South Haven Charter Township

MASTER PLAN
for
LAND USE

Van Buren County, Michigan

Prepared by the
South Haven Township Planning Commission

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I. PREFACE

A. Purpose of This Document

The purpose of this Master Plan is to provide the officials and citizens of South Haven Township with an efficient and reasonable guide to the orderly growth and development of the community. The plan is designed to support the Zoning Ordinance so as to reduce zoning conflicts and promote community-wide harmony.

B. Introduction

South Haven Township is dependent upon its Planning Commission, Township Board, and citizens for the success of any plans prepared for the future development of the Township. Under the Michigan Planning and Zoning Statutes, the Planning Commission is required to prepare and adopt a Master Land Use Plan for the future developments of the Township, and then use the Land Use Plan as a basis for establishing and amending a Township Zoning Ordnance and planning for public improvements. Within the Township's numerous day-to-day decisions, many with longer-range impacts must be addressed. It is important, therefore, that the Township have an overall coordinated "Plan" to provide the basic guidelines for directing this decision-making process. The development of such a plan began in 1987, under the guidance of Robert B. Hotaling and Associates, Planning Consultants, with a study of pertinent issues in an effort to determine the most appropriate and effective coordinated solutions to land use and related problems.

This Plan, an extension of the original document prepared by Hotaling, is the Comprehensive Master Plan of which the Land Use Plan is the basic part around which all other parts are developed. It is intended, then, that the South Haven Township Land Use Plan will provide the Township, School, County, Regional, State and Federal Officials with a broad framework of reference for making future land use and public works capital improvement decisions. Private developers, investors, realtors, businessmen and others seeking to develop private land will also be provided with this helpful Plan in to assist them in their development decisions. Any requests for future zoning changes should only be made in compliance with the Master Plan for Land Use. The Township's public and private interests and their common good expressed in terms of improving the environment, the quality of living and the real estate market in the Township can only result from following and using the Master Plan for Land Use effectively in all land development and zoning decisions.

In 2006, the Planning Commission began the process of updating the Master Plan, resulting in the present document. The following three tenets were used as broad guidance for the development of the Plan.

1. Community Support of the Plan

The formulation of the Master Plan for Land Use is the basic essential step in an effort to create a well-balanced, attractive, convenient, desirable Township environment for all residents, businesses, institutions and other users of land in the Township. If this goal is to be realized, there must be community-wide knowledge, understanding and support for the Plan, including the citizens, Township Planning Commission, Township Board, School District, County, Regional, State and Federal levels of government.

South Haven Township continues to take steps toward this end by involving citizens groups in the planning process through soliciting their views in workshop and informational meetings conducted by the Planning Commission. Continued public support and involvement are essential to insure the success of the planning program in the Township.

2. Flexible – Predicting the Future is Uncertain

The Master Plan for Land Use is not a Plan that can be implemented immediately, but rather one that gives positive direction to the future physical development of the Township. Therefore, while the Plan indicates the type and character of land uses for various locations in the Township, until actual development occurs, the possibility for future change exists. The generalized land use areas included in the Plan are a "look ahead" to the future. They are intended to be a guide in the preparation of the Zoning Map and Text initially. Changes and amendments to it should be in accord with the general direction indicated in the Master Plan for Land Use as it may be changed periodically in the future.

3. The Master Plan is a 20-30-Year Program

The Master Plan for Land Use portrays all of the land uses to be included in the Township's comprehensive development potentials for approximately the next 20 to 30 years – from 2006 to the year 2036. This Plan, however, should be reviewed annually for possible indications of needed changes in land use planning direction, and every 5 years the Plan should be revised and updated, and extended for the next 20 – 30 years into the future. Planning is a constant process designed to accommodate change.

II. SOUTH HAVEN TOWNSHIP COMMUNITY HISTORY

A. Regional Context

Regionally, South Haven Township is located within a relatively rural corner of Michigan. The closest urban centers serving the township are the City of Holland, approximately 30 miles to the north; St. Joseph / Benton Harbor, 25 miles to the southwest; Kalamazoo, which is 40 miles east; and Grand Rapids 60 miles to the northeast.

B. Brief History

Michigan's archaeological record of history generally starts after the glaciers receded about 12,000 years ago. That is also thought to be shortly after human habitation started to move east on the North American continent. Mound Builders were probably the first humans in Southwestern Lower Michigan until the Ottawa, Miami and Potawatomi arrived either permanently or seasonally by the 1600's.

Father Marquette may have visited somewhere on the Van Buren County shoreline in 1675, but the first permanent settlers moved here, cleared the dense forest and engaged in agriculture in about 1830. As settlers of European descent moved in, the Potawatomi were neighbors with the new white settlers and remained active and friendly through the turn of the century. Logging, followed by farming, removed most of the deciduous and conifer forests for lumber by 1900. Fruit production started in the 1880's and then increased in importance after the forests were harvested. Fruit production remains but has shifted from pears to apples and now blueberries and cranberries.

At the turn of the 20th century the Lake Michigan shoreline began to witness development of seasonal homes, many of them for Chicago area people. This seasonal housing development and the farming business have remained the mainstay of South Haven Township, from World War II to the turn of the 21st century. Many occupants are employed in the industries within the City of South Haven or the Palisades Nuclear Plant.

(West to Far Michigan, 2002)

C. Boundaries

The township contains fifteen full-inland sections and eight fractional sections along the lakeshore and around the City of South Haven. The Township is located within the northwest corner of Van Buren County, and is bounded on the north by Allegan County; on the east by Geneva Township; on the south by Covert Township; and on the west by Lake Michigan.

D. Settlement and Settlers

The territory to the southward, around St. Joseph, had been occupied by settlers years before the colonial settlers had invaded any part of this or adjoining townships. The first

to explore the region was Jay R. Monroe, in 1833 he built the first house where the City of South Haven is now. In 1838, Daniel Pierce came in from Schoolcraft with the first horse-team. He purchased, from Mr. Monroe, 160 acres of land in the northwest quarter of section 14, where he built a cabin, in which he lived at times, though he made his permanent home in Kalamazoo.

E. Early Roads

In 1835, Mr. Monroe, laid out a road from South Haven to Paw Paw, and previously had laid out a road from South Haven to Prairie Ronde. The first road, of which mention is made in record, was laid out September 9, 1843, known as Wood's Road, ran to the northeast corner of section 5. On May 23, 1846 Young's Road, the Township's second road to be recorded, ran at the west line of section 35, and running north to the intersection of the Waterford Road on the east line of section 15. The South Haven and Hartford Road was recorded October 18, 1845, with each township agreeing to keep the road in repair within its own territory.

(History of Berrien and Van Buren Counties, 1880)

F. Township Organization

In the winter of 1836-37, Lafayette Township was divided into seven land survey townships, and was laid out to contain the present territory of Bangor, Columbia, Deerfield, Geneva and South Haven. The first township election, of which record is found, was held at the dwelling house of Daniel Taylor, April 7, 1845. A brief timeline of important events follows:

- March 1870 – Special meeting to aid in the construction of the "Chicago and Michigan Lake Shore Railroad".
- September 28, 1937 – Junk Ordinance for the dismantling of motor vehicles effective.
- March 18, 1980 – Flood Damage Prevention Ordinance became effective.
- August 12, 1983 – An Ordinance to prevent, reduce or eliminate blight, blighting factors or causes of blight within the Township became effective.
- July 14, 1984 – A Fair Housing Ordinance became effective.
- 1986 – The South Haven Township Planning Commission was formed.
- 1988 – The South Haven Township Master Plan was adopted.
- January 24, 1989 – A proposed Zoning Ordinance was defeated.
- August of 1990 – A Zoning Ordinance was re-proposed and adopted by referendum in November of 1990.
- January 17, 1991 - A Building Code Ordinance establishing minimum regulations governing the design, construction, alteration, enlargement, repair, demolition, removal, maintenance and use of all buildings and structures took effect.
- July 20, 1993 - A Public and Private Road Ordinance was adopted.

(South Haven Township General Ordinances)

III. EXISTING CONDITIONS

A. Natural Conditions

General Description

Van Buren County borders Lake Michigan in southwestern Michigan and consists of an area of 607 square miles composed mainly of cultivated fields, orchards, woodlands and pasture. The topography ranges from flat to rolling hills.

(Water Resources of Van Buren County, 1964)

Climate

The climate and the mostly light and well-drained soils make the Township a very productive fruit and vegetable growing area. The influence of Lake Michigan is quite strong in the Township. The prevailing westerly winds are warmed in the winter and cooled in the summer while crossing Lake Michigan, moderating the climate considerably. The slow spring warming retards the fruit buds until the danger of frost is over and the reverse is true in the fall, allowing fruit to ripen before killing frosts occur. On average, monthly precipitation is well distributed throughout the year with somewhat heavier amounts during the crop season. Temperatures warm slowly in the spring and remain warmer in the fall because of the moderating effect of Lake Michigan.

Weather is a major element in both seasonal attractions, for housing along the lake, and for the agricultural productivity. During the winter the temperature is moderated by Lake Michigan, but it also brings lake-effect snowfall; up to 70 inches per year.

(Water Resources of Van Buren County, 1964)

Water Resources

Glacial Drift is the only known source of fresh ground water. Large reservoirs of ground water, especially within outwash plains, provide most of the Township's fresh water supply. Large areas of the Township are underlain by clay deposits. The clay is a poor source of well water because of the low productions rate. Most private wells in the Township tap into sand seams in the clay. Well failures are common. The Township's close proximity to the Lake Michigan shoreline also provides an ample supply of fresh water. This source is used by the City of South Haven and is the basis for the South Haven Area Sewer & Water Authority.

(Water Resources of Van Buren County, 1964)

The Township has four significant inland watersheds:

- The south branch of the Black River, which flows east to west across the north quarter mile of the Township,
- Deerlick Creek and the Randall Drain. Randall Drain parallels M-140 to the east and flows from near 24th Avenue north to just east of the I-196 interchange where it joins with Deerlick Creek. The main branch of Deerlick begins near the

northwest corner of 16th and 73rd, flows north a half mile then turns west to join the Randall Drain and continues meandering between 12th and 14th to Lake Michigan,

- The un-named 7th Avenue tributary to the Black River, meanders either side of the east Township line (70th) from about 8th north to the Black River, and
- The Dyckman & Sheffer county drains which drain the area between 76th, 16th, 24th and Lake Michigan.

Each of these watersheds has significant mapped floodplains and most have areas of associated wetlands as well.

Topography

Topography is relatively modest in much of South Haven Township, as virtually all the township has elevations 600 foot to 675 foot elevation, which is above the prevailing elevation of about 590 feet for Lake Michigan. However, the Lake Michigan frontage is lined with bluffs and sand dunes that suddenly rise to about 650 feet within several hundred feet. Away from the Lake Michigan frontage, there is a gentle roll to the farmland and woodland east of the freeway (I-196). The land falls to about 620 feet elevation in the west portion of the township.

(Water Resources of Van Buren County, 1964)

Soils

Relatively few soil types dominate the land of South Haven Township. First is the agricultural soil to the east over gently rolling to level land. These soils provide a strong agricultural base, particularly for blueberry orchards as well as some cash crops. The predominant soils in the area are histosols developed from organic materials. They are identified as Morocco-Newton-Oakville and Oakville associations.

According to data from the Michigan Department of Environmental Quality (MDEQ), there is no adverse quality or contamination of the land. No leaking Underground Storage Tanks (LUST) are in the area; nor is even the former landfill cited as a listed "201 Site."

(Water Resources of Van Buren County, 1964)

Areas with Development Limitations

Using aerial photographic methods, there is evidence from the 1938 and 1978 photo surveys of South Haven Township, Van Buren County, Michigan, that various types of orchards were present and in use during the period when lead/arsenic type pesticides were in use (approximately 1900 to 1968). Beginning in 1995, municipal sewer and water utilities were extended to parts of the Township (see Map 5). This combined with the loss of profitability of many of the orchards resulted in many of the potentially contaminated areas being proposed for development. Due to liability concerns of the financing institutions, development is hindered by the potential for contamination.

The survey sections where municipal sewer and water are extended and where pre-1968 orchards exist(ed) are: Sections 1, 11, 12, 13, 14, 15, 21, 22, 23, 24 and 28 of township 1 south, range 17 west, Van Buren County, Michigan.

(Based upon work by Joseph Lane, 2006)

Existing Land Use by Taxation Class

South Haven Township has 10,725.92 acres in the property tax system. In 2007 the tax classifications were allocated into the use categories shown in Table 1 below using the state assessor's guidelines.

TABLE 1
LAND AREA BY TAXATION CLASS

Tax Class	Acres	Percentage
Agricultural – undeveloped	1265.7	11.8
Agricultural – developed	1383.1	12.9
Commercial – vacant	550.3	5.1
Commercial – developed	18.6	0.1
Industrial – vacant	145.2	1.4
Industrial – developed	2.9	0.0
Residential – vacant	4886.9	45.6
Residential – developed	1478.6	13.8
Tax exempt	722.3	6.7
New parcels – not classed	248.7	2.3
Unclassified	23.5	0.2

It is perhaps significant that over half of the Township is classified for assessment purposes as "residential" but less than 15% is actually developed as residential. The agricultural classification can be misleading in that whether or not it is "developed" the land is still in agricultural production and thus accounts for about 25% of the land area of the Township.

B. Farmland

While agricultural uses account for slightly less than 25% of the total land area of the Township, such uses are widely scattered throughout. Some areas of field crops remain in the southeast quarter of the Township but the majority of South Haven Township's agriculture is focused on fruit orchards and blueberry or cranberry wetlands.

C. Population and Economic Development Characteristics, Trends and Projections

General characteristics on the population of South Haven Township were obtained from the 1970, 1980, 1990 and 2000 U.S. Department of Commerce Censuses. The 1970 Census does not provide detailed information at the Township level of government. County figures will be used occasionally for comparison purposes.

Population Trends

The population of South Haven Township in 2000 was 4,046. The Township experienced a 3.3% decrease in population from 1990. This decrease in population is a reversal of the 23% increase between 1960 and 1970 and 22% increase from 1980 to 1990. The decrease is primarily explained by the annexation to the City of South Haven of several subdivision and apartment complexes during the 1990s. Over the last two decades the Township has lost 139 persons, as indicated in Table 2.

Also reported in Table 2 are population figures for the County and adjacent Townships. Van Buren County has been growing faster than the State's growth rate over the past four decades. When the State's population growth rate fell to 0.0% during the 1980's, Van Buren County still experienced a 4.9% growth rate over the same period. Combining this with an 18.9% rate the previous decade and the 8.7% rate of the 1990's, the County has been growing at a fairly steady pace. Individual Townships, however, had different experiences. Geneva Township has sustained high growth pattern with rates of 29% for 1960-70, 25% 1970-80, 6% 1980-90 and 26% 1990-2000. Covert Township grew at 14% during the 1960's, but only had a 2% growth rate during the 1970's, 6% during the '80's and 10% during the '90's. There was a slowing of population growth in Bangor Township and City (the city was incorporated during the 1960's) which grew 21% between 1960 and 1970, at 6% during the 1970's, but then lost -3% during the '80's and gained back 5% during the '90's. Neighboring Casco Township in Allegan County grew at 14% from 1960 to 197, 23% from 1970 to 1980, only 1% from 1980 to 1990 and 6% from 1990 to 2000.

In summary the South Haven Township area saw a rapid influx of people from 1960 to 1980 but over the last two decades, the area population first stalled then began to grow again but in a more spread-out manner. Initially the neighboring Townships had much smaller populations than South Haven Township and the City of South Haven. Now each of the townships has between 3,000 and 5,000 persons living year-round.

Population Data – the Region

Table 2 below indicates the trends in population for the State, Van Buren County, South Haven Township and adjacent Townships of Geneva, Bangor, Covert and Casco.

TABLE 2 DEMOGRAPHIC CHANGES FOR SOUTH HAVEN TOWNSHIP AND ADJACENT POLITICAL JURISDICTIONS, 1960 to 2000										
POPULATION TRENDS	**1960**	**1970**	**%**	**1980**	**%**	**1990**	**%**	**2000**	**%**	**2005 estimate**
Michigan	7.8M	8.9M	14.1	9.3M	4.5	9.3M	0.0	9.7M	4.3	10.1M
Van Buren Co.	48,395	56,173	16.1	66,814	18.9	70,060	4.9	76,263	8.7	78,800
Allegan County	57,729	66,575	15.4	87,555	31.5	90,509	3.3	105,665	16.8	113,200
TOTAL BOTH COUNTIES	**106,124**	**122,748**	**15.6**	**148,369**	**20.9**	**160,569**	**8.2**	**181,928**	**13.2**	**192,000**
South Haven Twp.	2,766	3,416	23.5	4,174	22.2	4,185	0.2	4,046	-3.3	4,000
Geneva Twp.	1,850	2,392	29.3	2,984	24.7	3,162	6.0	3,975	25.7	
Bangor Twp. & City	3,110	3,758	20.8	3,994	6.3	3,870	-3.1	4,054	4.8	
Covert Twp.	2,323	2,659	14.5	2,706	1.8	2,855	5.5	3,141	10.0	
Casco Twp.	2,009	2,308	14.8	2,839	23.0	2,856	0.6	3,019	5.7	3,100
South Haven City	6,149	6,471	5.2	5,943	-8.3	5,563	-6.3	5,013	-9.9	5,100
TOTAL AREA	**18,207**	**21,004**	**15.4**	**22,640**	**7.8**	**22,491**	**-0.7**	**23,248**	**-3.4**	

Source: U.S. Census' 1960-2000, MDOT estimates 2005

The Region consisting of Van Buren and Allegan counties continues to experience growth as indicated by the 1960 population at 106,124 and the 2000 Census showing an increase to 181,928. This represents an increase of almost 80,000 in the 40-year period or 1,875 annually. The increase was about a 71% increase over the 40-year period or a 2% annual rate.

Of the Townships and Cities in the immediate area surrounding South Haven Township, Geneva Township had the highest 1960-2000 forty year population growth with South Haven Township ranking second. The City of South Haven has experienced a decline in population over the past thirty-year period. This is primarily due to second home ownership, with an estimated 50% or more of the ownership by second-home residents.

Community Housing Assessment Team (CHAT) Population Data

In 2002, UtiliCorp United/Michigan Gas Utilities commissioned a study of the housing conditions and needs of the greater South Haven Area. As a result, the South Haven Area Community Assessment Team (CHAT) Report was produced. The report was developed through a series of interviews with persons in local business/industry, government (elected and appointed) and social service agencies as well as a representative group of local residents. Among the key findings related to population were:

- South Haven City's population peaked at 6,471 in 1970. Since then, its official population has fallen substantially, dropping to 5,021 in 2000.
- This population decline is partially the result of an aging population, with a consequent decline in the number per household.
- On the other hand, much of this decline is caused by a decreasing number of year-round residents and an increasing number of seasonal residents. Many of these seasonal households would not have been counted as residents of South Haven City in the Census.

Age Composition

A distribution of population by age provides information about school-aged children, the elderly, and long term potential growth. The Township's population has aged from a median age of 28 in 1970 to 29.8 in 1980 to 37.9 in 2000. In 1970, 37% of the population was under the age of 18 while 10% was over 65. By 2000, the younger population accounted for 27% of the population, a 10% decline. The older population increased from 11% to 14%.

The age profiles for 1995 and 2000 are shown in Table 3 below. The previous trend toward families with fewer children seems to have been partially reversed in 2000. However, the drop in the number of pre-school age children may be the longer range trend in the Township. The Township's profile shows a slight bulge in the age distribution between 35 and 44 in 2000, which followed from the 1995 bulge in the 25 to 34 age group. It is likely the low numbers in the 25-34 age group that are causing the low numbers in the under 5 age group. There has been a steady increase in the number and percentage of persons over 65 years of age in the Township.

TABLE 3
AGE COMPOSITION of SOUTH HAVEN TOWNSHIP

	1990		**1995**		**2000**		
Age Group	**Number**	**%**	**Number**	**%**	**Number**	**%**	**Remarks**
Under 5 yrs	334	8	266	7.9	261	6.5	Pre-school
5 – 9	363	8.7	287	8.5	307	7.6	Grades K-4
14-Oct	272	6.5	227	6.7	326	8.1	Grades 5-9
15-19	279	6.7	230	6.8	325	8	Grades 10-12 +college (2 yr.)
20-24	250	6	189	5.6	187	4.6	College (4 yr.) + workers + homemakers
25-34	674	16.1	545	16.2	438	10.8	Workers + homemakers
35-44	597	14.3	501	14.9	649	16	Workers + homemakers
45-54	431	10.3	344	10.2	589	14.6	Workers + homemakers
55-64	437	10.4	367	10.9	385	9.5	Workers + homemakers
65-74	345	8.2	268	8	325	8	Retirees
75-84	164	3.9	116	3.4	209	5.2	Retirees
85 +	39	0.9	32	0.9	45	1.1	Retirees
TOTAL	**4,185**	**100**	**3,372**	**100**	**4,046**	**100**	

Source: U.S. Census 1990 & 2000 and U.S. Census estimates 1995

An important group in determining the future population of the Township will be the individuals ages 10 to 14 in 2000. These young people are moving toward completing high school and making decisions about their future. How many decide to stay or return

to South Haven Township after college will influence to some degree how fast the Township will grow.

Non-working members of the South Haven Township population are made up of preschool, K-12 and the retirees and elderly. These comprise approximately **44%** of the population. The workers and homemakers make up the remaining **56%** - a ratio of slightly more than one worker or homemaker to one non-worker.

The largest group of people is in the young and middle age family groups ranging in age from 25 to 54, comprising about 41% of the population. Mature families ranging in age from 45 to 65 make up 25% of the population. Retirees make up about 14% of the population. The young people and children make up about 31% of the population.

The Economic Base of the South Haven Area

In the greater South Haven area, there are several major employers, in both the manufacturing and service industries. Many of these employers are located within the City limits, in one of the two industrial/business parks, and include such agencies as Noble International (formerly Pullman Industries), Trelleborg, Albemarle, Wal-Mart, Menards, and Lake Michigan College. The public schools as well as the South Haven Community Hospital are two major area employers located outside of the industrial/business parks.

Table 4 below shows that the employment of both Van Buren and Allegan Counties has a very low ratio of basic industrial employment to service industry employment. Allegan County had a 1:l.1 ratio in 2000, which rose to 1:1.4 in 2005. Van Buren County had a 1:1.4 ratio favoring the service industry in 2000 and this rose to 1:1.7 in 2005. Most economies have a range of l:2 to 1:5 ratio of basic employment to secondary employment.

TABLE 4 2000 AND 2005 COMPOSITION OF THE VAN BUREN AND ALLEGAN COUNTY ECONOMY*						
PRIMARY ECONOMIC BASE EMPLOYMENT						
	Van Buren County		**Allegan County**		**Total**	
	2000	**2005**	**2000**	**2005**	**2000**	**2005**
Agriculture, forestry and fishing	1,353	1,200	1,535	1,242	2,888	2,442
Manufacturing	9,473	6,475	17,003	15,383	26,476	21,858
Total	**10,826**	**7,675**	**18,538**	**16,625**	**29,364**	**24,300**
SECONDARY ECONOMY EMPLOYMENT (SERVICE INDUSTRY)						
	2000	**2005**	**2000**	**2005**	**2000**	**2005**
Retail trade	3,998	3,793	5,740	6,443	9,738	10,236
Services	5,363	3,888	6,866	7,567	12,229	11,455
Wholesale trade	1,043	1,048	2,148	2,041	3,191	3,089
Transportation and public utilities	1,949	2,078	2,162	2,741	4,111	4,819
Construction	2,670	2,475	3,794	4,924	6,464	7,399
Total	**15,023**	**13,288**	**20,710**	**23,716**	**35,733**	**36,998**

*U.S. Census Data 2000; U.S. Census Bureau estimates 2005

The primary reason for the difference between Van Buren County and Allegan County is possibly the greater emphasis on tourism and visitors in Van Buren County which would add to the service industry employment numbers and therefore the higher ratio of service workers to industrial workers.

The 2000 to 2005 trends indicate that the two Counties are providing for development opportunities for expansion of both the primary (such as agriculture and manufacturing) and secondary (such as retail and services) economic activities, and in turn are offering the broadest employment opportunities to the employable people of the South Haven Area. It should also be recognized that adjacent Counties (such as Kalamazoo, Berrien, and Kent), within a 40 minute commuting time, offer employment opportunities to the South Haven Area people. The reverse is also true that people who work within the 40 minute commuting range could be attracted to occupy existing or build new homes in the South Haven Area if the attraction is great enough and their investments are protected with sound market oriented land use planning and zoning. Cost of (1) raw land available for development, (2) required public improvements, (3) financing development and (4) natural environmental conditions are also critical factors.

Summary of Population and Economic Development

Population characteristics of South Haven Township indicate that the community is growing at a fairly rapid rate. Township has a balanced age profile that is consistent with the nation, except that it is not aging as rapidly. Growth is expected to continue to occur

at about the same rate. The area is attractive to young families and retirees who should compose the majority of the new residents.

As the data clearly indicate, the South Haven Area is located within a growing population and economy. The Township's 17 square mile area is rapidly urbanizing, although the southeastern third of the Township is still mostly open land used for agricultural purposes or left to woodlands. The City of South Haven has focused efforts on re-development of its existing three (3) square miles, and if the Township and the City engage in cooperative planning practices, the area will only become more attractive to current and future residents and business owners.

Annual Household and Family Incomes

The most recent comparative statistics for household and family income are from 1999 (2000 Census). Previous data demonstrated small statistical differences between household incomes within the City of South Haven, the Township, and Van Buren County as a whole. As Table 5 shows, this is now changing to some extent. While median household incomes are now comparable between the City and the Township, County households have seen a significant jump. Median family incomes on the other hand have lagged in the Township.

TABLE 5
HOUSEHOLD AND FAMILY INCOMES, 1989 and 1999

	1999 Incomes	
	Median Household	Median Family
City of South Haven	$35,885	$46,307
South Haven Township	$35,000	$38,922
Van Buren County	$39,365	$45,824
	1989 Incomes	
	Median Household	Median Family
City of South Haven	$25,967	$30,703
South Haven Township	$23,635	$27,162
Van Buren County	$25,491	$29,265

As shown in Table 6 below, a about half of Township families are earning greater than $35,000 a year, and this percentage is up from 1990. However, these statistics also mean that about half are earning less than $35,000 each year. These income levels clearly indicate the need for affordable housing in the township.

TABLE 6 ANNUAL FAMILY INCOMES, 1990 and 2000				
Annual Family Income	**1990**		**2000**	
	NO.	**%**	**NO.**	**%**
Under $10,000	145	13.8	177	10.7
10,000 – 15,000	148	11.7	125	7.6
15,000 – 25,000	310	24.4	231	14.0
25,000 – 35,000	300	23.7	294	17.8
35,000 – 50,000	215	17.0	370	22.4
50,000 – 75,000	65	5.1	237	14.3
75,000 – 100,000	25	2.0	125	7.6
100,000 +	29	2.3	95	5.6
Totals	**1,267**	**100**	**1,654**	**100**

D. Housing Conditions

Residence

When the 1980 Census was taken, 51% of the persons 5 years and over had lived in the same house for five years or more. In 1990, 54.8% of the householders had lived in the same house for more than five years, and in 2000 this figure was 56.5%. These figures suggest a very stable community.

Households

The number of households in the Township as of the year 2000 was 1,640. This represents a substantial increase from 1,068 in 1970 and 1,505 in 1980. However, growth since 1990, when there were 1,609 households, has been slower.

In South Haven Township, the average number of persons per household has declined from 3.19 in 1970 to 2.43 in 2000. The average family size has fallen from 3.01 persons in 1990 to 2.97 persons in 2000. The shift to smaller family size is, in part, due to a decline in the proportion of children under 18 in the population. Other factors include increased longevity resulting in more widows/widowers living alone, the increased divorce rate, and finally, a trend towards delayed marriages with more young adults living alone.

Housing Characteristics

In 2000, South Haven Township had 1,883 housing units. Of these units 1,645 or 87% were occupied. Owner occupied comprised of 1,182 units or 71.9% of the total. There were 463 rental units or 28.1% of the total housing units. Vacant housing comprised of 245 or 13% were units. Seasonal uses consisted of 134 or 7.1 % of total housing units.

The bulk of the housing in South Haven Township has been built within the past 20 – 30 years, with 15.4% of this growth occurring since the year 2000 (see Table 7 below). Most of this growth is new home construction, including many manufactured homes. In addition, a significant number of existing homes continue to be upgraded with improvements and additions.

TABLE 7
HOUSING CONSTRUCTION

Year Built	NO.	%
Before 1939	283	15.0
1940 - 59	386	20.5
1960 - 69	274	14.6
1970 - 79	438	23.3
1980 - 89	298	15.8
1990 – 94	112	5.9
1995 - 98	74	3.9
1999 - 2000	18	1.0
2000 - 2006	297	15.4

Source: 2000 U.S. Census & MTS-Allegan building records

According to the CHAT report, during the five years from 1998 to 2003, the South Haven Area developed 429 new housing units. One hundred three units were developed in the City of South Haven (82 of these were single family), and 326 single-family units were developed in the area townships through 2001. A 48-unit tax credit development was developed in South Haven Township and another similar development followed.

While much of the housing stock is fairly recent, a substantial number of dwelling units were built in the decades immediately following the end of World War II. This indicates a substantial portion of housing that is aging and likely to need repair and renovation.

Single family dwellings of the conventional type of construction made up two-thirds of the total number of dwelling units in South Haven Township (see Table 8). The second largest category was single family mobile homes, which made up 18% of the total. Together, conventional and mobile home single family dwellings made up almost 85% of all housing units. Multiple family dwellings and other types of housing made up about 15% of the dwelling unit total. It is interesting to note that the percentage of multiple family dwellings has tripled in the last decade.

TABLE 8 TYPES OF HOUSING		
Units In Structure	**NO.**	**%**
1 - Unit, Detached	1,244	66.1
1 - Unit, Attached	48	2.5
2 Units	42	2.2
3 or 4 Units	24	1.3
5 to 9 Units	144	7.6
10 to 19 Units	11	0.6
20 or more Units	34	1.8
Mobile Home	330	17.5
Boat, RV, van, etc…	6	0.3
Total Housing Units	**1,883**	**100**

Source: 2000 U.S. Census

As shown in Table 9 below, the types of new housing built have been shifting in recent years with multi-family structures having a significant impact on the annual totals but at irregular intervals. While the type of single-family structure shifts back and forth between conventional and manufactured, the total single-family has been fairly steady.

TABLE 9 TRENDS IN TYPES OF NEW HOUSING CONSTRUCTION 1996 TO 2007 (March)				
Year	**Conventional**	**Mobile, Manufactured, Modular**	**Condominium, Apartment**	**Totals**
1996	3	22	0	25
1997	3	19	0	22
1998	9	16	6	31
1999	4	15	12	31
2000	22	21	1	44
2001	30	8	32	70
2002	12	13	0	25
2003	24	16	0	40
2004	28	15	40	83
2005	34	13	0	47
2006	15	4	13	32
2007 (March)	3	2	0	5
TOTALS	187	163	104	455

Source: Building Permit Records for South Haven Charter Township, Michigan Township Services-Allegan, Inc.

Housing Projections

The 2002 CHAT report used population projections about persons per household, vacancy rate, and replacement rate to project ten-year housing demands. The CHAT projections were based upon the greater South Haven area and considered income distribution and income ranges (based on housing costs equal to 30% of the gross

income). The report lumps the three surrounding townships as well as the City together and nowhere gives an individual assessment for South Haven Township alone.

The table below displays an approximate demand for 1,242 dwelling units during the next decade. Occupancy splits projected are 70% owner-occupied in the City and 80% owner-occupied in the townships.

TABLE 10 TEN-YEAR COMBINED PROJECTION BY OCCUPANCY			
	2002-2006	**2007-2011**	**Total**
South Haven	108	118	216
Owner-Occupied	76	83	159
Renter-Occupied	32	35	67
Townships	488	528	1,016
Owner-Occupied	390	422	812
Renter-Occupied	98	106	204
Total	596	646	1,242
Owner-Occupied	466	505	971
Renter-Occupied	130	141	271

The price breakouts for new housing demands, as seen in the table below, are based upon assumed new construction costs. According to the CHAT report, most housing built in the coming years should be in the low to moderate price ranges ($60,000-$190,000). For the full projections, see the CHAT report.

TABLE 11 TEN-YEAR HOUSING DEVELOPMENT PROGRAM			
	City	**Townships**	**Total**
Total Need	226	1,016	1,242
Total Owner Occupied	159	812	971
Affordable Low: $60,000-90,000	24	211	235
Affordable Moderate: $90,000-125,000	48	269	317
Moderate Market: $125,000-190,000	45	221	266
High Market: $190,000-250,000	18	56	74
High End: Over $250,000	24	59	83
Total Renter Occupied	67	204	271
Assisted: Less than $400	32	78	110
Affordable: $400-625	22	73	95
Market: Over $600	13	54	67

Housing Value

The rule of thumb for ability to pay for home ownership is to multiply annual income by 2 ½. In 2000, the dominant number of dwelling units in South Haven Township was valued between $50,000 - $100,000 (see Table 12). The median annual income for 1999 was $38,922, which would support a purchase of a $98,000 house.

However, according to the CHAT report, housing sales values have increased significantly since 1997. The highest values, and the largest proportionate growth, have occurred in the City of South Haven and Casco Township. Prices are somewhat more moderate in South Haven and Geneva Townships.

With current housing prices on the rise, individuals or families at the median income level will only be able to purchase existing older, used housing stock or possibly manufactured/mobile homes, and a substantial proportion of Township residents will only be able to afford rental or subsidized housing, which has limited availability.

TABLE 12
VALUE OF OWNER-OCCUPIED HOUSING UNITS

	2000		1990	
Value	**NO.**	**%**	**NO.**	**%**
Less than 50,000	122	16.2	342	50.6
50,000 - 99,999	333	44.1	273	40.4
100,000 - 149,999	106	14.0	38	5.6
150,000 - 199,999	66	8.7	14	2.1
200,000 - 299,999	68	9.0	9	1.3
300,000 - 499,999	45	6.0	0	0.0
500,000 - 999,999	15	2.0	n/a	n/a
1,000,000 +	-	-	n/a	n/a
Median (dollars)	88,300	(X)	49,700	(X)

Despite the $98,000 threshold of affordable housing based on township median income level, many building permits issued in recent years have been for homes valued greater than $98,000. This has led Township planners, Board members, and residents to recognize the need for affordable housing. Therefore, since 2005, some new construction is occurring in the $100,000 range.

TABLE 13
BUILDING PERMIT CONSTRUCTION COSTS, 1996-2007 (March)

Year	Less than 90,000	90,000 to 199,000	200,000 to 299,000	300,000 to 399,000	400,000 to 499,000	500,000 to 599,000	600,000 to 699,000	700,000 to 799,000	800,000 to 899,000	900,000 and over
1996	24									
1997	21	0	1							
1998	24	4	1							
1999	18	13	0							
2000	24	31	3							
2001	34	11	3	4	1					
2002	36	7	1	2	1					
2003	8	25	4	2	0					
2004	30	23	8	3	2	2				
2005	8	28	5	4	1	1				
2006	4	18	2	1	0	1	0	0	0	1
2007(Mar)	1	1	2	1	0	0	0	0	0	0
TOTALS	232	161	30	17	5	4	0	0	0	1

Source: Building Permits Records for South Haven Township, Michigan Township Services – Allegan, Inc.

In response to the housing market, the CHAT report recommended that South Haven's new Housing Development Corporation define a program of strategic housing development, establishing affordable, middle-cost housing as a key priority. Three target project types included:

- Affordable Owner-Occupied Housing
- Rent-to-Own Concepts
- Affordable Assisted Living for Seniors

Housing Market

According to the Southwest Michigan Association of Realtors, from September 1, 2000 to August 31, 2008, 43 properties in South Haven Township were sold. The average price was $220,425, and the median price was $135,000. The high was $1.9 million and the low was $20,000. On the surface, this seems like a fairly solid market. However, estimates from local real estate agents indicate that during the period from January to August 2008, unit sales in South Haven Township were down 29%, closed sales were down 13%, median price home sales were down 10%, and high price home sales were down 13%.

Based upon connection fees for municipal water and sewer as well as local real estate expert knowledge, Table 14 below demonstrates a potential housing market for South Haven Township. These estimates do not take into account other variable factors such as the location and desirability of the property or the demand in the market.

TABLE 14
POTENTIAL SOUTH HAVEN TOWNSHIP HOUSING MARKET

Lot Width in Feet	Estimated Cost of Developed Lot	Range of House Cost	Range of House/Lot Package
60	$30,000	$50-70,000	$80-100,000
70	$33,000	$70-80,000	$103-113,000
80	$37,000	$80-90,000	$117-127,000
90	$41,000	$90-100,000	$131-141,000
100	$45,000	$100-110,000	$145-155,000

New houses in the $80,000 to $100,000 range are generally U.S. Department of Housing and Urban Development (HUD) standard units or manufactured homes, and those in the $103,000 to $127,000 range are most likely modular homes. Other homes in the lower ranges are generally older, existing homes on small lots, depending upon the location.

Rural lots on septic tank systems and wells, which may also require new roads and storm drainage will not cost much less per front foot than the above, thus either farmhouses related to successful agricultural ventures or fairly high priced suburban homes are likely to result. This part of the housing market, which must meet the on-site septic tank and

well requirements, is not expected to be substantial. Such lots should have a minimum of 150-200 feet of width and have at least one to five acres of land area according to emerging health and sanitation standards. These standards may be variable, depending upon the type of soil, the depth of the water table below the surface of the land and proximity to surface water features, wetlands or drainage ways.

Rental Housing Market Study

In January 2004, Research Information System (RiS) produced a Rental Housing Market Study on Township of South Haven, Van Buren County, Michigan for Excel Realty Investors, LLC. This report was based on population and housing projections developed by Claritas Inc. That report described trends for South Haven Township, the South Haven Primary Market Area (PMA) and Van Buren County. The PMA defined for the RiS study included four townships in Van Buren County, two townships in Allegan County, as well as the cities and villages within this area. The population totals and household totals seem to indicate that the PMA includes both South Haven City and South Haven Township. However, the income levels have come into question and it is thought that this may include some out-lying townships as well.

The report was based on the 2000 U.S. Census and included projections for 2004, 2006, and 2009. The projections for South Haven Township are summarized in Table 15 below.

TABLE 15
POPULATION, HOUSEHOLD AND RENTER TRENDS – 2000-2009

	Population	Population Per Household	Households	Renter Households	Median Household Incomes
2000	7,459	2.4	1,645	463 (28.1%)	$37,482
% change 00-04	1.3%	-0.6%	2.3%		2.6%
2004	7,558	2.38	1,683		38,452
% change 00-06	4.5%	-2.1%	7.9%	8.2%	5.2%
2006	7,797	2.35	1,774	501 (30.5%)	39,445
% change 00-09	9.3%	-4.0%	16.2%		10.9%
2009	8,155	2.3	1,911		41,551

Source: Claritas, Inc.

E. Transportation and Public Utilities

Purposes of Roads and Highways

The Planning Commission has held that the purpose of local roads and highways is to:

- Provide access to land for development.
- Provide as convenient and safe movement or circulation of both present and future vehicular traffic in, out and within the Township in accordance with future land use plans.

- Provide, in conjunction with land use planning, for the proper type of road or highway which will functionally handle the type and volume of traffic generated by existing and planned land uses.
- Provide for vehicular traffic traveling through the Township.
- Provide for vehicular traffic destined for the Township from outside the Township boundaries.
- Provide for frontage access roads in high density land use areas located along present and future major traffic arteries in the Township.
- Provide for spacing of vehicular access points between present and future major traffic arteries and frontage access roads.
- Provide for establishing off-street parking and off-street loading and unloading policy.
- Provide trails for non-motorized use.
- If provided with 4-foot to 8-foot wide paved side paths, roads could also help provide safe travel routes for pedestrians and bicyclists.
- Encourage the return of rail service.

Present Road and Highway System

The present road and highway system has been developed primarily from the "need to build" or improve roads and highways by the Township, County Road Commission, the Michigan State Department of Transportation (MDOT), and private developers. No comprehensive plan for roads and highways which relates to future planned and zoned areas has been developed for any long range extended period into the future.

Present roads are generally being uniformly treated as to standards or right-of-way width and setbacks. The standard road right-of-way in Michigan is 66 feet, and South Haven Township's standard setbacks are 35 feet from local roads, and minor arterials, and 50 feet from state highways and Phoenix Road. Future planning for roads and highways should be established for the purposes of (1) reserving future needed road right-of-ways where none now exist, (2) providing for widening of existing road right-of-ways by establishing adequate setbacks now so as to provide for future widening as the need arises. Non-motorized transportation should also be considered as a part of the road system, as described in Chapter VIII.

Based upon both the long-range land use plan and the Zoning District Map, the following are the functional types of roads and highways in the Township:

- Regional Arterials: I-196.
- Local Arterials: Blue Star Memorial Highway, M-43, M-140 and CR 388.
- Connecting Arterials: Baseline, 8th, 12th, 14th, 16th, 20th, 24th, 76th, and 77th roads.
- Collector Roads: 2nd, 6th, 10th, 11th, 13th, 14th, 18th, 73rd, 74th, Service Road, 70th and proposed new roads.
- Minor Roads: All other roads not listed above, designated on the Master Plan for Roads and Highways and new minor roads of the future

The South Haven Township road and highway system clearly provides access to all parts of the Township. As such, every parcel of land is accessible by auto and truck, and therefore the Township can be directly subjected to some kind of urban/suburban development use and related activities.

Twenty-four-hour average daily traffic (ADT) automotive trips via M-43 and M-140 from the east and south showed substantial gains due to local development and regional economic improvement in the manufacturing and tourist-vacation industries in the Van Buren, Allegan and Kalamazoo County Region. The most recent ADT counts available at the time this plan was written for the major entrances and exits to South Haven Township are shown in Table 16 below.

TABLE 16
ADT'S OF MAJOR ENTRANCES AND EXITS

	1994	**2001**	**2005**
I - 196 South	17,000	16,800	17,200
I - 196 North	16,000	11,900	21,200
M-43	3,300	7,500	5,500
M-140	5,200	6,600	6,500

The I-196 ADTs traveling both north and south indicate a substantial (8,000-9,000) increase since 1983. The ADT data for M-43 has fluctuated considerably. This may be more reflective of inconsistencies in study location seasonality. M-140 had a 1,500 increase, but interpolation indicates a decrease since the ADTs of the late 1960's and early 1970's.

Each of the Interstate and State Highway entrances and exits, however, continue to indicate substantial in and out traffic of the South Haven Township and City area.

Traffic Data Analysis

In addition to population and economic data, traffic data is also indicative of social and economic activity in the South Haven Area. The trend data for the 24-hour ADT volumes in the South Haven Township Area between 1955 and 1993 indicate a doubling of traffic growth in this past 38 year period. This is particularly evident since the construction of I-196 passing north and south through the Township. The interstate provides an interchange in both the northern and southern part of the Township, allowing direct access to adjacent Township land areas.

The data indicate that the ADT south of the Township on I-196 increased from 4,700 in 1965 to l0,000 in 1993 – an increase of 5,300 or 113% in the 38 year period. This also represents an annual rate of increase in the number of car trips of 140. By 2005 volumes had increased to 17,200, or a 72% increase over 1993.

North of the Township, the ADT increase has been from 1,000 in 1955 to 15,000 in 1993. This represents a 14,000 ADT increase for the 38-year period – a substantial increase. This represents an annual rate of increase of 368 and a 1,400% 38 year increase or annual rate of 37%. By 2005 volumes had increased to 21,200, or a 41% increase over 1993.

The ADT east of the Township via M-43 in the direction of Kalamazoo indicates an increase from 2,500 in 1955 to 7,700 in 1993. This represents a 208% overall ADT increase, with an annual rate of 137 vehicles, or 5.5%. In 2005, ADT volumes were recorded at 5,500, indicating a 29% drop since 1993.

The M-140 route south of the Township indicates an ADT increase from 2,500 in 1955 to 4,800 in 1993. This is an increase of 2,300 in the 38 year period – an overall increase of 92% and an annual ADT increase of 2.4%. By 2005, volumes had increased to 6,500, or a 35% increase over 1993.

While it is noted that there are some fluctuations in the data, the long term ADT trend indicates growth in traffic volumes at all entrances and exits to the Township, except for M-43. It is anticipated that traffic volumes will continue to grow, especially on I-196, due to a combination of commuter, commercial, and seasonal through traffic. With the exception of seasonal tourist traffic, M-43 is primarily a commuter route between the South Haven Township Area and Kalamazoo and points in between.

Commuting As a Way of Life

Recent trends indicate that most employable people live and work within a maximum 40 minute commuting distance between home and work community. This is a dramatic change from the early days of living near enough to walk to work (the "pedestrian module") or a maximum 20 minute drive between work and home (the "suburban module"). This recently emerging up-to-40-minute commuter travel time (the "regional module") offers employees a wider choice of both residential and employment opportunities, and the traffic data indicates that South Haven Township is increasingly accessible via I-196, M-43 and M-140.

U.S. Census Data for 1990 and 2000 indicated that most workers living in South Haven Township worked within Van Buren County. However, just over a quarter of them work outside of the County, as shown in Table 17 below.

TABLE 17
IN VS. OUT OF COUNTY EMPLOYMENT

	1990		**2000**	
	Number	**Percent**	**Number**	**Percent**
Worked in County	1,033	74%	1,397	72%
Worked outside of County	367	26%	544	28%
Total	1,400	100%	1,941	100%

In 2000, of the 544 residents who work outside of Van Buren County, 272 (50%) work in Allegan County. Nearly half of the residents who work in Allegan County commute to City of Holland (61) or Casco Township (60). The next largest group of residents working outside of the county (122) commute to Ottawa County, which also includes portions of Holland. Of the remainder, 100 residents work in Berrien County and 27 work in Kalamazoo County.
Communities such as South Haven Township that want to attract new housing and economic development need to plan and zone their land uses carefully. They must provide infrastructure and services, such as health care and schools, and manage resources in a way that preserves the character desired by current residents and allows for future growth.

Rail

South Haven Township's rail system has been abandoned and is currently being used as a non-motorized trail system, specifically the Kal-Haven and Van Buren Trails. There have recently been discussions aimed at reactivating rail traffic on the right-of-way running south from the City, parallel to and a quarter mile west of M-140, to accommodate industrial development in the South Haven area. A regional rail system would benefit the South Haven Area, not only for industrial purposes, but also because of the potential for transporting commuters and tourists.

Non-motorized

The two abandoned rail lines mentioned in the previous sub-section, are currently used for non-motorized transportation. Both the Kal-Haven and the Van Buren Trails are currently owned by the Michigan Department of Natural Resources (MDNR), but are operated by Van Buren County via a lease agreement with the MDNR. The Kal-Haven Trail has been demonstrated to be a draw for tourism and an economic benefit to the community.

In addition to the rail trails, the Township seeks to partner with the Van Buren County Road Commission, MDOT, and other relevant partners to develop an integrated non-motorized system that provides connections to the two rail trails, area destinations, and the surrounding communities. The first step in this process is the installation of non-motorized paved shoulders along Blue Star Highway from South Haven to the Van Buren/Berrien County line (completed summer of 2008). In addition, a non-motorized facility will be installed as a part of the reconstruction of the Phoenix Road Bridge over I-196.

Airport

The South Haven Area Municipal Airport, owned and operated by the South Haven Area Regional Airport Authority (SHARAA), is located approximately three miles south of the City of South Haven and nearly two miles from Lake Michigan. The airport has its own

master plan, which was updated in 2002, and revised again in 2007 due to various issues with the contractor.
The primary runway is Runway 4-22, which is 4,800 feet by 75 feet with a bituminous paved surface. This runway is lighted and designed to serve aircraft with weights up to 12,500 pounds. Runway 14-32 is the crosswind runway, and is a 3,275 feet by 190 feet turf strip.
According to Michigan Bureau of Aeronautics records, the airport had approximately 19,400 aircraft operations in 2000. It is forecast to have 29,630 total operations by the year 2020. The growth is anticipated to be in the 'itinerant' category, reflecting an anticipated increase in transient business aircraft operations. State records indicate that there are currently 29 aircraft based at this airport, of which 1 is a multiple engine, propeller craft and the other 28 are single engine, propeller craft. The airport's most recent records list 46 hangared aircraft with a waiting list for 12 more.
This airport runway is long enough to be a force in the new very light jet (VLJ) growth market that is expected to add 5,000 to 10,000 jets nation-wide in the next 10 years. The new VLJ market is defined as those jets under 10,000 lbs and includes both two engine and single engine jets and cost from about $1,000,000 to $3,500,000 while allowing for single pilot operation and three to eight passengers. Currently, most small business jets cost $4,500,000 to $10,000,000. In comparison, most turboprop planes that are currently used by many small business owners and allow for single pilot operation cost about $1,000,000 to $4,000,000.

Due to the affordability, better speed, and quieter performance of the VLJs compared to current technology planes, there is expected to be strong growth among small business owners in this VLJ market thus allowing small businesses to grow in smaller markets like South Haven. The growing VLJ/personal jet market is also being fueled by the delays, difficulties and problems that passengers often have when utilizing major airports and airlines. Therefore, smaller, easier to use airports, like South Haven, are much more attractive to businesses.

This Master Plan envisions the potential for a business or commerce park on this north side of the SHRAA. The northern three sides of the Airport area have municipal water, and the north side has both sewer and water access off of 73rd and 16th . In addition, with the proximity to M-140, and the close proximity of this area to I-196 (via exit 18), there is the potential for small innovative businesses who utilize or would utilize small aircraft for business purposes to locate close in this area.

However, there are some development restrictions in this area. The South Haven Township Zoning Ordinance was adopted in 1990, prior to the effective date of Public Act 384 of 2000, which stipulates that a township's zoning ordinance must be consistent with airport zoning regulations, airport approach plan, or airport layout plan. All zoning districts established prior to that date are valid, and the property owners have the right to develop such property to the extent allowed under the zoning ordinance district in effect in the year 2000. But, any future special use, zoning ordinance amendment, or variance granted within the "Airport Area", as mapped (see Maps 5 and 8), shall not increase the density or intensity of the allowed uses. In other words, the zoning districts or zoning

district texts may be changed (or special uses or variance granted), so long as the change does not allow for a use that would put a greater number of people at risk in case of an airport related disaster.

It is important to remember that the purpose of the Airport Area is to preserve the integrity of the use of the airport and the approach, take-off, and circling areas necessary to the function and safety of aircraft. It is also the intent of this plan to allow, as is currently allowed in the zoning ordinance, the development of land adjacent to and influenced by the use of the airport. It is the further intent of the plan to encourage those types of uses in the airport area of influence that directly relate to the airport or will not impair its use.

To that end, and in conformance with Michigan Complied Laws 125.203, Section 203, South Haven Township hereby incorporates the MDOT Bureau of Aeronautics map 80-01 "Land Use Zoning for South Haven, Area Regional", into the South Haven Township Master Plan. This map (part of the future land use map) shall be identified as the "Airport Area" map. This section of the Master Plan (Airport Area) is not and shall not be considered to be a zoning map amendment. However, it is to be interpreted as a guide for future zoning considerations in those areas affected.

Sanitary Sewer and Water Supply Systems

South Haven Township participates in a regional South Haven/Casco Water Sewer Authority, and sanitary sewer and water service is provided through a contract with the City of South Haven. The Township's sanitary sewer and water supply system was established by petitions for special assessment districts, and any extension of the Township system would occur in a similar fashion. The municipal water and sewer system continues to be a major reason for updating the Master Plan for Land Use.

Map 5 shows the location and extent of the major sanitary sewer lines. Special assessment sanitary sewer districts have already been established to extend the major system in areas (1) south of the City between the Blue Star Memorial Highway and Lake Michigan, (2) southeast of the City along M-43 to Maple Grove Corners, and (3) east of the City limits along Phoenix Avenue to beyond 71st Street. With demonstrated need, the current system could be planned to expand by approximately one mile from its current service area perimeter.

Municipal sewer and water fees have risen dramatically in the past three years. This is primarily due to adjusted fee schedules needed to fund major capital improvements to the systems, including the construction of a new water filter plant. In addition, it is costly to maintain the sewer collection system and lift stations. At the writing of this plan, costs to connect to the municipal water and sewer system generally exceed $25,000 for a single family residential equivalency unit.

In general, because of the high cost of the installation of sanitary and water services, careful consideration should be given to the required minimum width, and to a lesser

extent, the area of lots upon which structural development will occur. This is particularly true of single family housing, which is the dominant type of housing which will most likely be built in South Haven Township in the immediate future. The Population, Housing, and Economy text substantiates the packaging of costs for the various types of housing needed for future construction. This cost packaging was also used as the basis for establishing the various lot size categories which have been used to form the various Residential Zoning Districts in South Haven Township.

F. Recreation

For detailed information on South Haven Township parks and recreation, please view the joint recreation plan, created by representatives from South Haven City, Township, and School District. This plan will be available on the City's website, www.south-haven.com.

South Haven Township Parks Inventory

The following public lands are owned by South Haven Township:

- Township Hall @ Blue Star Highway and M-140
- Transfer Station
- Evergreen Bluff lots 35 through 40
- Coastal Crossings PUD on M-140
- It is expected that the Township will purchase, with grant funds from the Michigan Natural Resources Trust Fund, 2 acres of property on Lake Michigan at the end of 13th Ave., known as Deerlick Creek Park.

The following township public lands are owned by Van Buren County:

- 14th Avenue (south half) west of 77th Street to Lake
- Michigan
- 18th Avenue (north ¾) west of 77th Street to Lake
- Michigan
- 13th Avenue, west of 76th Street to Lake Michigan
- North Point Conservation Area, 17 acres on Lake Michigan off Ruggles Rd.

The following points allow River or Lake Michigan access:

- bridge on 71 ½ Street @ Black River
- bridge on 70th Street @ Black River
- bridge on Blue Star Highway @ Black River
- Old 13th Avenue @ Deerlick Creek west of 76th Street
- 13th Avenue west of new 13th Avenue
- Lake Drive in Crystal Beach plat

Trails

Kal-Haven/Van Buren Trails

Currently, Van Buren County operates and maintains the Kal-Haven and Van Buren Trails, which were developed from former railways. The Kal-Haven is 34 miles long with trailheads in South Haven and Kalamazoo. It has a packed surface and is great for bikers, hikers, and joggers. The Van Buren Trail is 14 miles long with trailheads in Hartford and at the Van Buren State Park (see below). It has a more natural, loose surface, and is great for horse riders, mountain bikers, and hikers.

Passes are required and are available at the trailheads and at a variety of vendor locations. Revenue generated from the pass sales is necessary for trail operation, and is used for maintenance work like resurfacing, brush and trash clearing, new equipment, signs, paint, and restroom servicing. Official maintenance is handled each week by county road commission crews, but minor work is also done by trail staff during their shifts. In addition to minor maintenance, trail staff check passes, assist riders, and handle suggestions and complaints. Pass sales revenue also funds the staff that works on the trail.

Thousands of local residents and tourists use the trails each year. Many youth, non-profit, and recreational organizations request to use the trail each year, often for multi-day rides. Through the partnership efforts of the various groups who operate and have special interests in the trails, operations should run smoothly for years to come.

Bangor/South Haven Heritage Water Trail

The Bangor/South Haven Heritage Water Trail is a proposed canoe and kayak trail encompassing 20 miles of the South Branch of the Black River between the cities of Bangor and South Haven in Van Buren County, Michigan. Signs along the route will educate and inform trail users about local history and the environment. The trail will provide ways for people to enjoy nature and history while promoting environmental awareness, local tourism, and economic development.

The Heritage Water Trails Project was started by Dr. Dave Lemberg, AICP of the Department of Geography and the Great Lakes Center for Maritime Studies at Western Michigan University. It was authorized by Senate Bill 415 or 2002 to develop a statewide recognition program to be known as the "Michigan Heritage Water Trail Program".

With the acquisition and future management of a county trail system, it will be important for affected planning commissions to take into account the trail system in all land-use decisions.

G. Floodplains, High Risk Erosion Areas, Critical Dune Areas, and Wetlands

<u>Floodplains</u>

Floodplains are lands that are critical for stormwater management. These areas should be avoided for additional development. In the past, development within floodplains has cost federal, state and local governments untold millions of dollars in disaster relief and

assistance. By 1968, insurance costs had risen to the point where it was impossible to get such coverage. As a compromise, the insurance industry agreed to provide flood insurance on the condition that development regulations were put in place. To that end, a Flood Insurance Study was prepared in 1978 for South Haven Township. Four watercourses were studied using detailed methods:

- Lake Michigan from the northern to the southern boundaries of the Township. This is a distance of c. 3.9 miles,
- The Black River from the confluence of the North Branch Black River and South Branch Black River to the city limits of the City of South Haven for a distance of 2,980 feet,
- The South Branch Black River from the eastern township limits to the junction with the North Branch Black River for a distance of 9,420 feet, and
- The North Branch Black River from the northern township limits to the junction with the South Branch Black River.

In addition, four watercourses were studied using approximate methods:

- Deerlick Creek, including Randall Drain from the southern township limit to Lake Michigan,
- Sheffer Drain from 20th Avenue to Lake Michigan,
- Dyckman Swamp Drain from Interstate I-196 to Sheffer Drain, and
- Un-named tributaries A, B, C, and D from the eastern township limit westward approximately one mile.

At the time of the study there was no accurate historical record of major flooding in the Township. In 1980, the U.S. Army Corps of Engineers completed a study and the HUD published two panels for the Flood Insurance Rate Map (FIRM), effective May 15, 1980. Since South Haven Township participates in the federal floodplain program, as long as the State of Michigan's building code is enforced with regard to construction in the flood hazard area, the Township and its residents are eligible for federal disaster assistance, and the property owners are eligible for flood insurance.

High Risk Erosion

The most serious problems in South Haven Township related to erosion are along the Lake Michigan shoreline. This problem typically occurs but is not limited to part of a 35-year cycle and occurs during periods of high lake levels. The period from 1973 through 1976 represented the longest sustained period of high water levels between 1960 and 1980.

The High Risk Erosion Areas of South Haven Township were mapped in 1994 and the maps were amended in 2001 and 2005. The Township has two stretches of coastline classified as High Risk Erosion: one from the southern township limit to the mouth of Deerlick Creek and the other from the north line of Section 21 north to the city limit (and beyond). Both of these areas are divided into sub-areas with differing minimum required

setbacks. Types of soils, drainage, vegetation, height and steepness of slope and surface topography determine the setbacks.

Critical Dunes

The Critical Dunes Areas are unique, irreplaceable, and fragile resources that provide significant recreational, economic, scientific, geological, scenic, educational, agricultural and ecological benefits to the people of the state. South Haven Township's critical dune areas were mapped in 1994. There are three stretches of critical dunes areas along the Lake Michigan shore. The first extends from the south township line to 18th Avenue and varies in depth but typically covers about ¼ mile inland. One outlier of Exemplary Dune Associated Plant Communities runs south of 20th Avenue east to Ruggles Road. There is a small area of critical dunes just south of the Crystal Beach plat. The third critical dune area is quite shallow but runs from just north of 16th Avenue to 13th Avenue.

Wetlands

Wetlands have many significant functions. Wetlands act as stormwater and floodplain safety valves. They also support unique habitats for rare species and they are groundwater recharge areas. In Southwest Michigan, areas with wet soils can provide a unique condition suitable for blueberries and/or cranberry production.

Wetlands in South Haven Township were mapped by the U.S. Fish and Wildlife Service in 1981. Because Van Buren County has a population of less than 100,000, wetlands not directly connected to a river or stream or within 500 feet of Lake Michigan were not regulated until 2007. In that year, the MDEQ published an inventory, which resulted in a rule change under the Michigan Natural Resources Environmental Protection Act. Beginning in 2007, all wetlands over five (5) acres in area are regulated under Part 303, Michigan Public Act 451 of 1994, as amended.

IV. POPULATION PROJECTIONS

Population projections are difficult to make. The Township, with its access to Lake Michigan beaches, salmon and other fishing, rural agriculture that encourages specialty crops which are enjoyable to live amongst, available land, and easy access to major metropolitan areas to the north, east, and south, is a very attractive place to live. For these reasons, the Township will continue to attract new construction. On the other hand, the continued heavy investment of Chicago capital in second homes in this area is slowly driving out moderate income year-round residents. In spite of significant amounts of new construction, the Township's year-round population may not rise and, if household size continues to fall, the Township could potentially lose population.

The Township has been growing over the past 30 years, but most recently has leveled off to a minimum of growth. This is principally due to the annexation by the City of a subdivision and apartment complex, but also partially due to the attraction of the area for second homes. Of additional concern is families maturing, in-migration of families with children at a minimum, while the families whose children have grown and moved away from home have left the next generation-to-retire and the already retired progressively making up the residual population.

There is no known method that has proven to be accurate in predicting future population growth. The simplest method is to assume past trends are indicative of the future. On this basis it can be assumed that the South Haven Township part of the area will more than likely be the growth area. Because it grew by 51% between 1960 and 1990 the current population was projected to add an additional 2,100-2,200. This was projected to be 6,200-6,300 by the year 2025. On the other hand, given the recent economic issues, MDOT data estimates a 0.0% growth rate for the area.

For the purpose of this master plan update, several population projection estimates have been made. A low growth rate estimate, as seen in Table 18, was based on a 5% increase in population projected using the Southwest Michigan Planning Commission's state, regional and county projections. At this rate the population would have 4,060 individuals by 2030. A medium estimate using the cohort survival method calculates into a population of 5,000 by 2030 (Table 19). A high estimate using an average of 50 new dwelling units per year and an average occupancy rate of 2.4 persons would project to 7,800 persons by 2030. A rate this high (17% per decade) would be hard to sustain over a thirty-year period. While it is possible that a 15% to 20% rate could be realized by South Haven Township, the nature of the current development in the Township is more likely to hold resident population growth to the medium figure.

TABLE 18 POPULATION TRENDS TOWNSHIP AND CITY – 1960 – 2000			
	Township	**City**	**Total**
1960	2,766	6,149	8,915
1970	3,416	6,471	9,887
1980	4,174	5,943	10,117
1990	4,185	5,563	9,748
2000	4,046	5,013	9,059
1960-2000 change	1,280	-1,136	144
1960-2000 % change	+46.3	-18.5	+1.6

TABLE 19 COHORT SURVIVAL METHOD*	
Year	**Population Projected**
2010	4,300
2020	4,400
2030	5,000
*30% of population of child-bearing age x .5 (couples) - projected deaths	

V. PUBLIC COMMENT

The following chapter describes various public input efforts in which the Township has engaged in recent years.

A. 2004 Master Plan Update Visioning Session

In 2004, the Master Plan was updated. The following are the results of a visioning session held at that time.

Community Advantages:

- Transportation Access
- Lake Michigan
- Small Town Atmosphere
- Black River
- Availability of Power & Utilities
- Fruitbelt
- Cultural Events
- Diversity of Culture & People
- Access to Higher Education
- City is an Attractive Neighbor
- Slow Growth – Not a Boom (Moderate)

Community Challenges:

- Affordable Housing
- Hang on to Manufacturing & Attract More
- Preserve the Lakeshore
- Fund Utility Repair & Maintenance & Expansion
- Maintain Public Safety
- Agriculture
- Airport
- Adult Entertainment
- Highway Access
- Roads in General
- More Family Restaurants
- Conflicting Goals between: Families, Retirees & Resorters

Why Do We Want to Be Here in 10 Years?:

- Climate
- Good Hospitals
- Price of Housing (Affordability)
- Good Schools – Need Support
- Parks & Recreation
- Retirement Communities
- Small Diverse Community with Moderate Growth

B. Attitude Survey: 2002 Community Housing Assessment Team Report

Resources and Assets

The 2002 CHAT report concluded that "South Haven's lakefront, architecture, history, natural environment, community symbols, summer activity, resort quality, and scale give the entire area a unique character that attracts people. This sense of place gives the South Haven area a unique marketing advantage". Among the area's housing resources and assets are:

- Lake Michigan and a Sense of Place
- Access to Regional Jobs
- Attraction to Seasonal Residents
- Market Strength and Value Appreciation
- Available Land
- Infrastructure Development
- City Redevelopment
- Innovative Housing Commission
- Visible Neighborhood Reinvestment

Strategic Issues

Respondents to the CHAT report also identified a number of key strategic issues. These were:

- School Development
- Economic Change
- Lack of a Middle Class
- Production/Demand Gaps (only 15% of demand is for housing over $190,000)
- Lack of Developed Lots (few subdivision plats)
- Construction Capacity
- Second Homes and Community
- Evolution of Townships
- Pressure toward Sprawl
- Growth Controversies

CHAT Report Recommendations for Townships' Master Plans

The CHAT report made the following recommendations for township master plans:

- Establish a framework of connecting streets, parks and open spaces supporting services and civic uses, to create community environments in the areas that enjoy full urban services.
- Development in the townships is likely to be in small subdivisions or site condominiums with no overall structure without a master development plan.

- Growth in these areas with urban services should be organized into town-like entities, with a unifying framework of streets, sidewalks, parks, greenways, activity centers, and supporting services.
- The Master Plan should include features that link new developing areas back to the City, extending the quality of the City out to new areas. These features might include links to the Kal-Haven Trail or pedestrian/bicycle accommodations over I-196.
- Particularly South Haven Township should consider reducing minimum lot sizes in areas with urban services, at least for certain kinds of projects. Higher densities can take better advantage of infrastructure and encourage affordable residential development.
- The area's jurisdictions should consider unifying their comprehensive plans and increasing coordination of planning and zoning programs.
- The Master Plans should be extensively marketed to development interests and entities in the western Michigan region. The documents should act as a marketing prospectus to invite development.

C. Community Input Meeting

On January 18, 2007, the South Haven Area Citizen's Planning Group met and identified the following needs for the South Haven Area.

Jobs

- Jobs – year round jobs
- Business's working together on "4 Season" community
- Strategy for attracting and retaining industry
- Seasonal nature of business – need strategy for expanding business in the off-season. Chamber leading discussion.
- Need to want to change to new business climate (sustainable)

Development

- Do large-scale developments create local jobs? What about taxes?
- Creative development
- We need well-defined "planning guidelines". Define expectations
- Need to plan for growth! 20 year plan?
- Balance the seasonal aspects of the community
- Use our ordinances more creatively – set standards high and embrace those developers who work to meet or exceed high community adopted standards.
- Growth on waterfronts is huge. Building height is an issue.
- Appreciation of the Master Plan
- Smart, creative environmentally responsible development. (Discussion and consensus on meaning of words and concepts).
- Be good stewards of the environment.
- Be responsible for good development
- Impact of the 2nd home growth market
- Keep a balance of house types – affordable homes
- Get rid of deteriorating areas (Bohn Piston Plant, etc)

Community Input/Value

- Citizens need a sense that they are being heard
- Maintain a sense of belonging – identity
- As decisions are made leaders need to take into account the advice given by various boards and commissions
- Keep some city owned land for open space/parks/recreation
- Growth is good/change is good but where exactly are we heading? Community must stay involved
- Work very hard for what we want – be committed! Volunteer!
- Good – thorough preparation for public meetings
- Looking at improvement of the school system

Regional Coordination

- Township & City working together in a collaborative spirit
- Cooperation between governments and utilities
- Coordination with surrounding townships
- Understanding broader community needs & help one another
- Ways to encourage and get input from all segments of the community
- More collaboration between museums, art center, etc. Nurture creativity!

D. Community Visioning Sessions – November/December 2007

On November 27th and 29th and December 11th, 2008, the Planning Commission, with the assistance of Van Buren County Michigan State University Extension, held a series of visioning sessions. The South Haven Township Planning Commission made a dedicated effort to invite the public not only from the township, but also from the surrounding municipalities. The first session focused on housing, the second session focused on jobs and economic development, and the focus of the final session was recreation, farmland and natural resources. Over 30 residents from the Township and City attended each session and offered input on the future of the South Haven Area. The input received at each session informed the Township Vision and the Plan for Future Land Use (Chapter VII). For a summary of the results of each session, click on the South Haven Township link on the Southwest Michigan Planning Commission Community Profiles webpage, http://www.swmpc.org/cpcounty159.asp.

Goal Categories

As a result of the visioning sessions, the following goal categories were developed to implement South Haven Township's vision (found in Chapter VI):

- Natural features preservation and protection
- Residential growth and development
- Commercial growth and development
- Industrial development
- Transportation improvement
- Public utilities and infrastructure management
- Parks and recreation preservation and improvement

VI. VISION, GOALS & OBJECTIVES

A. Vision Statement

Public meetings, visioning sessions and community-wide surveys (described in the previous chapter) reflect that South Haven Township residents and landowners place a great value on the natural resources of the Township. The natural resources of primary importance, but not necessarily in any order of priority, are: Lake Michigan beaches (and access to them); critical dunes areas; the Black River, its flood plain and associated wetlands; other numerous streams, creeks, and county drains and associated ravines, wetlands and flood plains; Kal-Haven and Van Buren trails; and the fruit-producing areas.

In addition to natural resources, the needs for employment opportunities and affordable housing are of the utmost importance. Public input has expressed dissatisfaction with total reliance on the tourism industry and related service jobs for employment. There is general support for preserving the agricultural base and related industries but, again, the general vision is for higher paying jobs.

Concerns related to housing generally focus on the lack of affordable single family homes. Higher paying jobs are recognized as the primary means of access to the existing housing market, but, the documented need is for housing priced to the existing wages available in the community.

In response to comments received from various groups in the Township, the Planning Commission developed the following vision statement:

South Haven Township should strive to protect the residential and natural character of the community while balancing the needs for affordable housing, new employment opportunities, and, protection of the natural resources and agricultural uses of the Township. Future commercial and multiple family developments must be encouraged but must also be located on specific primary road corridors where municipal sewer and water are already available. In particular, intensive development along existing sewer and water lines is needed to maintain the viability of these systems. The Township will work in partnership with the City of South Haven to encourage planned industrial and business growth in the area.

B. Goals and Objectives

The goals and objectives that follow were originally developed in 1988 by the Township Planning Commission. They have been modified over time, most recently to reflect the public input gathered from 2005-2008.

1. To promote the public safety, health and other aspects of the general welfare.

2. To promote a positive, constructive, and lasting identity in accordance with the Vision Statement, by preserving and enhancing the most desirable characteristics of the Township, and improving or eliminating the opposite.

3. To work in harmony with the natural environment to promote environmentally conscious development and avoid an unnatural urban environment.

4. To preserve and wisely use agricultural, forest, and other natural resource areas.

5. To continue to identify and plan for the social and economic needs of the community.

6. To promote cohesive and well-designed overall development and to promote infill development.

7. To promote utilization of existing public utility systems and public facilities before permitting the premature extension of such utilities and facilities beyond their current service area boundaries.

8. To provide for affordable housing opportunities for as broad a range of incomes and family sizes as is possible through permitting small lots and high densities of multiple family to large lots and low densities of housing development.

9. To maintain an annual, fiscally responsible public works capital improvement program.

10. To promote well planned municipal streets, public utilities and public facilities.

11. To continue to monitor, study, and use appropriate legislative, legal, administrative, regulatory, financial, educational, and communication tools available to establish, maintain and improve a growth management program for planning and developing the Township.

12. To support the development and maintenance of parks, trail systems and current/future access points to Lake Michigan. To encourage, and seek funding for, a regional recreation plan in cooperation with adjacent municipalities.

13. To promote adaptive re-use of polluted properties ("brownfields") to enhance the tax base and protect the environment.

14. To utilize the existing resources (such as wind) to encourage future industrial growth and local energy independence.

15. Promote safe routes to school as well as safe walking paths or widened roadway shoulders to allow safer walking and bicycling for local residents and tourists.

VII. PLAN FOR FUTURE LAND USE

A. Land Use

The Land Use Plan is basic to the preparation of a Zoning District Map (Map 7) and many of the provisions which deal with specific requirements, performance standards, general criteria and discretionary provisions.

Based upon existing land uses and additional potential land uses, this plan is intended to guide the pattern of development and land uses in the Township.

B. Land Use Potential: Regional Influences

The following are regional influences that have help in determining land use potential for the Township:

- The Township is on the National Interstate Highway System
- (I-196) and the Tourist and Transportation Industry which uses it.
- The Township is an integral part of the I-94 and I-196 economic corridor and its industrial, commercial, commuting and pleasure traffic with Detroit and Canada on the east end and Chicago on the west.
- The Grand Rapids and Kalamazoo Metropolitan Areas are within commuting distance for employment and consumers.
- The fact that the Township is located on Lake Michigan with access to all of the Great Lakes and beyond and the water, boating and recreational transportation users of the Lakes.
- Resorts and tourism depend upon regional, national, and international markets. Natural resources and geographical location of the Township are significant in respect to these economic activities.
- The Township has a major role to play in the fruit industry and is directly related to a regional and national market.
- The Township has an airport which provides service for regional and national usage in air transportation for industrial, commercial and recreational purposes.

C. Land Use Potential: Local Influences

The following are local influences that have help in determining land use potential for the Township:

- Lake Michigan
- City of South Haven with its intensive development.
- South Haven Township with its land space for developmental use and expansion as well as its existing development pattern.
- Highway interchanges.
- Central business district in the City of South Haven.
- Industrial manufacturing and other P.A. 425 agreements

- Agricultural industry.
- Hospitality and emergency service facilities in the Township and City.
- Educational and cultural facilities.
- Regional water supply and wastewater disposal systems.
- Public utility systems, e.g. electric power, natural gas, telephone and television.
- Management and labor occupational experience and skills.
- Tourism
- Bicycle Trail systems
- M-140 interchange
- Phoenix Road (C.R. 388)

D. Purposes of Proposed Categorical Types of Land Use Areas

Conservation Areas

The purpose of this Area is to provide for the arrangement of land uses that are compatible with the conservation and preservation of large tracts of land presently having a most desirable natural environment that should not be disturbed, except minimally, for natural habitat for wildlife, native flora, natural water features, including extensive wetlands and high water table soils, and other extensive land uses which retain the natural character of the area. These areas include: flood plains, critical dunes, high-risk erosion areas, wetlands, and ravines. Except within publicly-owned lands, designated flood plains, critical dunes and high risk erosion areas, single family homes on exceptionally large lots may be permitted provided the spacing of such homes is great enough to adequately handle on-site septic tanks and wells and permits. This area will remain un-served by public sewer and water systems.

Agricultural Areas

The purpose of this Area is to provide for the compatible arrangement and development of parcels of land but which reserves and conserves that land which is most adaptable for present and future agricultural, woodland, natural resource and other extensive land uses. This area can be used for residential building purposes in a pastoral, agricultural, woodland or open land setting. However, this area is beyond the locations having enough density to support public utilities and will remain unserved by public water distribution and wastewater disposal systems in the foreseeable future. Agricultural areas are suitable for large lot residential purposes, which can accommodate healthful on-site water supply and wastewater disposal. These areas are also suitable as Transfer of Development Rights (TDR) sending areas or for Purchase of Development Rights (PDR) and should be eligible for the Van Buren County agricultural preservation program.

Low Density Residential Areas

The purpose of this Area is to provide for single family housing (2 dwelling unit or less per acre) neighborhoods free from other uses, except those which are (1) normally accessory and (2) compatible, supportive and convenient to the residents living within

such an area. The size of lots and parcels in this Area should be planned to be of such area and width so that they can sustain healthful on-site water supply and liquid wastewater disposal.

Medium Density Residential Areas

It is the purpose of medium density residential areas (2-4 dwelling units per acre) to provide for single family residential uses at reasonable non-urban densities. Further, the purpose is to allow lot areas at a density small enough to support municipal sanitary sewer and water utilities at an affordable cost.

High Density Residential Areas

The purpose of this Area is to provide a relatively small and less expensive type of housing, as well as a broader range of choice of housing types to people who desire to live in the Township in condominium owner or rental units, and their normal accessory uses which are compatible, supportive or convenient to the residents living within such an Area. The anticipated density would be 4 to 6 dwelling units per acre. The buildings containing the dwelling units may be in a single or group building arrangements having group use facilities held in common to which all residents have equal access and share equally in their financing or operation and maintenance. These developments will only be allowed to develop if they can be connected to a public or common water supply system and wastewater sanitary sewer system when available. High Density Residential areas are suitable for Transfer of Development Rights (TDR) receiving areas. High density areas receiving TDR are intended to be target areas to encourage affordable housing in the Township.

Multi-Family Areas

The purpose of this area is to specifically allow for high-density (8-10 dwelling units per acre) residential development. It is restricted to areas served by municipal sanitary sewer and water, county primary roads and adjacent to either commercial shopping corridors or I-196.

Office Service Commercial

These Areas of small office uses are intended as transitional areas between residential and commercial. These provide the necessary professional, administrative, personal, technical and scientific offices and related services as the principal uses. Any sale of retail goods are intended to be only incidental to or normally accessory to such principal uses. These areas are not identified on the future land use map (Map 8).

Mixed Use/Planned Unit Development

These areas are also not specifically mapped but, are intended to be allowed in residential and commercial areas served by municipal sanitary sewer and water. This type of use is

specifically encouraged to allow for 'walkable' communities with a mix of compatible residential and commercial uses (i.e., where the neighborhood store is readily accessible without driving). Commercial uses in these developments shall not exceed 10% of the total area.

Mixed Use Areas

Many places in the Township can be developed with a mix of uses, such as those that combine residential with retail or office uses, through the planned unit development (PUD) regulations. For the purpose of this master plan, the Planning Commission has noted several areas, as identified on the future land use map, where mixed use is especially desirable.

The underlying intent of this category is to provide the Township with a blend of commercial and residential land uses in certain areas of the community. In addition, many of these areas border the City limits, and it is the intent of the Planning Commission to collaborate with the City to encourage development at these locations that is compatible with neighboring uses. As proposed, the commercial uses in the Mixed Use Areas would typically locate near the road frontage or abutting I-196, with residential uses located behind. This arrangement makes the commercial uses accessible to passing motorists as well as residents living adjacent to the commercial development. These areas would be ideal for high-density/multi-family residential.

This category, similar to completing mixed use developments in other parts of the township, would be implemented through the PUD zoning option. It is intended that each component of the development would be coordinated into a cohesive design theme, to create a unified neighborhood. This also includes circulation, access, and signage.

Along M-140 and Phoenix, the traffic provides a different characteristic to the potential development. The development itself should be pedestrian friendly and integrated, and linkages to other destinations are desirable. However, the planning commission recognizes that there are presently no non-motorized facilities along these roadways, and connecting these developments to other services presents challenges. Road networks adjacent to each other should be integrated to preserve the capacity of the highway, and reduce conflicts and access points. Commercial developments in these mixed use areas may be larger to serve a larger population.

Neighborhood Commercial

The purpose of the Neighborhood Commercial is to provide for retail trade and service outlets to be located in residential districts that are small enough to satisfy the day to day needs of the residents in the immediate neighborhood. These areas are intended to be very limited within the residential districts and thus are not designated as a separate future land use category.

Commercial/Industrial Areas

The purpose of Commercial/Industrial Areas is to provide sufficiently large areas appropriate by location and design to include either commercial or industrial land uses so as to provide the community with flexibility in attracting large-scale development to these large tracts. Such areas must have direct access to M-140, Blue Star Highway or Phoenix Road, be served by municipal sanitary sewer and water utilities and be within two miles of I-196.

Commercial Areas

The purpose of the Commercial Area is to provide areas wherein retail trade and service outlets can be located which are convenient to the residents of several neighborhoods and the owners, employees, guests and customers of office, other commercial, industrial and agricultural uses and activities in the Township and adjacent municipalities.

If the approved conditional rezoning for the "Stones Throw" manufactured housing community proposed to be located between Blue Star Highway, Phoenix Road, I-196 and 2nd Avenue has not developed by 2012, then this area along with the portion of the Pleasantview Mobile Home Park south of the northern ravine (300 feet south of 2nd Avenue) shall be planned for commercial uses. This commercial area shall also include those properties in the Township along Blue Star Highway south of the City's "cemetery" property.

Highway Service Commercial Areas

The Highway Service Commercial Areas are designed to provide for servicing the needs of highway traffic at the interchange areas of public roads and highway facilities. The avoidance of undue congestion on public roads, the promotion of smooth traffic flow at the interchange area and on the highway, and the protection of adjacent properties in other areas from the adverse influences of traffic are prime considerations in the location of this area.

Heavy Commercial Areas

The purpose of the Heavy Commercial Areas is to provide for those commercial uses that do not cater directly to small numbers of individual consumers of goods and services through small retail outlets, but rather provide goods and services on a warehouse, wholesale, bulk, mass or major scale which are offered to major and bulk purchasers and retail and service outlets that in turn provide goods and services on an individual item basis to individual consumers. It is also the purpose of this area to provide for transportation and related service facility uses necessary to the transporting, distributing, transferring, handling and warehousing of bulk goods and services.

Industrial Areas

The purpose of the Industrial Area is to provide for the development of sites for industrial plants in which the manufacture of goods in the form of finished or semi-finished products or the assembly, compounding, or treatment of product parts or ingredients in order to create finished or semi-finished goods for sale to other industrial manufacturers, or to bulk or wholesale commercial purchasers. It is the further purpose of this area to encourage only those industrial manufacturing uses having use, performance or activity characteristics which emit a minimum amount of discernible noise, vibration, smoke, dust, dirt, glare, toxic materials, offensive odors, gases, electromagnetic radiation or any other physically adverse effect to the extent that they are abnormally discernible beyond the lot lines of the parcel or site upon which the industrial manufacturing activity is located.

Airport Commercial Office Area

This is an optional development area proposed as an alternative to have available for future commerce that might require or would benefit from adjacency to airport transport. There are several development restrictions on this area. Primarily, municipal sanitary sewer and water are not available on three sides of the airport area and due to the development restrictions of the Airport Overlay Zone, it is not possible for the Township to extend these utilities to these areas. Secondly, 16th Avenue is not a county primary road and there is no foreseeable funding source to improve this road. Finally, there are the height and density restrictions imposed by the Airport Overlay Zone and the Michigan Aeronautics Commission. Rezoning of this area will not be in conformance with this Master Plan until the public utilities and roadway infrastructure have been brought up to an acceptable standard. All envisioned uses shall be compatible with the airport restrictions.

Airport Runway Protection Zones (RPZ) Overlay Area

Five airport Runway Protection Zones are identified by the State of Michigan Department of Transportation, Bureau of Aeronautics & Freight Services. These five zones are depicted on the Township's Future Land Use Map. Within these zones the state's land use guidelines supersede the Township's zoning ordinance. State law prohibits rezoning of these areas to a higher density land use. Below are listed more specific restrictions for these areas.

Zones 1 and 2:

- Avoid land uses which concentrate people indoors or outdoors.
- Prohibit all residential land uses. All non-residential land uses permitted by right are subject to the state's Population Density and Special Function Land Use guidelines, which lists prohibited structures and uses.

Zones 3 and 4:

- Avoid land uses which concentrate people indoors or outdoors.
- Limit residential development to Low Density housing standards. All non-residential land uses permitted by right are subject to the state's Population Density and Special Function Land Use guidelines, which lists prohibited structures and uses.

Zone 4:

- Limit population concentrations.
- Limit residential development to Low Density housing standards. All non-residential land uses permitted by right are subject to the state's Population Density and Special Function Land Use guidelines, which lists prohibited structures and uses.

Zone 5:

- Avoid land uses which concentrate people indoors or outdoors.
- Prohibit all residential land uses. All non-residential land uses permitted by right are subject to the state's Population Density and Special Function Land Use guidelines, which lists prohibited structures and uses.

Zones 1 though 5: Under the Special Function Land Uses guidelines, the following structures and uses are prohibited:

- Overhead utilities and noise sensitive land uses
- Schools, play fields, hospitals, nursing homes, day-care facilities, and churches.
- Storage of large quantities of hazardous or flammable materials.
- Large areas of standing water or uses that generate smoke, steam, etc.
- Mobile home parks.

VIII. LAND USE STRATEGIES AND IMPLEMENTATION MEASURES

A. Methods for Managing Growth

In many growing communities, such as South Haven Township, local officials are employing strategies to ensure that development occurs in a planned, sustainable manner. There exist many ideas, strategies, and advocates of "growth management." In the State of Michigan, much enabling legislation and case law already on the books allow for an effective municipal growth management program. While there is always room for improvement, most municipalities have yet to fully and effectively utilize the "growth management tools" currently available to them. The sections that follow outline some of the tools that South Haven Township officials expect to promote in order to most effectively utilize and protect the land and natural resources.

Low Impact Development

Due to the general nature of soil conditions throughout the Township, stormwater run-off is a major issue with detrimental effects upon existing properties and uses with each successive development. It is recognized that clay generally provides very poor permeability. However, if development is to be encouraged at all, low impact design must be considered with each site plan, if for no other reason than to not increase the flooding hazard in the Township. To that end, the following Low Impact Design techniques should be incorporated into the zoning ordinance, either as mandatory or encouraged design elements:

- Open space and sensitive area (wetland, floodplains, dunes, etc.) preservation.
- Bio-retention areas / rain gardens
- Grassed swales (instead of curb and gutter)
- Native plant landscaping
- Permeable/porous pavement
- Reduced impervious surfaces (reduction in parking requirements)
- Disconnected downspouts (rain barrels)
- Green roofs.

Information on these techniques can be found in the *Low Impact Development Manual for Michigan: A Design Guide for Implementers and Reviewers*. This document can be found at http://www.swmpc.org/MI_LID_manual.asp.

Access Management

Access management is a technique used to minimize land access and traffic movement conflicts in order to promote safety on the roadways. South Haven Township relies primarily on the Van Buren County Road Commission and the MDOT driveway spacing standards to manage access to both private and public properties. Developers are required to obtain permits from these road agencies prior to constructing any driveway. In addition, the Township utilizes land division and private road ordinances as well as the

driveway location standards of the zoning ordinance to inform the placement of driveways on the Township roads.

This master plan has identified M-43, M-140, Blue Star Highway and C.R. 388 (Phoenix Road) as the locations where access management is critical to the development of the Township. These roadways are primary travel corridors for business, industry and general travel, and they are the primary means of access to adjacent properties. The township should monitor development along these corridors and consider the development of a Township Access Management Plan to more effectively direct driveway location in these areas.

Resource Development Areas

The purpose of the identified resource development and open space areas is to provide for the arrangement of land uses that are compatible with the conservation and preservation of large tracts of land presently having a most desirable natural environment. These areas are intended to include extensive wetlands, high water table soils, and other extensive land uses which retain the natural character of the area. These areas also include flood hazard zones, both those defined on the Federal Emergency Management Authority (FEMA) flood hazard maps and areas subject to flooding along streams that were not included in the FEMA maps. These areas should not be disturbed, except minimally, and should be reserved for natural habitat for wildlife, native flora, and other natural features.

Development Rights Sending Areas

Development rights sending areas are intended to provide owners of properties that have sever development limitation with an option to realize development opportunities. The concept is tied to the bonus provisions of the Planned Unit Development section of the Zoning Ordinance. Where higher density developments are possible, a developer, through a purchase/transfer of development rights provision, may purchase additional density rights from property owners in a sending area. These purchased development rights are then transferred to developable property in a receiving area of the township.

Development rights sending areas are:

- Properties larger than three (3) acres zoned Agricultural and located under the Airport Overlay Zone that cannot be rezoned to a higher density.
- Properties larger than one (1) acre within a Special Flood Hazard Area.
- Properties larger than one (1) acre within a Critical Dunes Area.
- If Van Buren County exceeds a population of 100,000, then properties larger than one (1) acre located within a regulated wetland.
- Properties larger than one (1) acre having a documented lead/arsenic contamination situation where the property cannot be reasonably developed.

Open Space and Farmland Preservation

Part 362 of the Natural Resources and Environmental Protection Act (NREPA), Michigan Public Act 451 of 1994 as amended, created the Agricultural Preservation Fund and the Agricultural Preservation Fund Board. The purpose of the fund is to provide matching dollars to qualifying local units of government Purchase of Development Rights Programs. In order to qualify for participation a local unit of government must:

- Have a comprehensive plan that has been adopted within the last 10 years and reviewed and/or updated within the last 5 years that contains an agricultural preservation component, and
- Have adopted a purchase of development rights ordinance that includes a method to select parcels for possible purchase and also includes a method to determine the price to be paid for those development rights, and
- Provide for funds to match the State grant. Matching funds are not required to come directly from the local unit of government. They can come from a variety of sources, including private donations, landowner donations, and other grants.

In order to fulfill a portion of the requirements listed above, on July 13, 2003, the Van Buren County Board of Commissioners adopted a county-wide Farmland and Open Space Preservation Ordinance. The intent of the ordinance is to create a Van Buren County Farmland and Open Space Preservation Program to:

- Protect eligible farmland by purchasing development rights voluntarily offered for purchase by landowners,
- Authorize acceptance of voluntary donations and the cash purchases and/or installment purchase of development rights of eligible farmland and the placement of conservation easement on these properties that restricts the future development,
- Establish a county comprehensive plan element to be prepared in collaboration with local units of government within Van Buren County that describes geographic areas within Van Buren County where eligible property should be protected and preserved,
- Provide procedures and guidelines for selecting the farmland parcels to be protected; for determining the value to be paid for those rights; and, for the repurchasing of those rights for properties that no longer comply with the protection and preservation policies of the program and goals of the Van Buren County Comprehensive Plan.

Townships, such as South Haven, can qualify for state grants by participating in the County Farmland and Open Space Preservation Program. Criteria for participation can be found in the Farmland and Open Space Preservation ordinance, available at the County's website (www.vbco.org).

Why Preserve Farmland and Open Space?

Resource Value

The climate, terrain and variety of soils make several areas in Van Buren County well suited for agriculture. Open space lands including woodlands, wetlands and other environmentally significant areas are features normally associated with farmlands and agricultural areas. These lands provide unique and economic benefits to the citizens of South Haven Township and are an important part of the Township's natural and agricultural heritage. Agriculture also contributes to the local economy in direct sales of agricultural products. Many of the agricultural activities in South Haven Township provide the opportunity to harvest locally grown foods to sell at roadside stands, farmers markets and local retail food stores to increase tourism and the economic impact of agriculture.

Agriculture is an important economic activity for Van Buren County (statistics of economic impact at the township level are not available). In 2003, Van Buren County ranked 1st in blueberry production, 1st in cucumber processing, 2nd in grape production, and 3rd in apple and asparagus production for the State of Michigan. In 2002, there were 1,160 farms in Van Buren County. Of these, 188 are orchards and 91 are vegetable farms. There were a total of 176,260 acres of land in farms with 10,281 acres in orchards, 10,553 acres in vegetables, 31,870 acres in grain corn and 29,321 in soybeans. The average size of a farm in Van Buren County in 2002 was 152 acres and the median size was 70 acres. In 2002, in Van Buren County the average market value of agricultural products sold per farm was $83,382 with the total market value of agricultural products in the County valued at $96,724,000.

TABLE 20 VAN BUREN COUNTY FARMLAND AND AGRICULTURAL STATISTICS				
	1987	**1992**	**1997**	**2002**
Total Acres of Farmland	190,251	206,781	189,432	176,260
Acres in Orchards	18,663	19,232	15,480	10,281
Acres in Vegetables	14,853	13,734	12,069	10,553
Acres in Corn (for grain)	35,282	38,255	34,695	31,870
Acres in Soybeans	9,684	23,679	24,702	29,321
Total Number of farms	1,278	1,164	1,217	1,160
Number of Orchards	373	312	256	188
Number of Vegetable Farms	201	158	104	91
Average Size of Farm	149	178	156	152
Median Size of Farm	N	N	73	70
Total Market Value of Agricultural Products	69,624,000	84,931,000	104,868,000	96,724,000
Average Market Value of Agricultural Products per Farm	54,479	72,965	86,169	83,382
Hogs and Pigs Inventory (farms)	147	119	68	36
Hogs and Pigs Inventory (number)	56,167	52,055	29,477	24,985
Hogs and Pigs Sold (farms)	152	116	64	41
Hogs and Pigs Sold (number)	84,358	103,464	56,245	67,997

N – no data available
Source: US Department of Agriculture, 1987, 1997, 2002 Census of Agriculture

Farmland Protection Benefits

Farming creates jobs, provides a product for sale, and provides vast areas of open space and scenic corridors. Farmland also provides substantial environmental benefits, including floodplain protection, groundwater recharge, and wildlife habitat. In addition, the tradition of family owned farms has been passed down from generation to generation; supporting a strong social structure focused on community and family. Below, additional economic, environmental, and societal benefits to preserving land are listed.

Economic Benefits

- Strengthens the agricultural economy
- Strengthens the total economy through diversification
- Increases the long-term sustainability of farming
- Lowers infrastructure costs to taxpayers
- Increases property values
- Reduces the trade deficit
- Allows growth and development to continue in specified areas
- Maintains or increases tourism related to open space, wildlife and farming

- Local economic development
- Provides a long-term business environment for agriculture
- Infrastructure follows development

Environmental Benefits

- Controls flooding and erosion
- Protects water quality
- Provides wildlife habitat
- Protects drinking water and aquifer recharge areas
- Preserves land, a limited resource
- Renewable resource/clean fuel, alternative energy
- Retains natural character

Social Benefits

- Strengthens and preserves farming communities
- Provides a future for young farmers
- Preserves scenic open space
- Encourages revitalization of cities
- Reduces traffic congestion
- Provides a local fresh food supply
- Provides a safe, high-quality food supply (e.g., more care is taken domestically when using pesticides)
- Preserves existing urban and rural communities
- Preserves our rural heritage in the state and the nation
- Provides recreational opportunities
- Improves the aesthetic quality of our rural and urban lives; saves beautiful land in rural areas, encourages saving beautiful buildings in cities
- Provides for a higher quality of life in a community
- Encourages a sense of community

Historically, many areas in Van Buren County were predominantly farming communities, and based upon agricultural statistics for Van Buren County, agriculture will continue to be a prominent economic force in the region. However, in the years between 1992 and 1997, Van Buren County lost 14% of its farmland (Census of Agriculture). The County and the Township are experiencing substantial development, especially residential, which results in the fragmentation of farmland and open spaces. The fragmentation of farmland will make it increasingly difficult for remaining farming operations to remain viable. The land that is suitable for farming is an irreplaceable natural resource that cannot be regained once it has been lost to development. South Haven Township recognizes the significance of agriculture, and seeks to slow the loss of farmland.

Strategies to Preserve Farmland and Open Space

There are a number of techniques and strategies available for open space and farmland preservation. In South Haven Township, the techniques that have been supported include PA 116 agreements and open space developments. Article XVIII, Section 18.46 of the

Zoning Ordinance provides for open space preservation, specifically conservation easements, plat dedications, deed restrictions, or covenants to preserve open space. The Zoning Ordinance also provides for incentives such as bonus divisions and bonus lot sizes.

With the adoption of this Master Plan, it is the intent of the Township to participate in the County Farmland and Open Space Preservation Program. This program allows farmers to voluntarily sell the development rights to their farmland. An easement that permits the farmer to continue his/her agricultural operation is placed on the property and the farmer agrees not to develop the property.

In addition, it is the intent of the Planning Commission to begin a Transfer of Development Rights program. This program will allow for the transfer of unrealizable development potential from the Agricultural Residential, Airport Protection Area, or Resource Development zones as well as flood plains. Available development rights could be transferred to a Planned Unit Development or one of the residential or commercial zoning districts where municipal sewer and water are available, identified as receiving areas.

Selection of Lands for Preservation

Participation by South Haven Township in the Van Buren County Farmland and Open Space Preservation Program was spurred by development limitations, in addition to preserving farmland for its agricultural value. There are three areas of the Township where property owners, due to circumstances beyond their control, cannot achieve the full development potential of their property. These areas are: lands within the regulated floodplains, lands under the airport protection zones, and lands where septic systems cannot be located and/or where wells cannot reach water, that are beyond the reach of municipal sewer and water lines. In addition, the Township does not wish to reach the maximum allowed bonding capacity for the immediate future and certain areas of the Township may be beyond the economically viable reach of municipal utilities for the foreseeable future.

Therefore, some South Haven Township areas to be preserved include areas that are beyond the economically affordable reach of municipal sewer and water where soil and geologic conditions prevent or severely limit development. Additional areas are under the airport protection zone, as defined by the MDOT where dense development would create a hazard for the public.

However, the development limitations should not cloud the thriving blueberry/cranberry industry in the Township. These crops can utilize unregulated wetlands, and the Township contains large areas of unregulated wetlands that could be utilized for agriculture. In addition, there is a desire on the part of the planning commission to retain certain natural areas for the unique features they provide. Therefore, preservation areas also include those that are located in regulated floodplains, regulated wetlands, designated high risk erosion areas and/or designated critical dunes.

Specifically, areas for preservation are listed below:

- The floodplain of the Black River and a large wetland containing unique resources in Section 33 for conservation. These areas have been zoned RD (Resource Development) and planned for Conservation.
- The bulk of Sections 25, 26, 35 and 36. These areas have been zoned and planned AR (Agricultural Residential).
- Portions of sections 27, 28, 33, and 34 that are planned for AR or Conservation.
- The airport protection area. As a matter of policy, this is not reflected in the zoning ordinance, but the Master Plan prevents rezoning this area to a more intensive use.
- For additional preservation areas, see the Potential Conservation Areas map in the *Green Infrastructure* section.

Non-Motorized/Pedestrian Plan

The Township encourages the paving and expansion of pedestrian walkways and bicycle pathways along one or both sides of all existing paved public roads. The Township also intends to encourage pedestrian and bicycle pathways along new private roads.

For public roadways in the Township, the following preferences for walkways or pathways allowing for safer travel along or near the roadways are recommended:

- Primarily, the planning and construction of walkways or pathways that are separate from the roadway, in the same manner as a sidewalk, are preferred. Such sidewalks should be constructed on at least one side of each public roadway.
- Because many roads in the Township may not be able to support a separate sidewalk, the next preference would be to build a six-foot (6') wide impervious surface (asphalt or concrete) walkway/pathway for pedestrians and non-motorized vehicles. These pathways would be a continuation of the existing road surface and would have permanent striping, preferably with reflective material imbedded, at the boundary of the roadway where the pathway edge begins. Such pathways would ideally be constructed on both sides of the roadway.
- The Township will also encourage and support the County Road Commission to pursue state and federal recreation grants or highway enhancement funding for a separated non-motorized pathway along one side of major recreation routes. Such pathways vary in width and other requirements based upon the funding source.

For private roadways in the Township (i.e. new subdivisions, PUDs, site condominiums, etc.), the following preferences for walkways or pathways allowing for safer non-motorized travel along vehicular roadways will be encouraged:

- Primarily, the planning and construction of walkways or pathways that are separate from the roadway, in the same manner as a sidewalk, are preferred. Such sidewalks should be constructed on at least one side of each public roadway.
- The lesser preference would be to build a six-foot (6') wide impervious surface walkway/pathway for pedestrians and non-motorized vehicles to travel on. Such pathways would be a continuation of the existing (or proposed) asphalt road

surface and would have a painted or other type of permanent striping, preferably of reflective material imbedded in the surface, at the edge of the roadway where the pathway begins. Such pathway would ideally be constructed on both sides of the roadway.

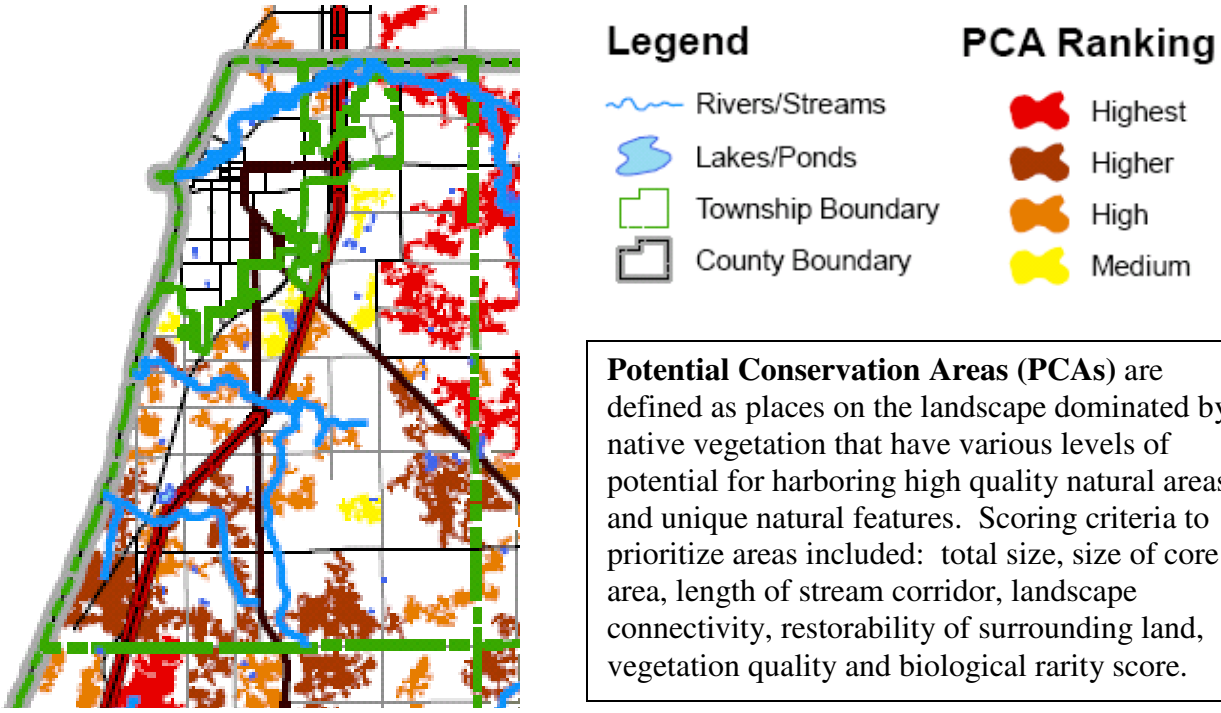
Green Infrastructure

Green infrastructure is a connected network of natural areas and other open spaces planned and managed to conserve natural ecosystems and the services that they provide. These lands provide multiple benefits to people and wildlife such as maintaining clean air and water, providing areas for recreation, and cultivating vast areas for wildlife habitat. Green infrastructure elements can be in urban, suburban and rural areas and may or may not be open to the public. Green infrastructure is an important component to a community's health, safety and welfare of its residents.

Natural resource conservation is a fundamental component of a community's long-term environmental and economic health. Communities that incorporate both the built and natural environment into their future land use map or vision will ensure that those areas that provide important natural functions, recreational opportunities and habitats for wildlife will be protected. In effect, the features that the community has grown to enjoy will be there for generations to come. A community with a clean environment, clean water, green spaces and trails will be the community that has a stable, sustainable future and offers a high quality of life for its residents and visitors. Communities that provide this high quality of life will be able to retain talented workers and attract new residents and businesses.

The Conservation Priority map represents the last remaining remnants of the area's ecosystems and natural plant communities. The Conservation Priority map ranks areas where the landscape is dominated by native vegetation that has various levels of potential for harboring high quality natural areas and unique natural features. In addition, these areas provide critical ecological services such as maintaining water quality and quantity, soil development and stabilization, habitat for pollinators of cropland, wildlife travel corridors, stopover sites for migratory birds, sources of genetic diversity and floodwater retention. Consequently, it is to a community's advantage that these sites be carefully integrated into the planning for future development. Striking a balance between development and natural resource conservation and preservation is critical if South Haven Township is to maintain its unique natural heritage.

Potential Conservation Areas



Potential Conservation Areas (PCAs) are defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. Scoring criteria to prioritize areas included: total size, size of core area, length of stream corridor, landscape connectivity, restorability of surrounding land, vegetation quality and biological rarity score.

Strategic Growth Plan

A regional effort should be undertaken to develop a specific plan regarding the community's role and function in the local economy. Wind, solar, and other renewable energies, 425 agreements, etc. must be active elements of such a strategy.

The strategy should describe the regional setting and the local role in the regional economy. In light of the regional role, the strategy must include a local assets list and functions as well as a description of how local assets fit/complement the regional economy. The strategy must recognize the regional strengths as well as the local complements. Finally the strategy must identify missing links, local opportunities, and purely local assets with little or no regional connections.

Water Quality Plans

A Black River Watershed plan has been developed through the Van Buren Conservation District under a grant from the MDEQ. A key way for South Haven Township to implement the management plan is to promote Low Impact Development and require any new building to be setback from water features (wetlands, streams, drains, rivers). Future activities of the Township Planning Commission should be coordinated with the implementation of water quality protection goals and objectives contained within the Black River Watershed Plan.

Sub-Area Plans

Specific sub-areas address unique issues and special programs and/or regulations may be needed to address these issues. To that end, the separate plans that coordinate and partner with other relevant state and local agencies and local governments should be developed for the following sub-areas:

- Critical Dunes & High Risk Erosion Areas
- Phoenix Road Corridor
- M-43 Corridor
- M-140 Corridor
- Blue Star Highway Corridor

Affordable Housing Strategy

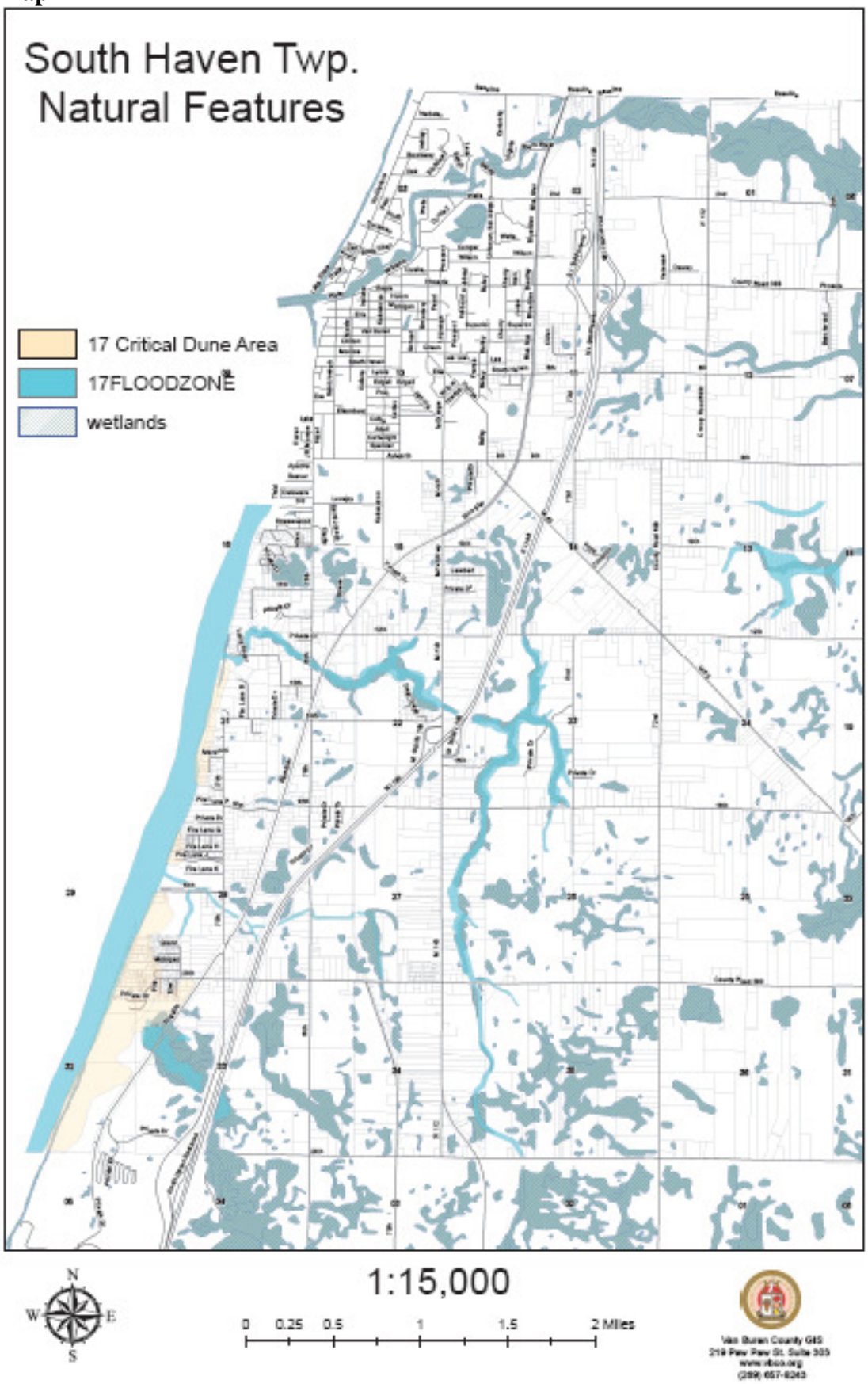
Strategies for promoting and encouraging affordable housing shall be aimed at 60% of median income. The Township should review and identify barriers to affordable housing, such as sewer and water fees. The zoning ordinance should be revised to allow bonus densities and the private road ordinance should be revised to allow reduced infrastructure costs where sanitary sewer and water are available. In addition, the Township and area developers should coordinate with the South Haven Housing Development Corporation and any other applicable housing entity to develop affordable housing options in the Township.

Capital Improvement Plan

The development of a capital improvement plan is a requirement of the new Michigan Planning Enabling Act, which goes into effect September 1, 2008. The Planning Commission should work with the Township Board to develop such a plan.

APPENDIX: MASTER PLAN MAPS

Map 1


South Haven Twp.
Natural Features
17 Critical Dune Area
17FLOODZONE
wetlands
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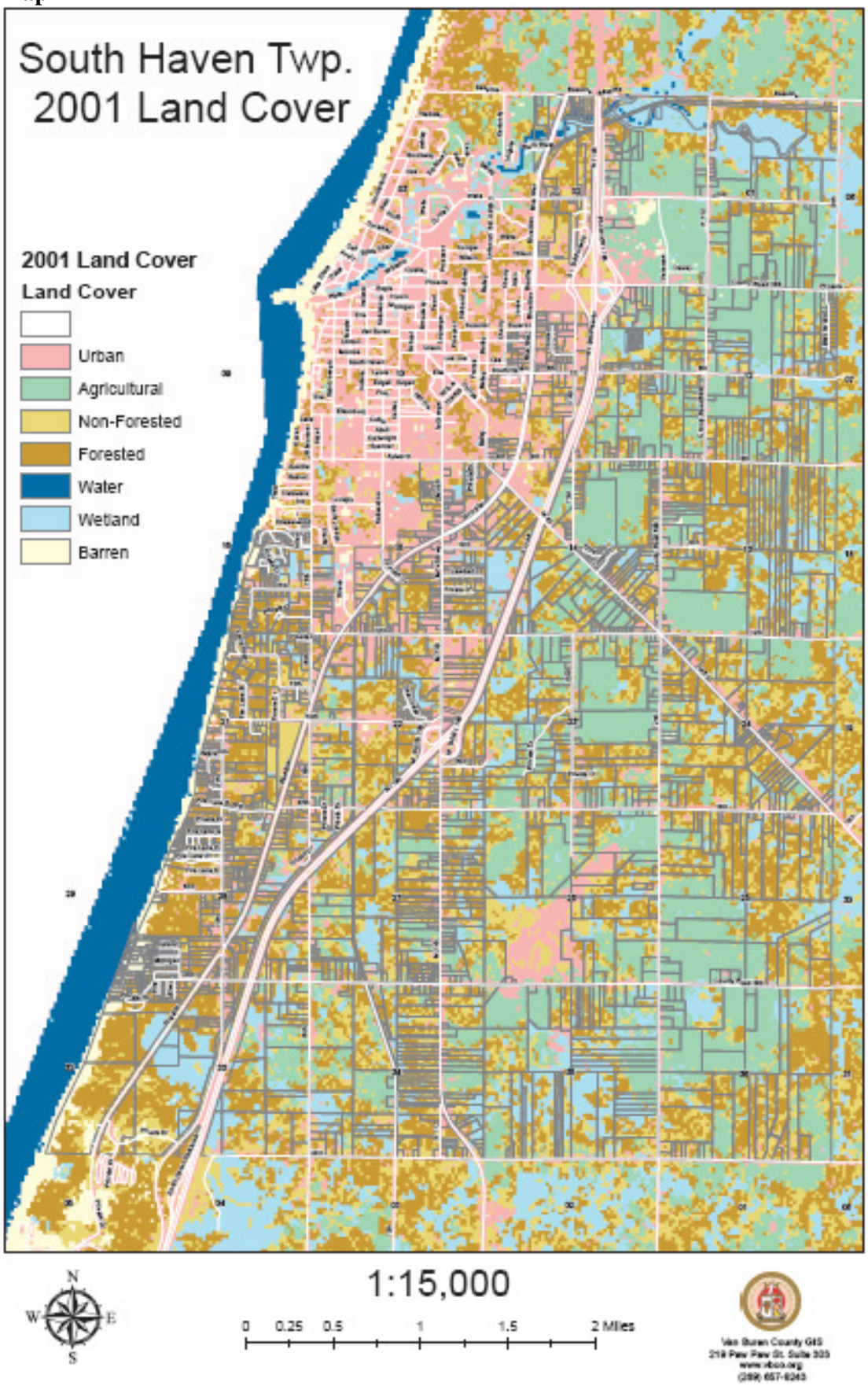
Map 2


South Haven Twp.
2001 Land Cover
2001 Land Cover
Land Cover
Urban
Agricultural
Non-Forested
Forested
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Wetland
Barren
1:15,000
0 0.25 0.5 1 1.5 2 Miles
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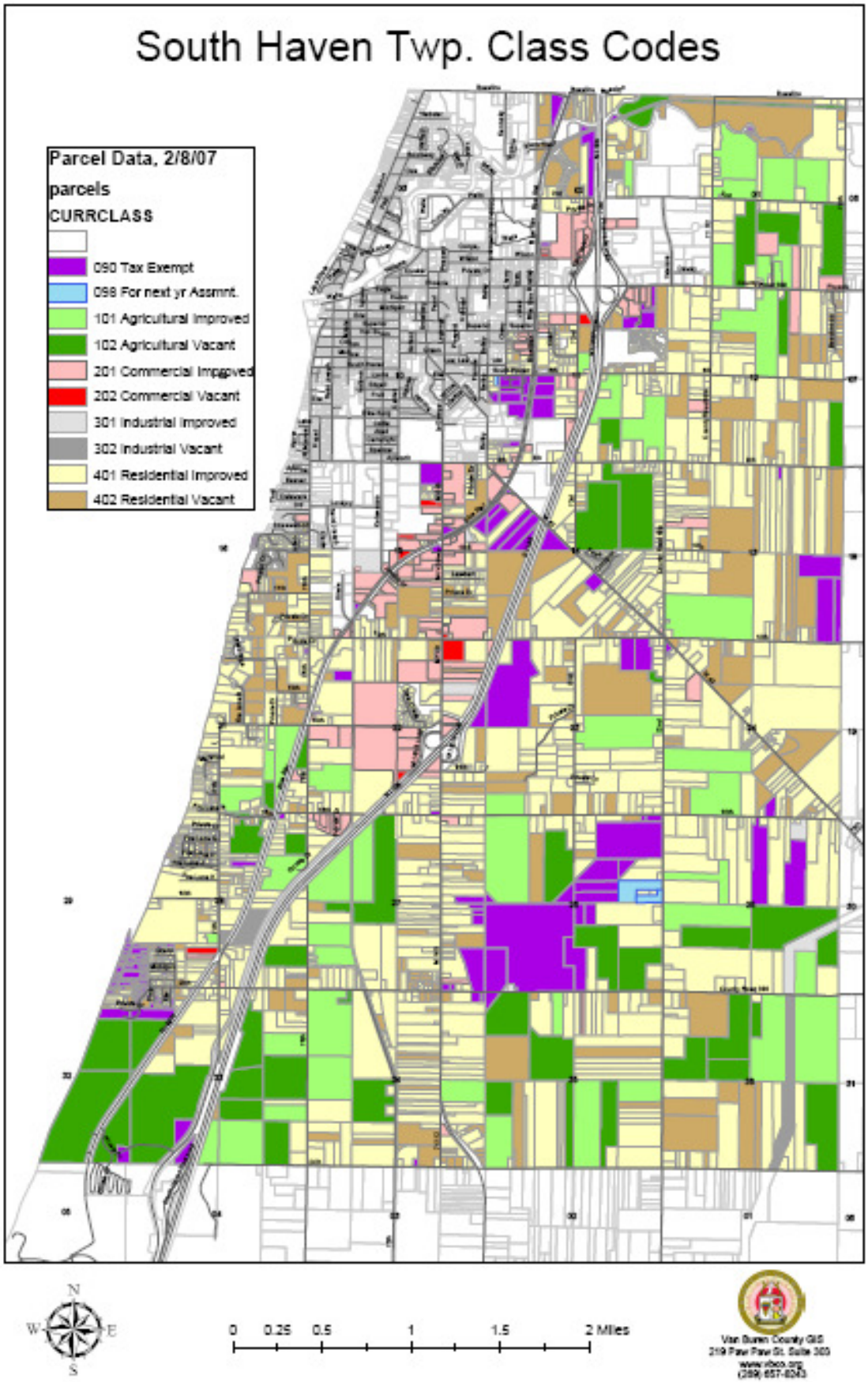
Map 3


South Haven Twp. Class Codes
Parcel Data, 2/8/07
parcels
CURRCLASS
090 Tax Exempt
098 For next yr Assmnt.
101 Agricultural Improved
102 Agricultural Vacant
201 Commercial Improved
202 Commercial Vacant
301 Industrial Improved
302 Industrial Vacant
401 Residential Improved
402 Residential Vacant
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0.25
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2 Miles
Van Buren County GIS
219 Paw Paw St. Suite 303
www.vbco.org
(269) 657-8243

Map 4

South Haven Township

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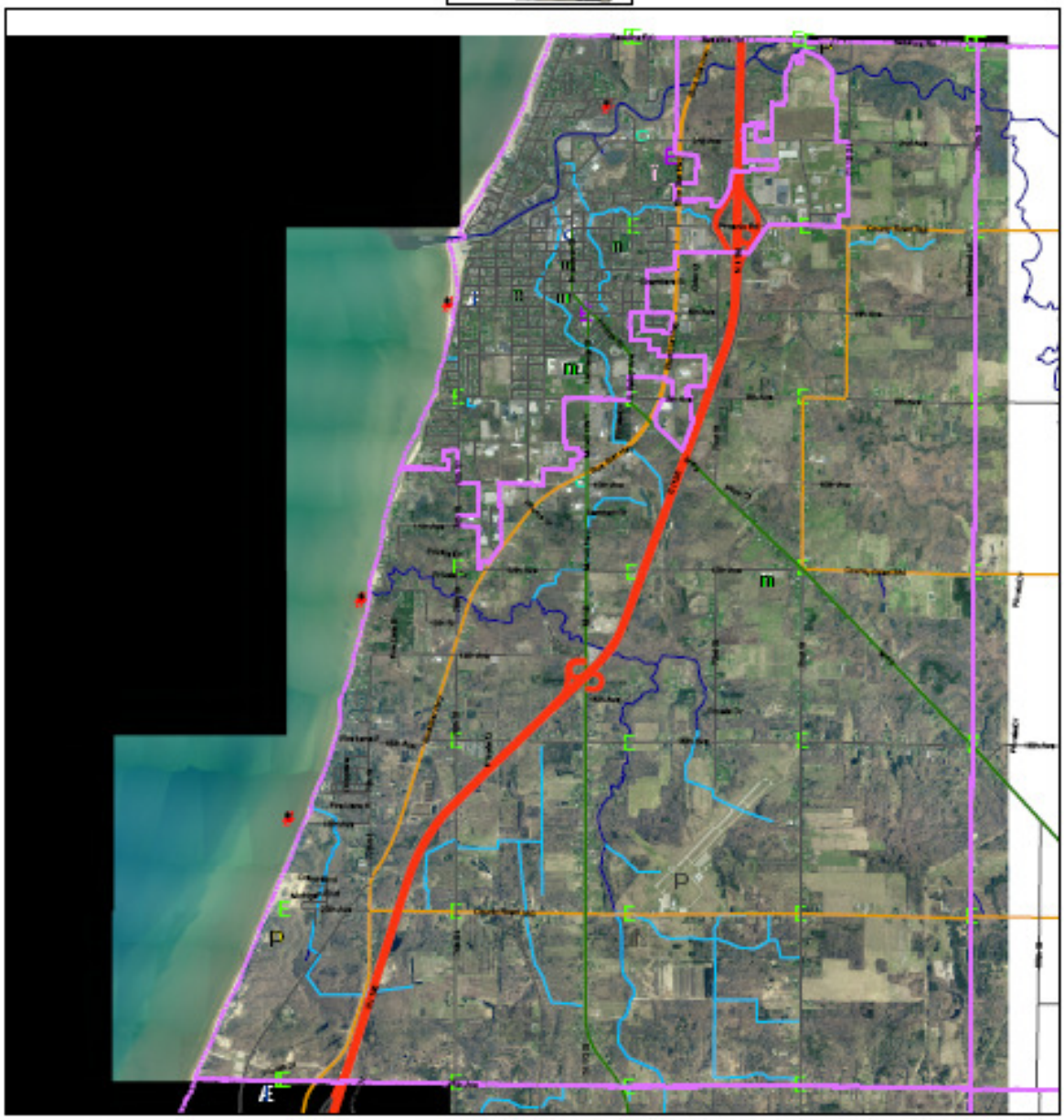
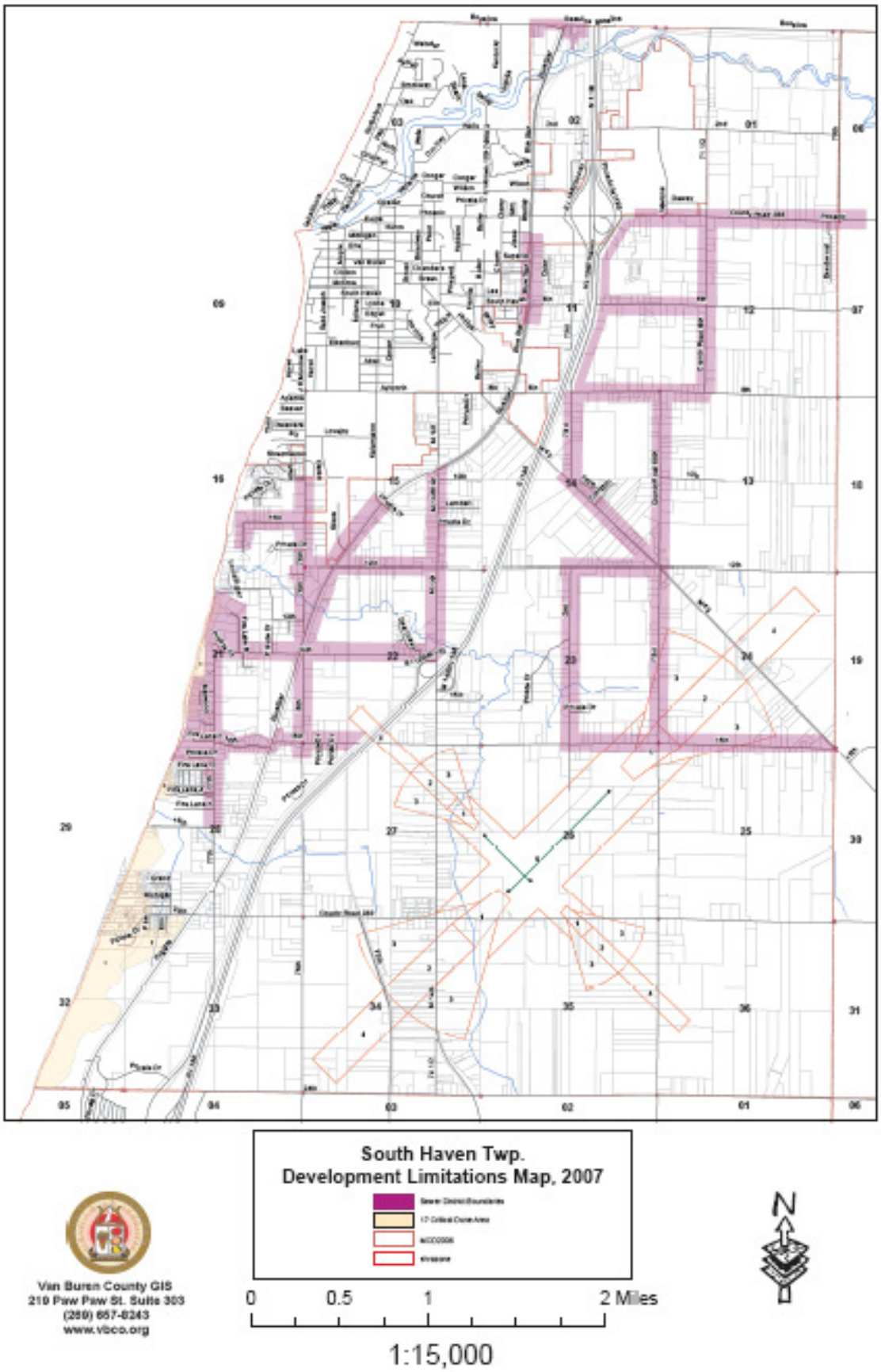


Van Buren County GIS
219 Paw Paw St. Suite 302
Paw Paw, MI 49079
(269) 657-8243
www.vbco.org

Map 5


South Haven Twp.
Development Limitations Map, 2007
Van Buren County GIS
219 Paw Paw St. Suite 303
(269) 657-8243
www.vbco.org
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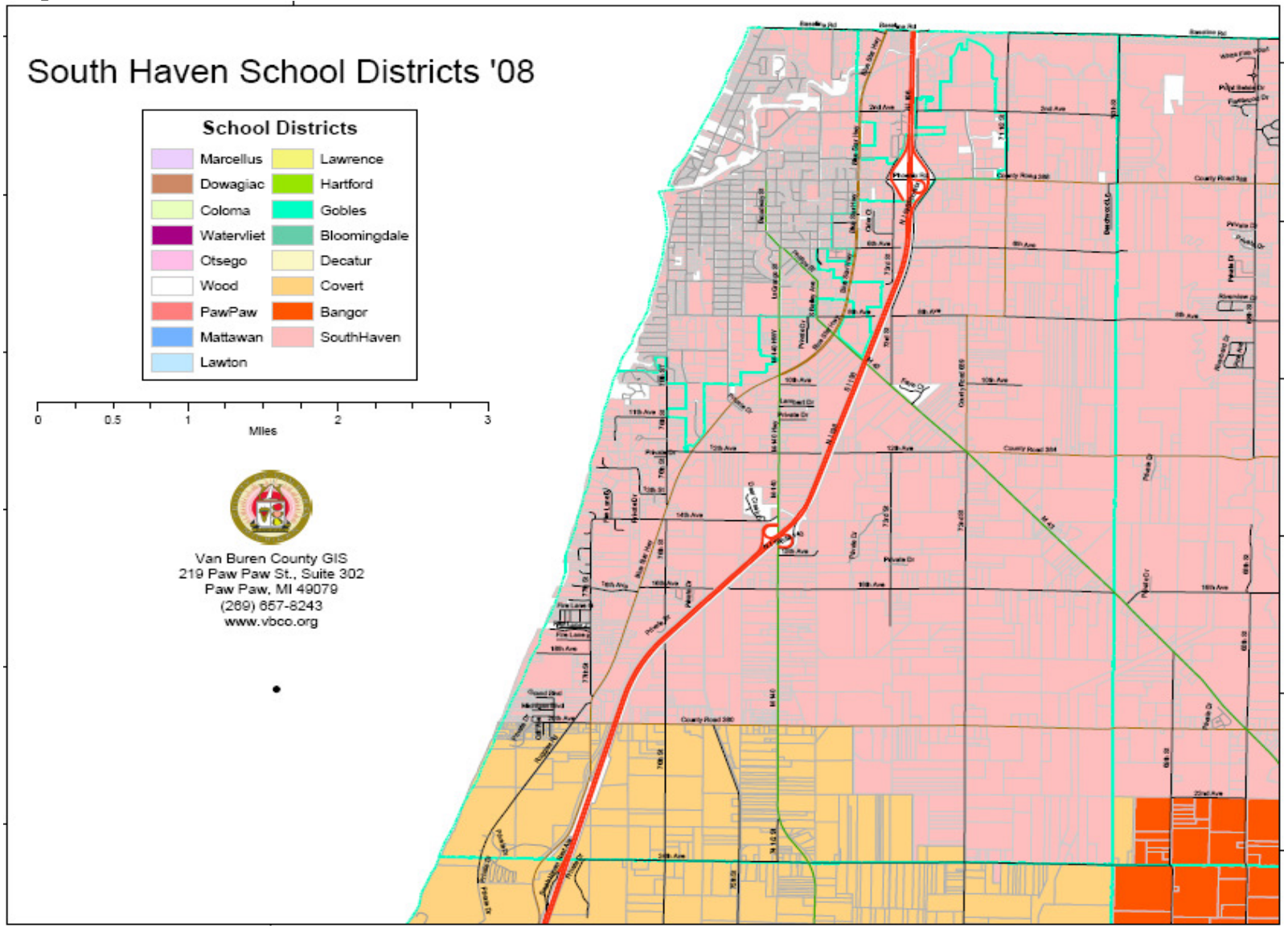
Map 6


South Haven School Districts '08
School Districts
Marcellus
Lawrence
Dowagiac
Hartford
Coloma
Gobles
Watervliet
Bloomingdale
Otsego
Decatur
Wood
Covert
PawPaw
Bangor
Mattawan
SouthHaven
Lawton
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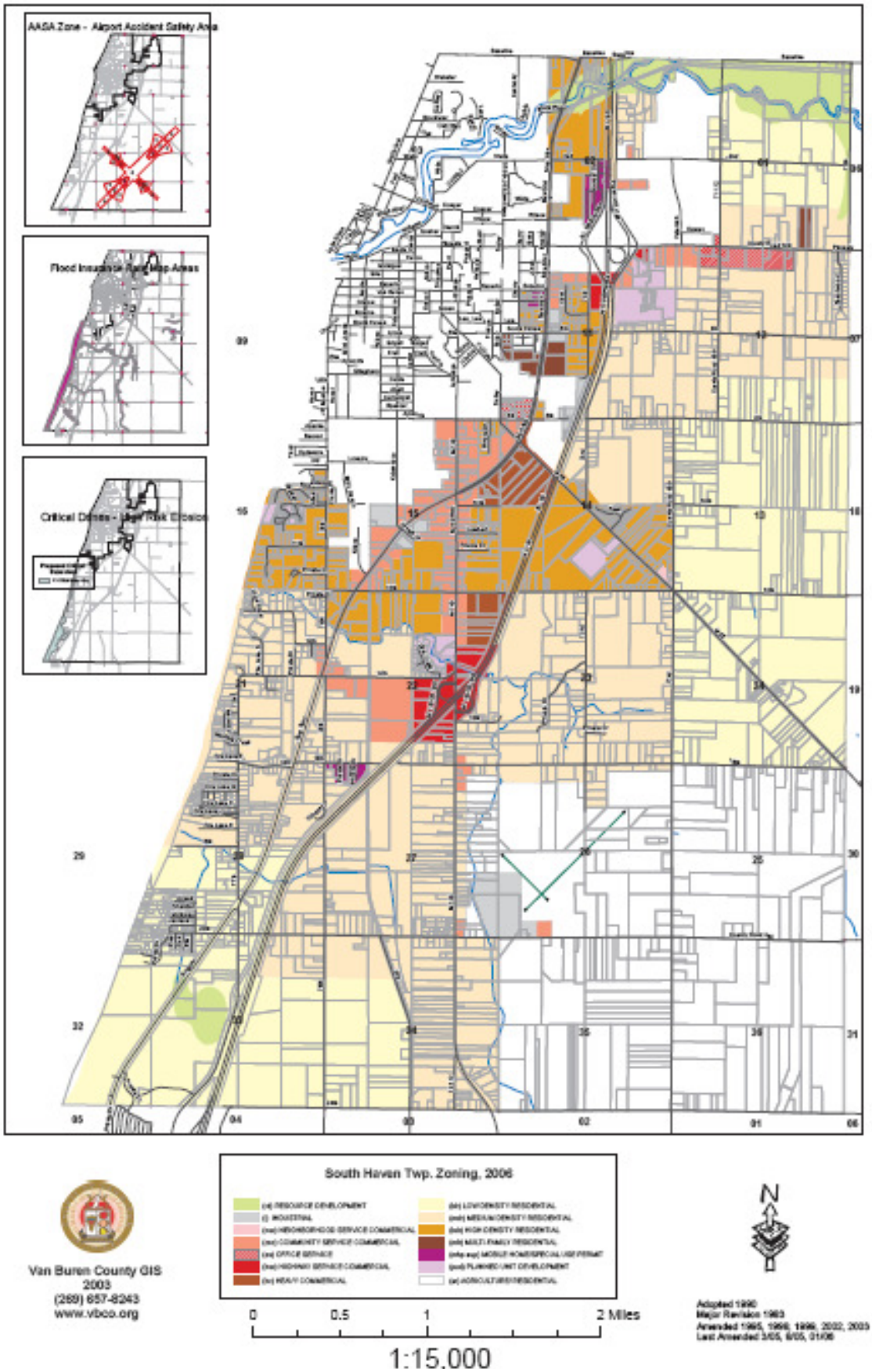
Miles
Van Buren County GIS
219 Paw Paw St., Suite 302
Paw Paw, MI 49079
(269) 657-8243
www.vbco.org

Map 7


AASA Zone - Airport Accident Safety Area
Flood Insurance Rate Map Areas
Critical Dunes - High Risk Erosion
South Haven Twp. Zoning, 2006
Van Buren County GIS
2003
(269) 657-8243
www.vbco.org
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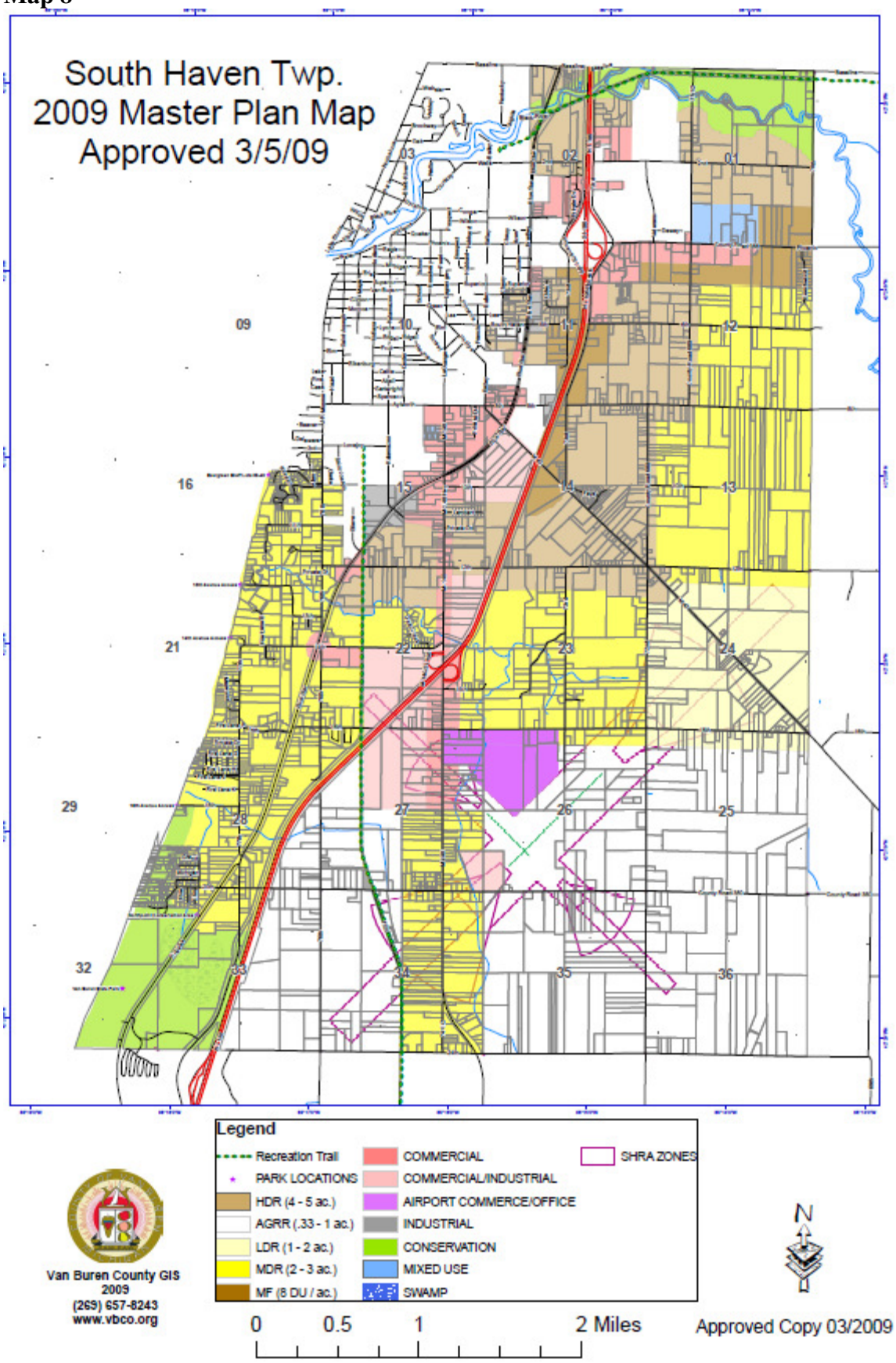
0.5
1
2 Miles
1:15,000
N

Map 8


South Haven Twp.
2009 Master Plan Map
Approved 3/5/09
Legend
Recreation Trail
PARK LOCATIONS
HDR (4 - 5 ac.)
AGRR (.33 - 1 ac.)
LDR (1 - 2 ac.)
MDR (2 - 3 ac.)
MF (8 DU / ac.)
COMMERCIAL
COMMERCIAL/INDUSTRIAL
AIRPORT COMMERCE/OFFICE
INDUSTRIAL
CONSERVATION
MIXED USE
SWAMP
SHRA ZONES
Van Buren County GIS
2009
(269) 657-8243
www.vbco.org
0
0.5
1
2 Miles
N
Approved Copy 03/2009