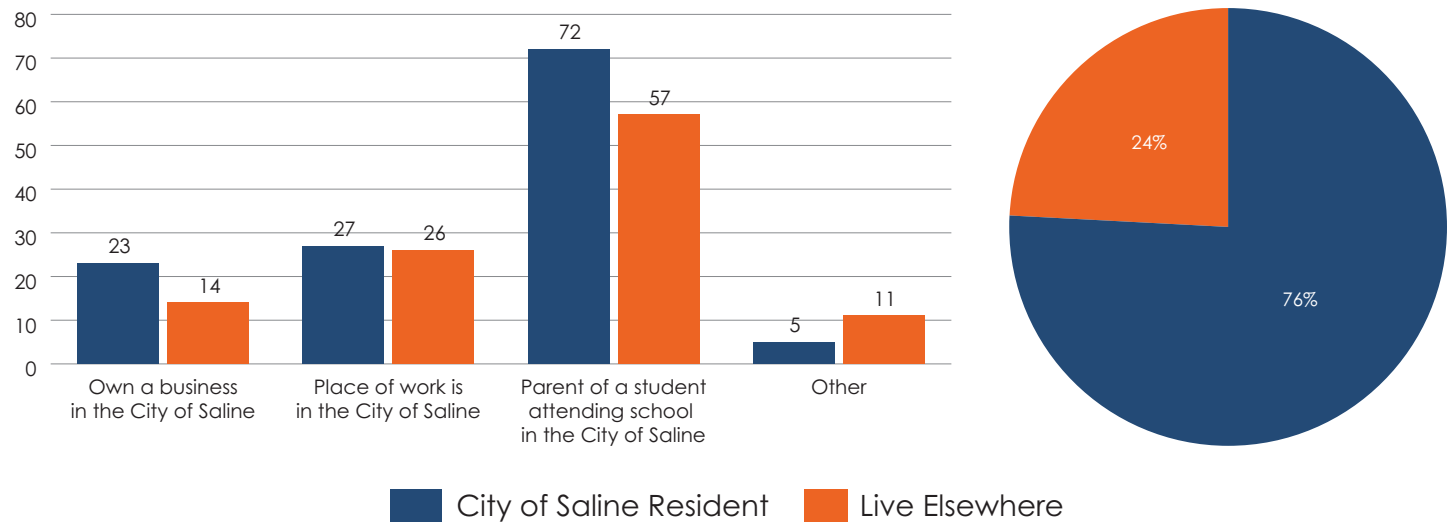
Survey

The survey was announced and electronically distributed through the City's emails lists, website, and social media platforms. The Saline Area Schools also distributed the survey through their email lists. Respondents had the option to complete the survey online through a link shared in the announcement, or to request a paper copy from the city office. All of the survey responses were submitted electronically.

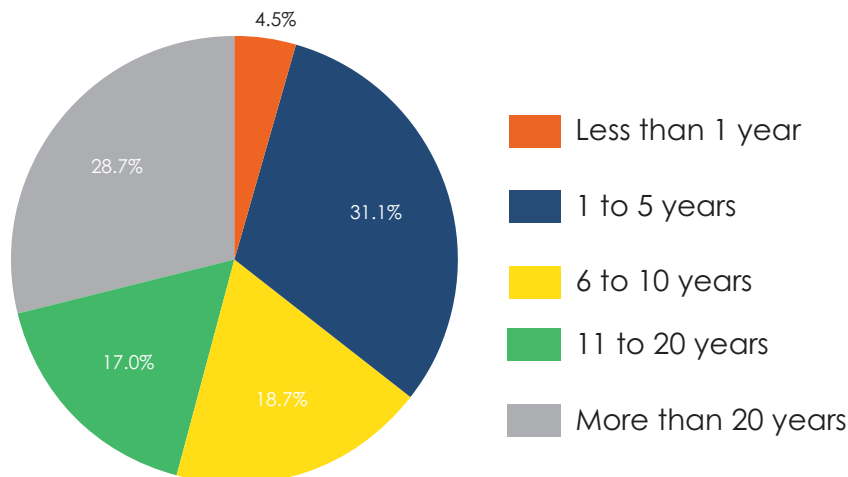
In total, 378 individuals participated in the survey. The survey included multiple-choice questions about the same master plan update themes as the townhall events. Participants could also provide open-ended responses for each Master Plan update topic area. The open-ended responses were coded, or categorized, according to each topic that a participant mentioned in their comments. Many of the participants' open-ended responses include multiple comment categories. The open-ended response summaries listed in this section show the count of individual participants who commented on a particular topic.

Respondent Demographics

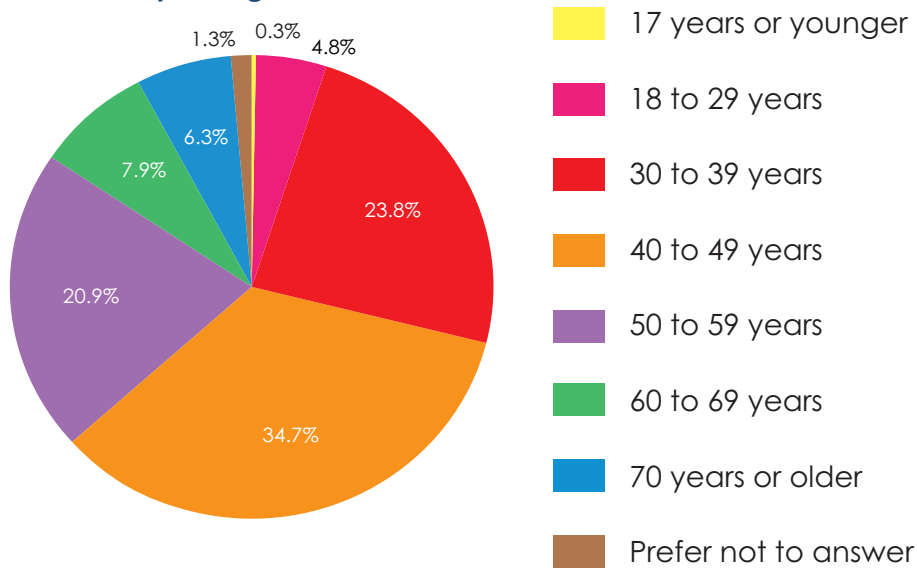
Q1. What is your relationship to the City of Saline? (Select all that apply)



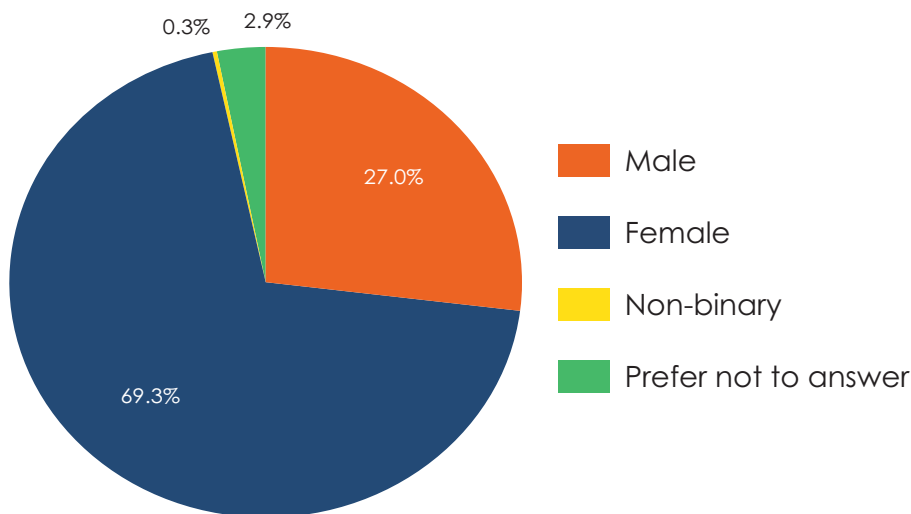
Q2. How long have you lived in the City of Saline?



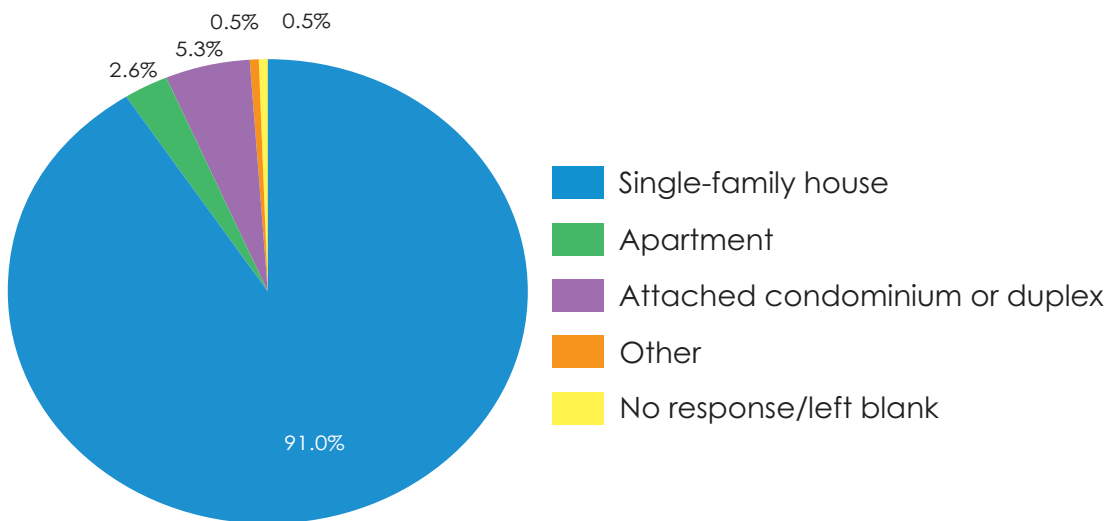
Q4. What is your age?



Q5. What is your gender identity?

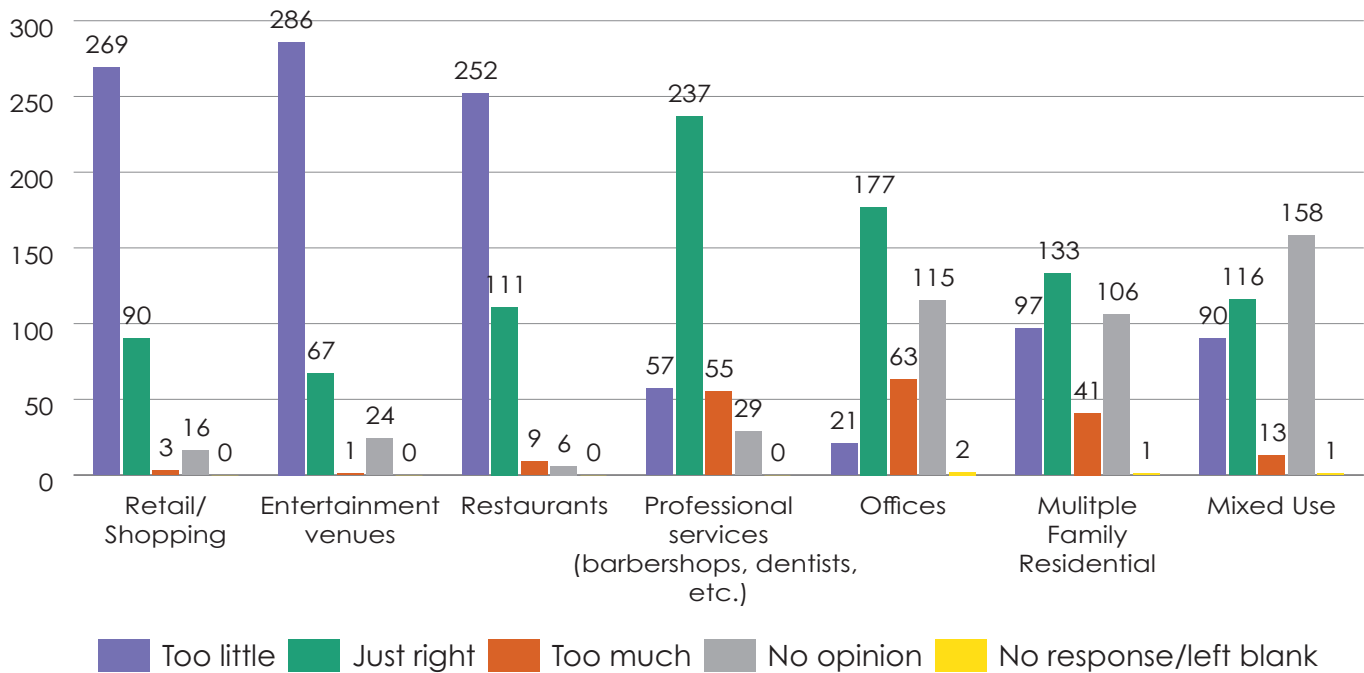


Q6. Please select the term that best describes your residence:

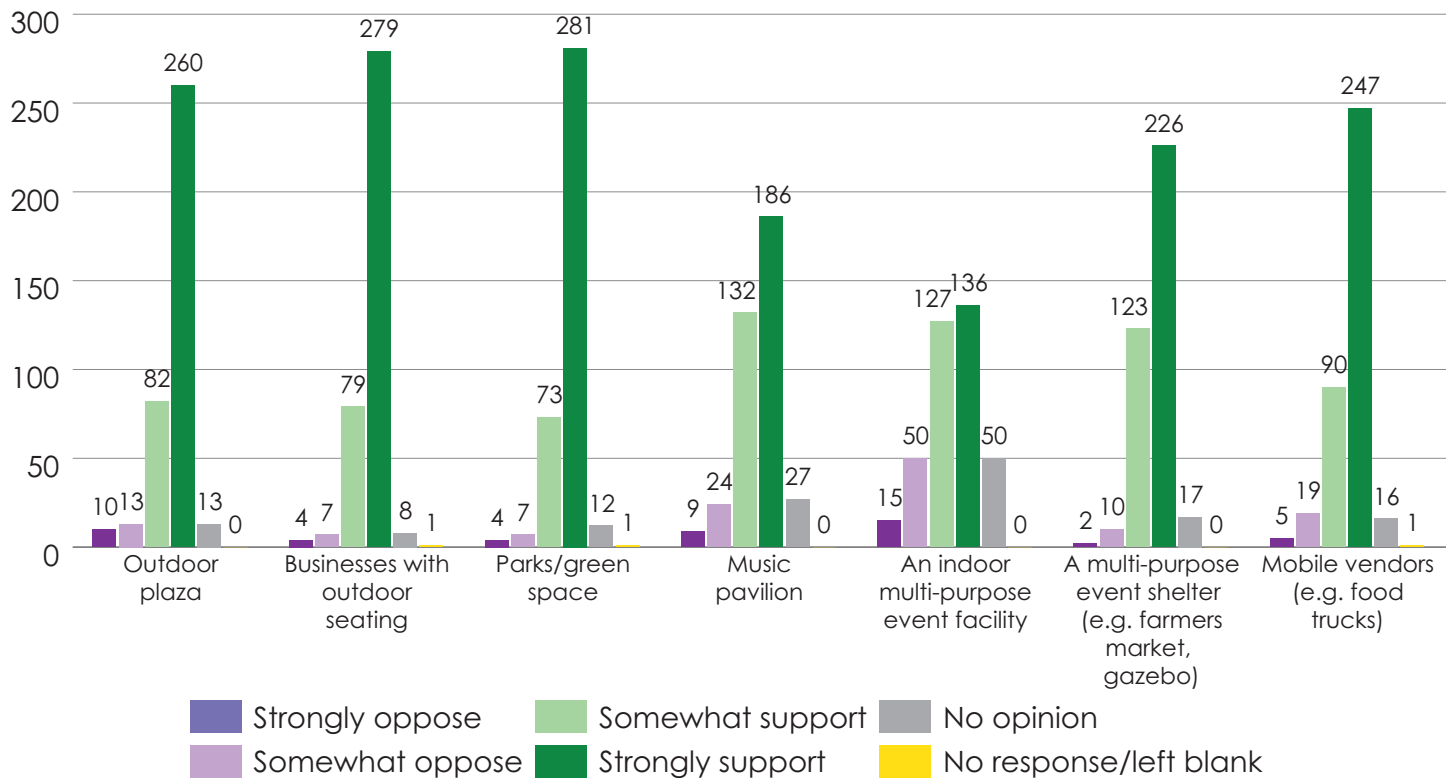


Downtown

Q7. Please rate the availability of the following land uses in the City's downtown:

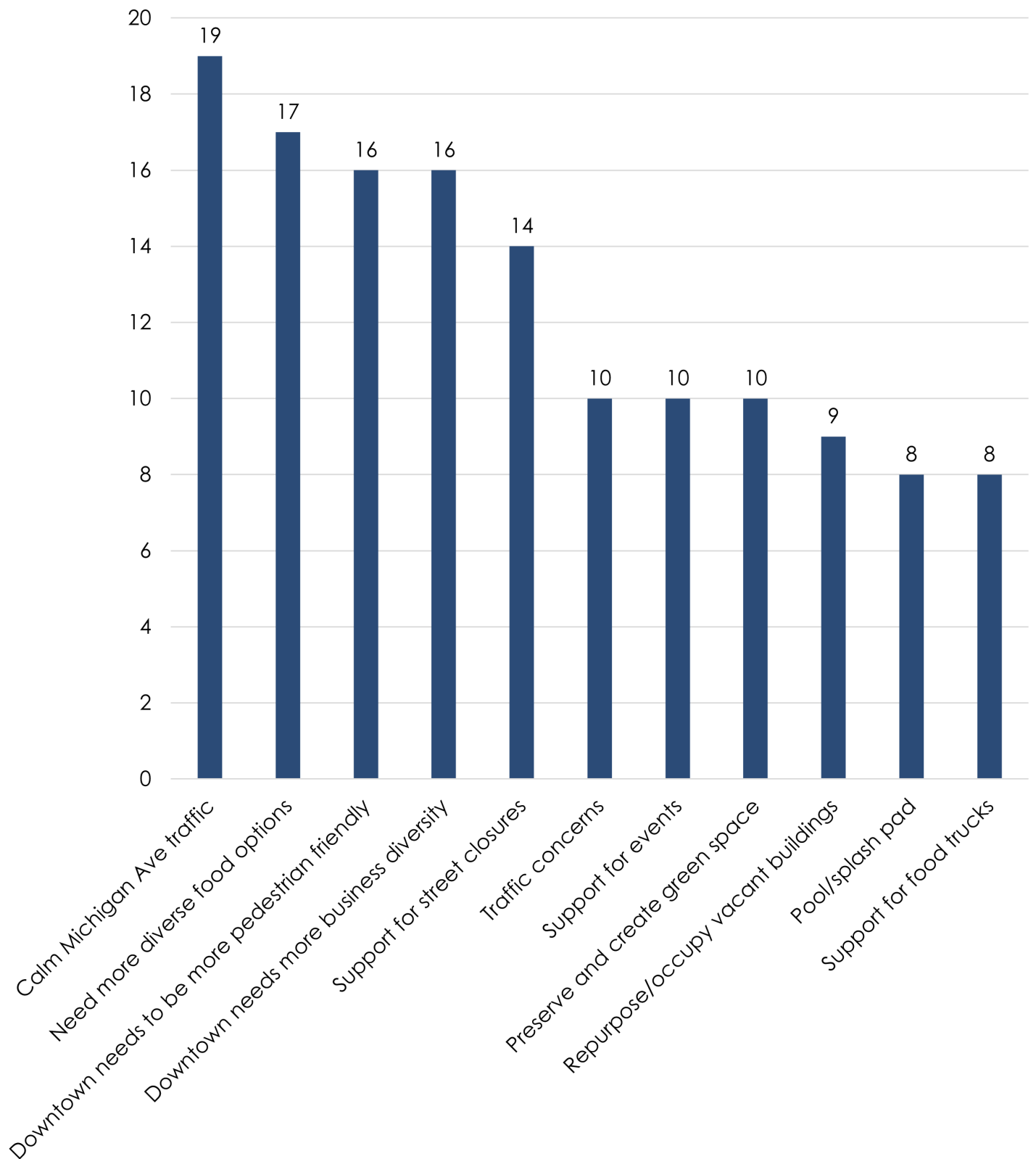


Q8. Downtown gathering spaces have been identified as a want or need by some in the community. How much do you support the following gathering spaces and programming in downtown Saline?



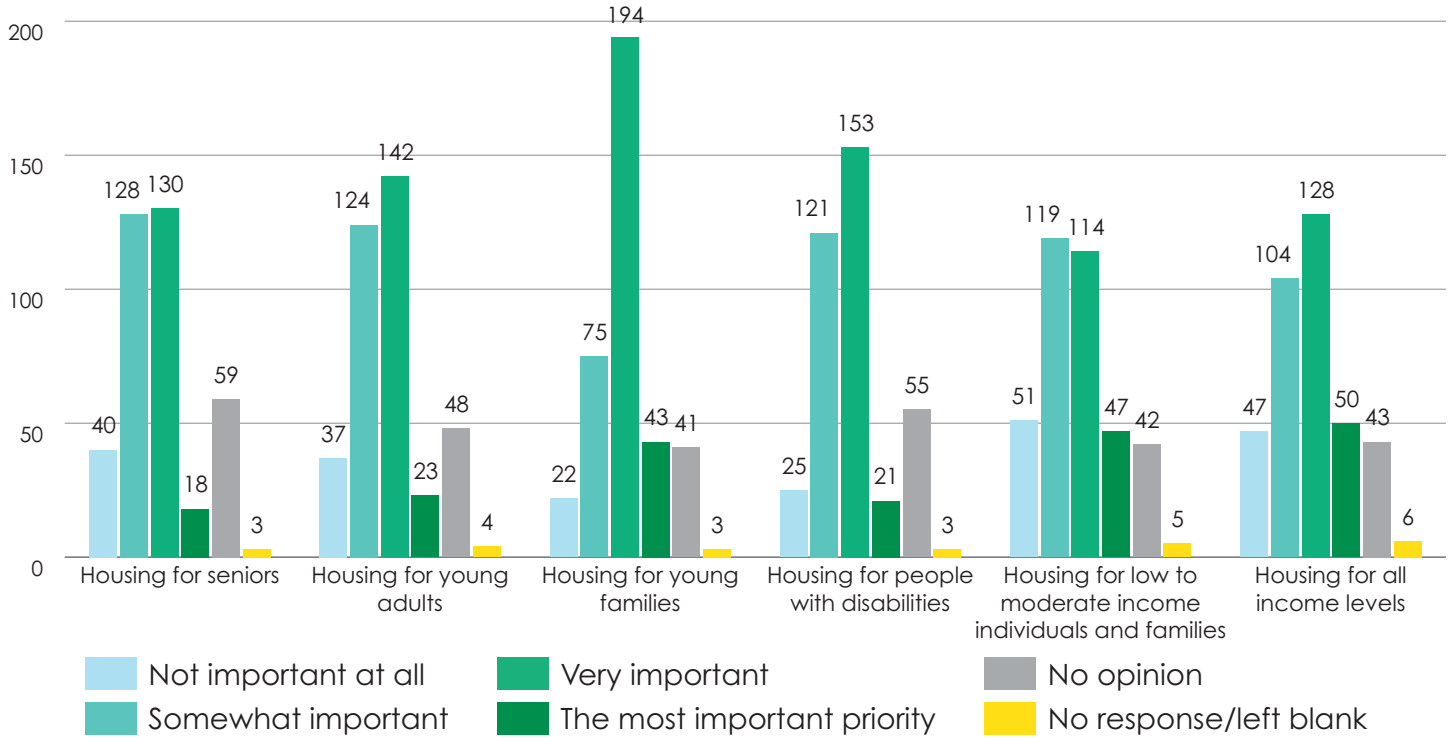
Q9. (Optional) What other comments do you have about the City of Saline's downtown?

Count of Top 10 Comment Topics

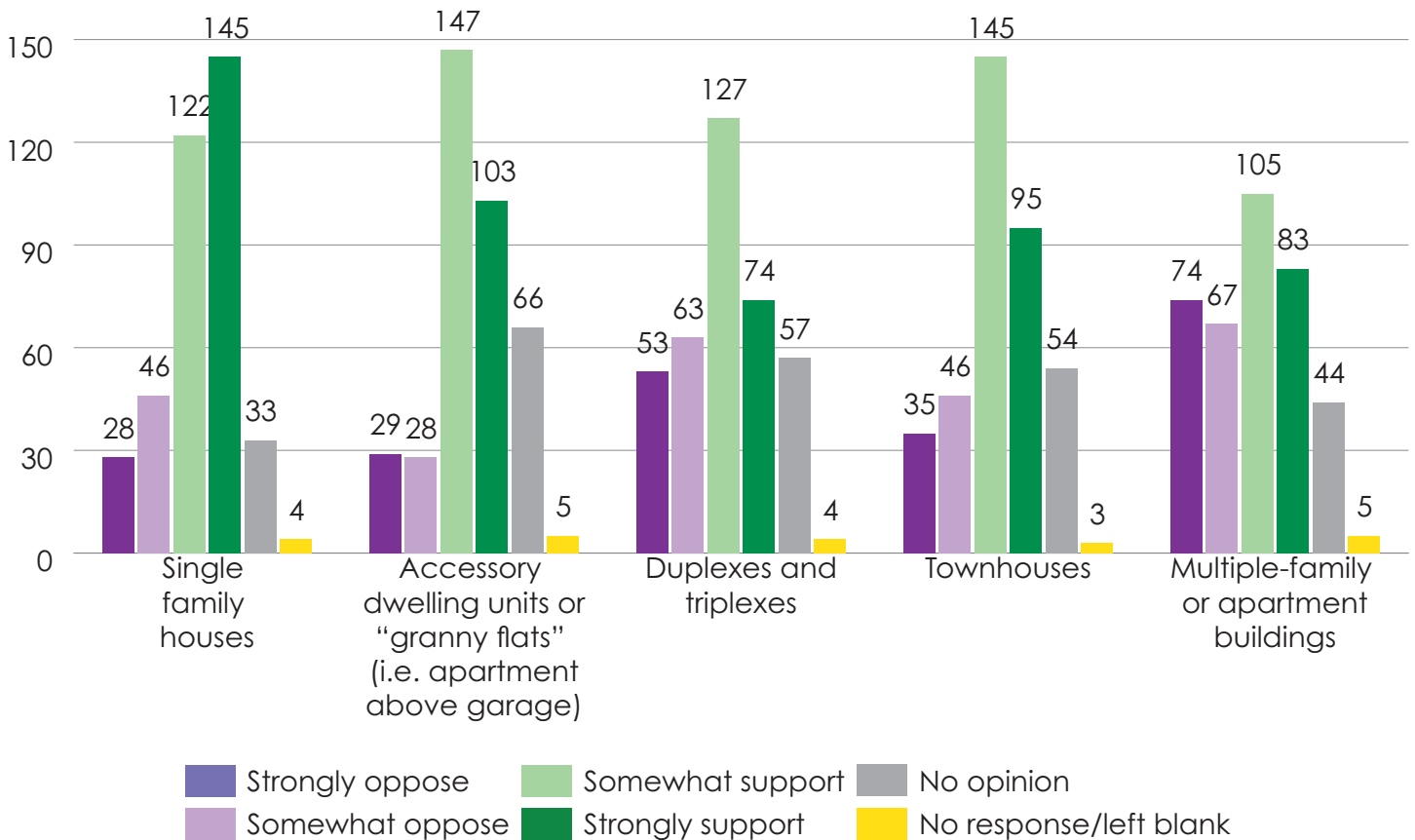


Housing

Q10. How important is it for more housing to be built in the City of Saline that meets the needs of the following groups?

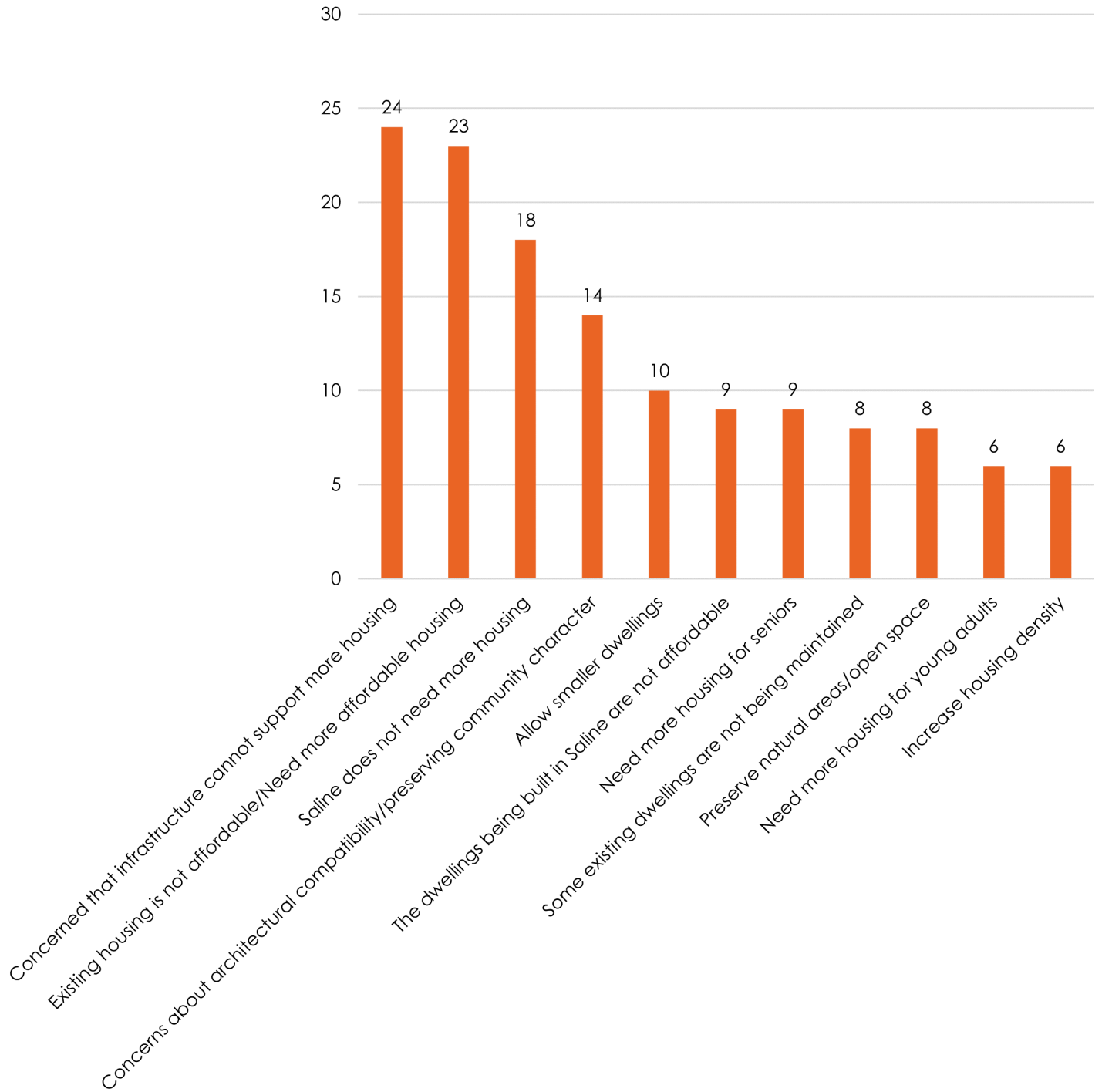


Q11. How much do you support the following types of housing being built in the City of Saline?



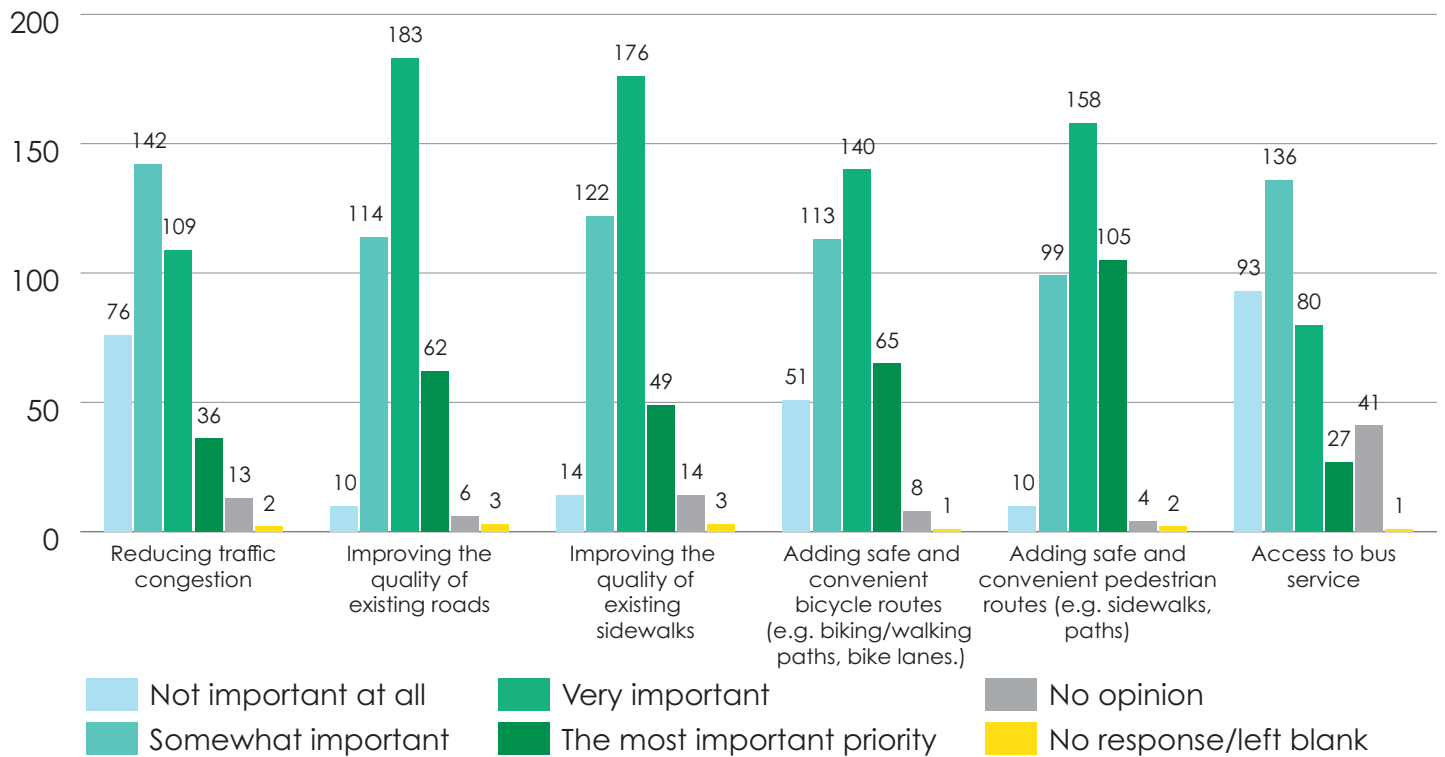
Q12. (Optional) What other comments do you have about housing in the City of Saline?

Count of Top 10 Comment Topics

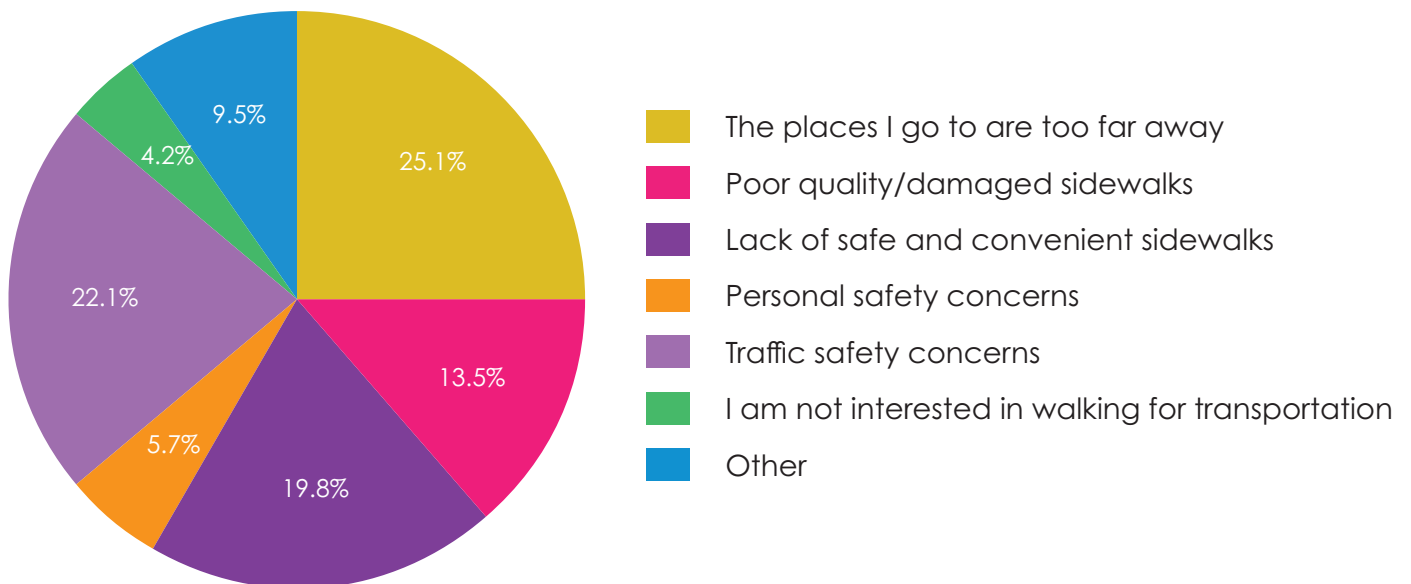


Transportation

Q13. Please rate how you prioritize the following initiatives related to transportation and accessibility in the City of Saline:

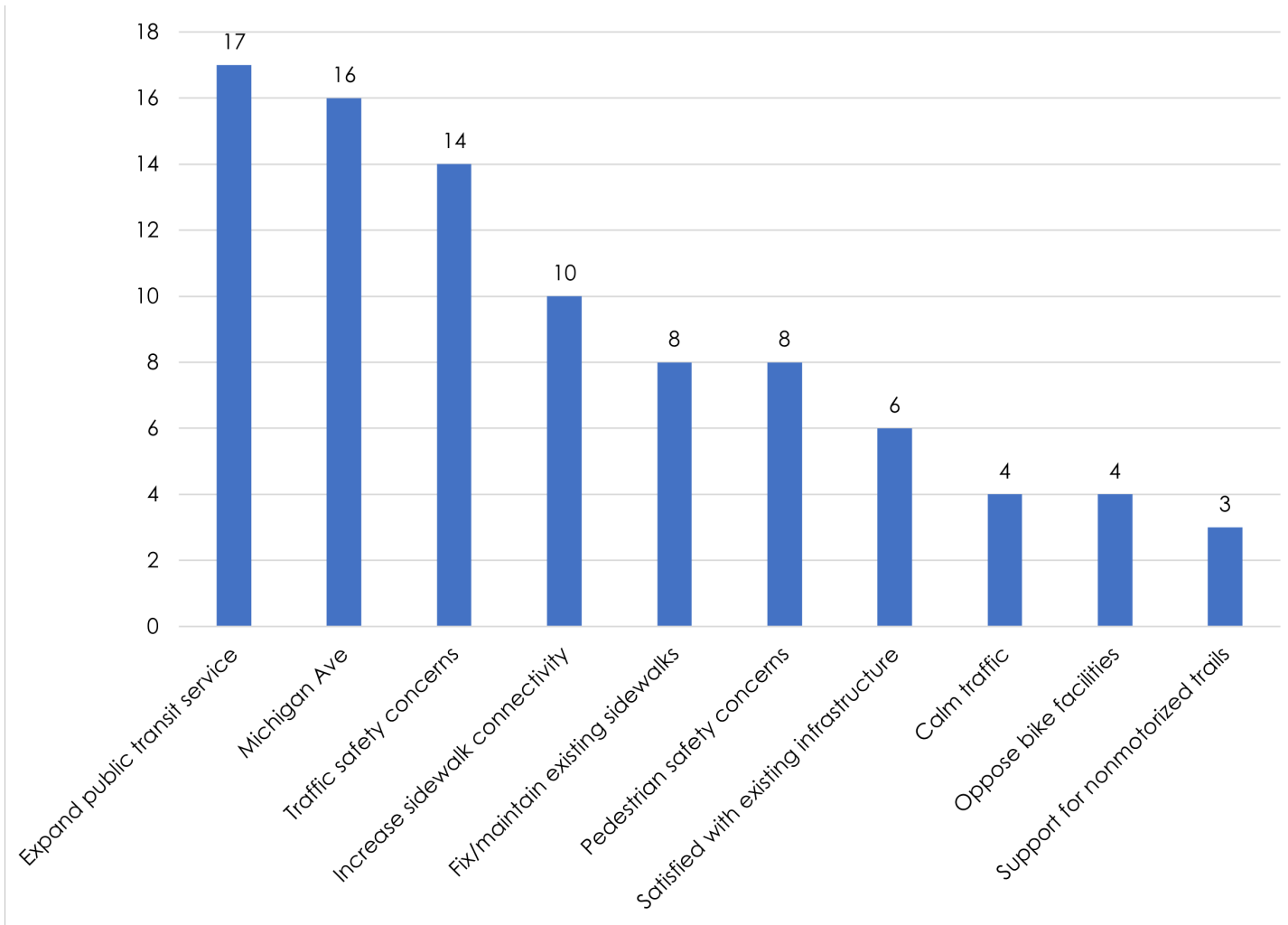


Q14. What prevents you from walking in the City of Saline? (Select all that apply):



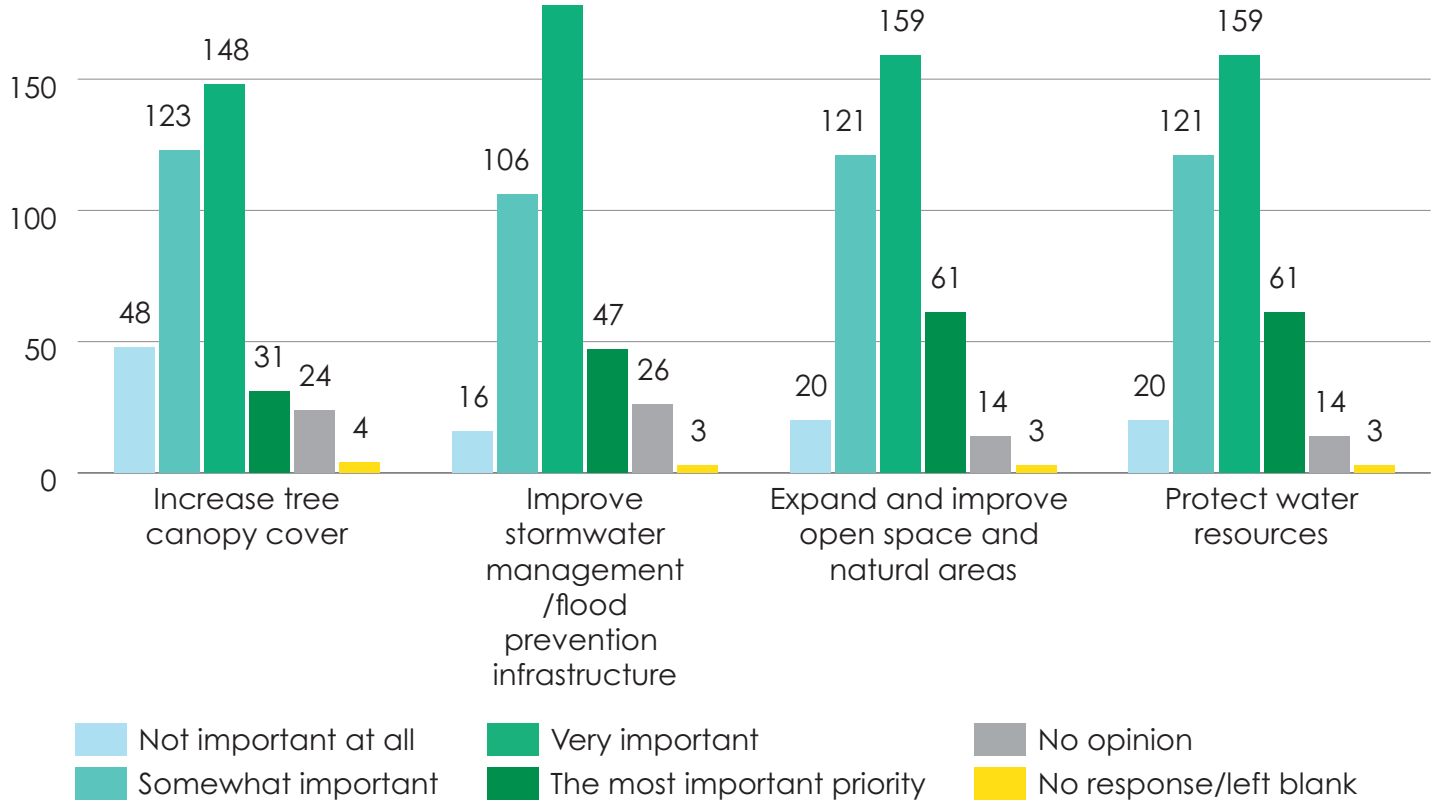
15.(Optional) What other comments do you have about transportation in the City of Saline?

Count of Top 10 Comment Topics

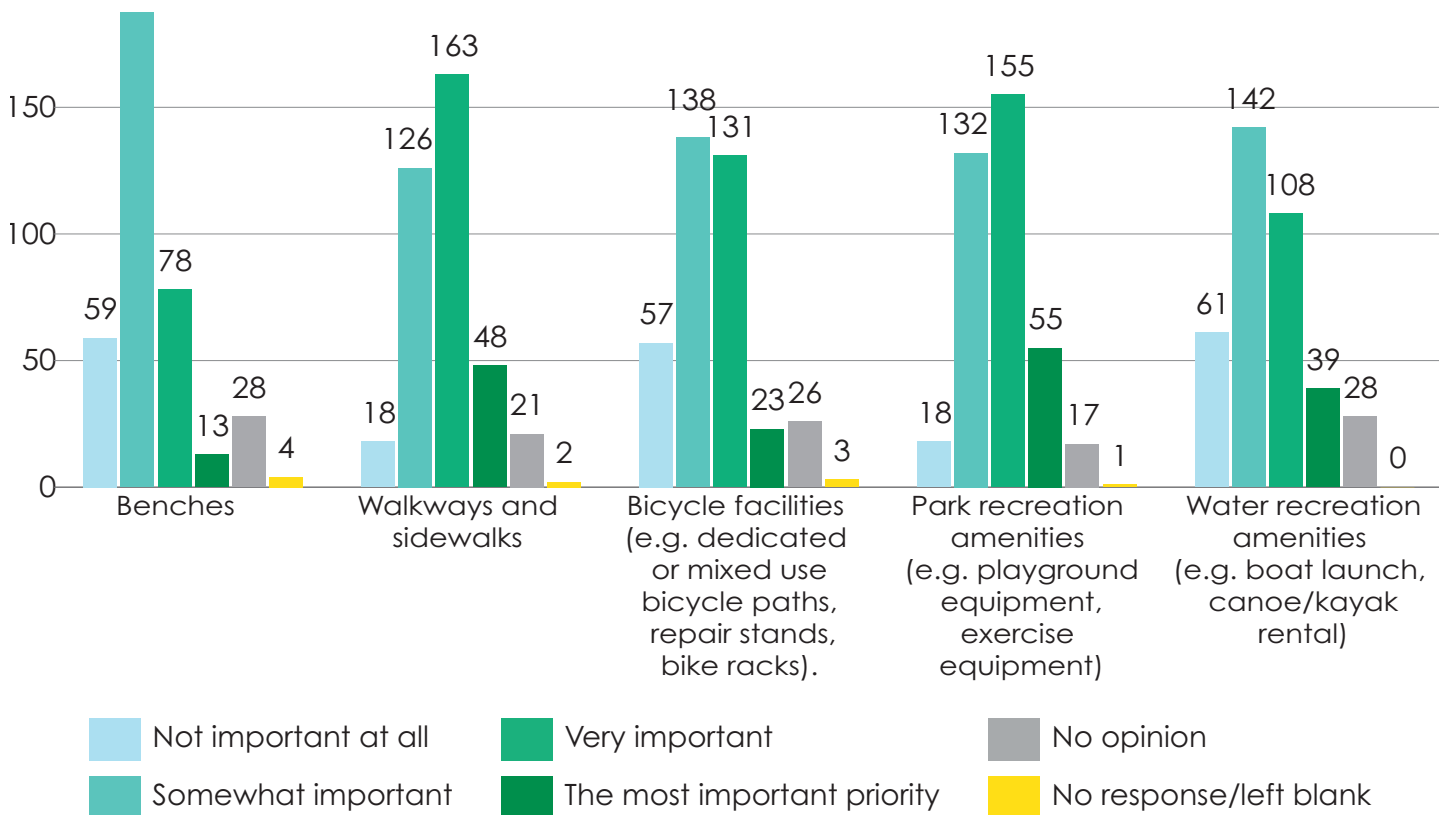


Environment, Sustainability, Resilience

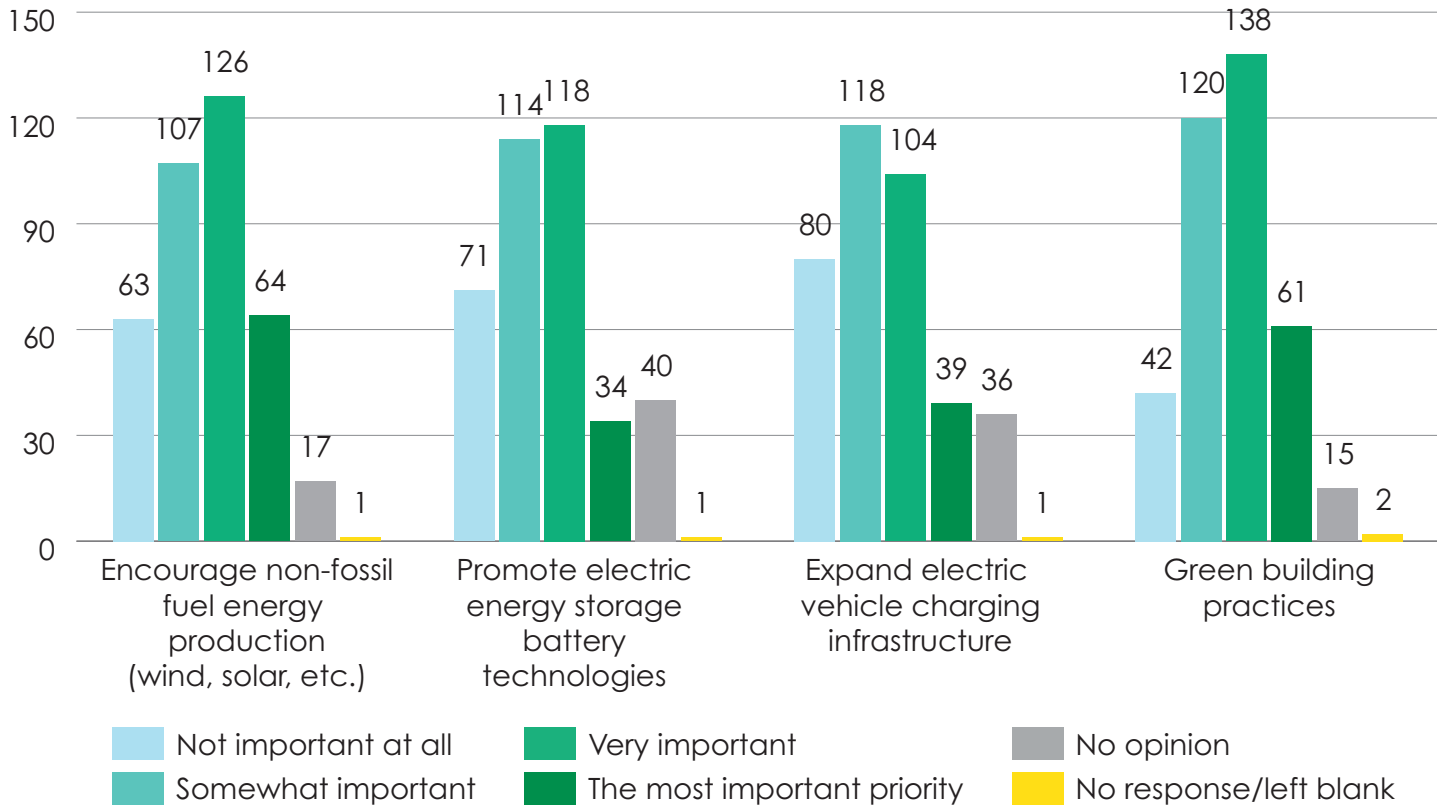
Q16. Please rate how you prioritize the following natural resource sustainability initiatives:



Q17. Please rate how you prioritize adding more of the following amenities in the City of Saline's parks:

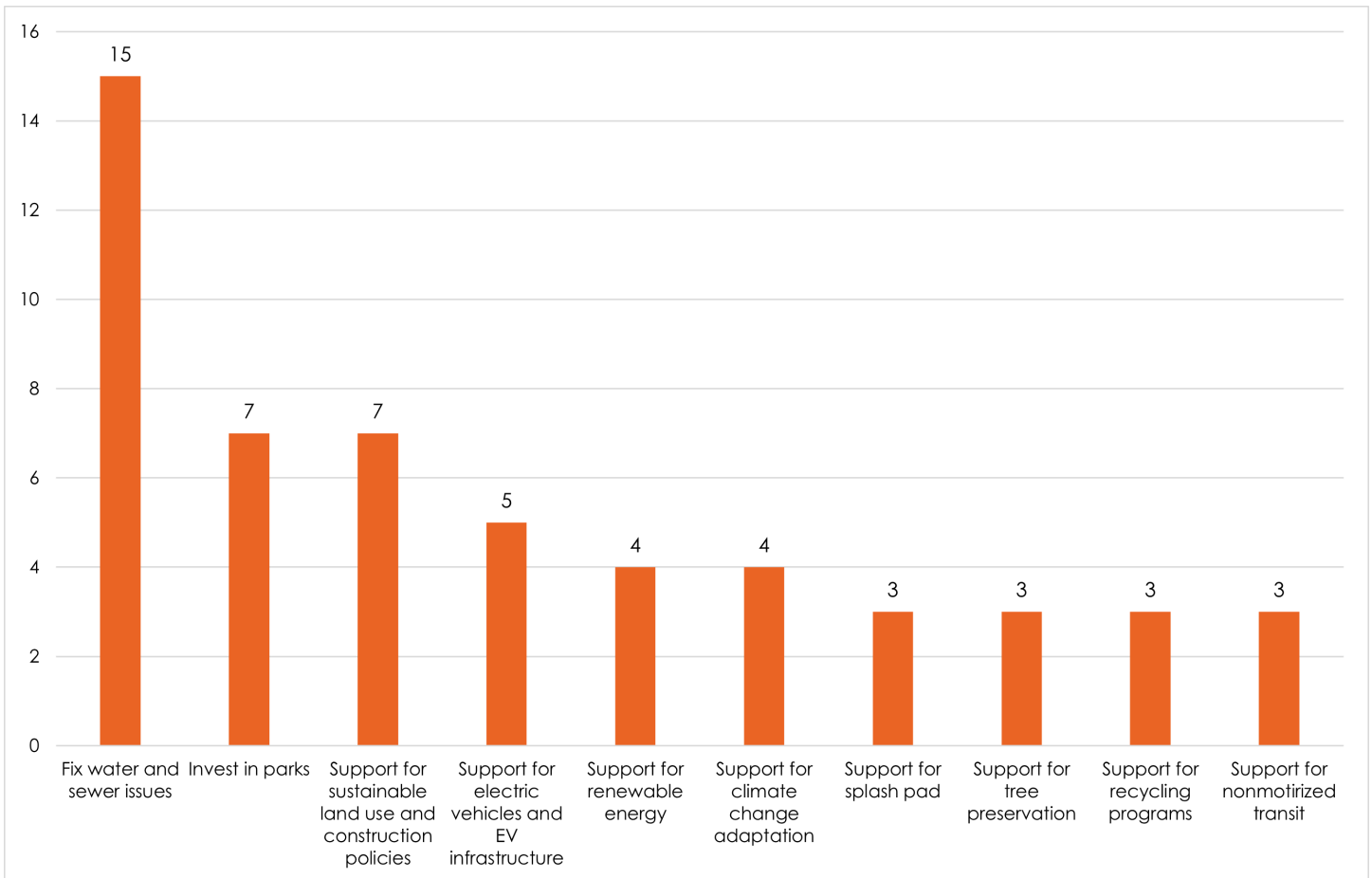


Q18. Please rate how you prioritize the following energy sustainability initiatives:



19.(Optional) What other comments do you have about the environment, sustainability, and resilience of the City of Saline?

Count of Top 10 Comment Topics



Q20. Most of the land area in the City of Saline has already been developed or preserved as parks and open space. However, several areas in the City may be developed or redeveloped with new buildings and uses. In general, how much do you support more of the following land uses in the City of Saline?

