

Chapter 4 MAJOR ISSUES

State and local trends and conditions in and around Superior Township raise major issues affecting the future of the community. It is important to address these issues in the Master Plan in order to effectively plan for the next 20 years. The major issues are briefly described below and measures to address them are set forth in Chapters 5 and 6. The geographic dimension of some of these issues is illustrated on Figure 4-1.

PRESERVATION OF NATURAL FEATURES

Superior Township has a variety of natural features—wooded areas, streams, wetlands, and a varied topography. It is important that these features be integrated into the development pattern so that they will be preserved, because they form the essential natural rural character of most of the Township.

In order that ecological integrity be maintained and the natural character of the Township preserved, dispersed natural features need to be connected by corridors of undeveloped land into a greenspace network or system. Existing, natural stream corridors and drains are important components of a greenspace system.

A greenspace system should include wetlands, woodlands, and open fields, and provide a diverse, viable habitat for wildlife and rare native plants. In some places, public trails will be appropriate; in others, the green space should be preserved in a natural state without public access.

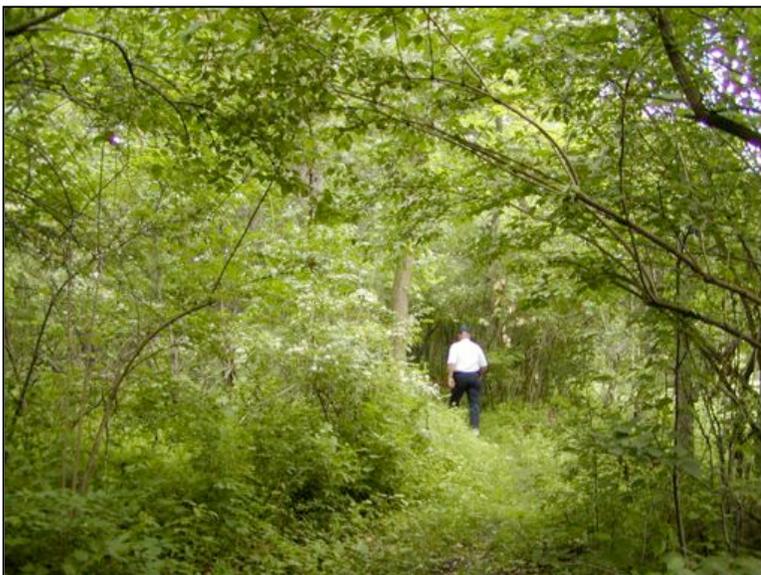
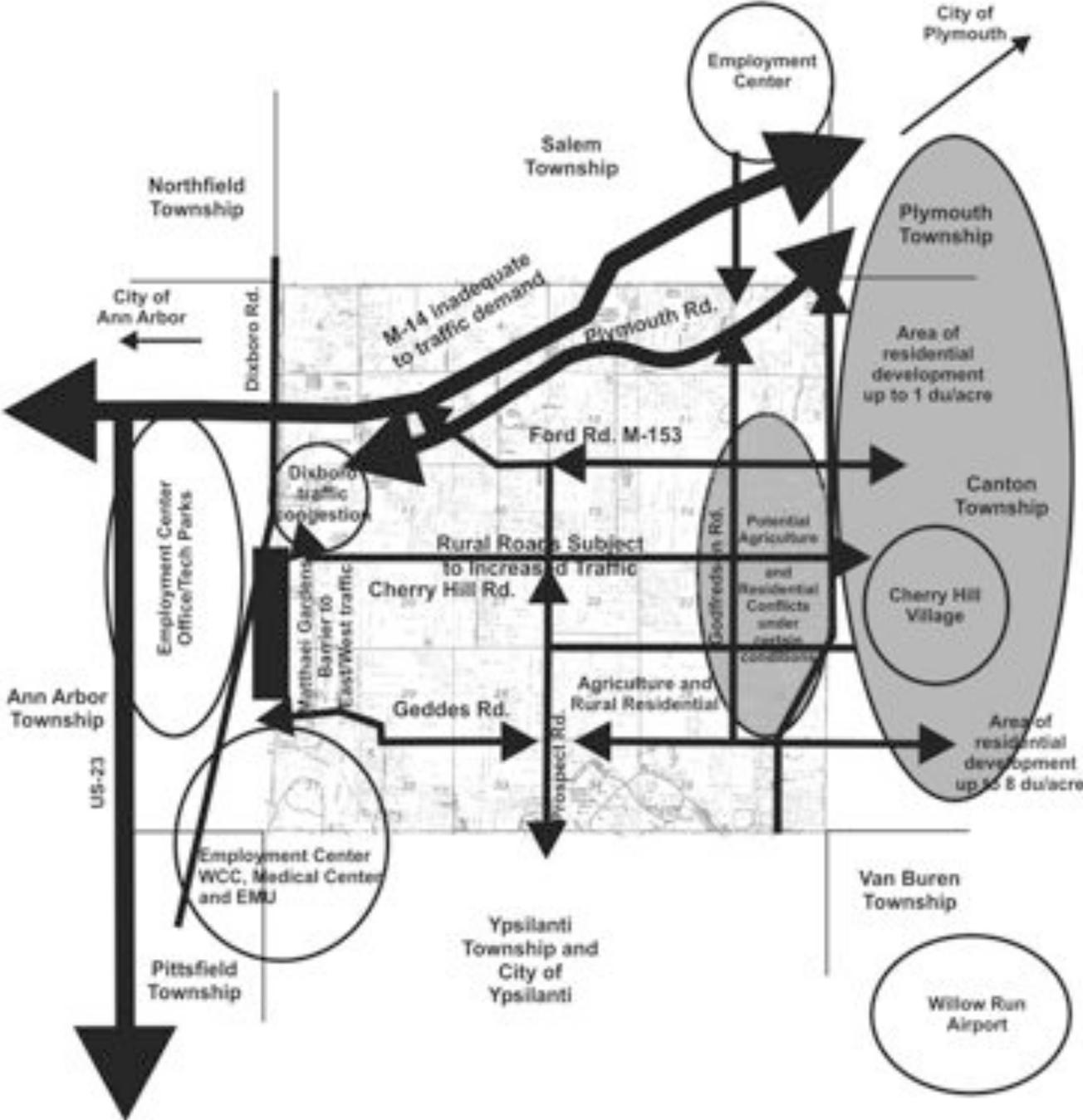


Photo 4-1: Retaining natural areas is an important issue in Superior Township.

Figure 4-1 Relationship of Land Uses in Adjacent Communities to Superior Township



Huron River and Fleming Creek Corridors

The Huron River and Fleming Creek are the two principal watercourses in Superior Township. Both have unique characteristics. Fleming Creek constitutes an important part of the headwaters of the Huron River.

Protection of streams and rivers involves making sure that the water that flows off the land and into the streams is as close as possible in quality to the rain or melted snow that fell on a woods or meadow. It is best if water runoff flows to the river slowly, much of it percolating into the soil and reaching the stream as groundwater, clear and cool. Where development occurs near the Huron River and Fleming Creek, it should be required to minimize surface water runoff, and provide extensive natural buffering from the stream corridor to protect water quality and the fish and other organisms that live there.



Photo 4-2: The Huron River and Fleming Creek corridors are important natural features in Superior Township.

AGRICULTURE AND THE RURAL ECONOMY

Loss of Agricultural Land to Development

The principal threats to local agricultural land are:

- (1) rural non-farm housing replacing active farm fields;
- (2) the incompatibilities that arise from locating non-farm or urban housing close to active agriculture; and
- (3) increasing property tax burdens on farmland.

Agriculture, at least long-term commodity farming operations (wheat, corn, soybeans, and similar farm commodities), cannot compete successfully with new housing development for the same land, or even

for the same general area. New non-farm dwellings near active agricultural operations:

- Increase potential for adverse off-site impacts (and resulting complaints) due to noise, odor, and dust typical of commercial agriculture;
- Increase potential for traffic conflicts (and accidents) involving farm equipment, and decrease the ability of farmers to easily transport equipment to non-contiguous parcels; and
- Increase costs for the farmer, including higher property taxes and increased risk of crop damage or loss.

Financial pressures on farmer-landowners may also result in the incremental sell-off of portions of their properties as rural residential lots [existing zoning permits rural lots of a minimum five (5) acres in the A-1 district and two (2) acres in the A-2 district]. Often, these lot splits create strips of non-farm residences with multiple driveway approaches along county roads, which may adversely impact both traffic safety and the rural character of the area.

Retention of agriculture and the large open spaces typical of agriculture are extremely important to Township residents. There is a desire to allow farmers to farm as long as they want to, to promote and encourage a strong agricultural economy in the Township, and to preserve as much of the land in permanent open space as possible. The Township has worked successfully with landowners, county and state agencies, the City of Ann Arbor's Greenbelt program, and local land conservancies in recent years to permanently preserve substantial agricultural land and open space areas, especially along the Geddes Road and Prospect Road corridors (See Map 3-14). Examples of farms and natural areas that have been permanently protected include:

- 716 acres of the Shultz farm in Sections 26 and 27, which are in the state purchase of development rights (PDR) program;
- 340 acres at the corner of Geddes Road and Prospect Road, which are protected by the Southeast Michigan Land Conservancy; and
- 86 acres of the Staebler Farm on Plymouth Road near the Curtis Road intersection, which was purchased for conservation purposes by the Washtenaw County Parks and Recreation Commission.

However, existing large tracts of contiguous agricultural land tend to be owned by a small number of farmers and land speculators who may be contemplating future non-agricultural uses. In addition, declining tax revenues and the potential for less available public funding for purchase of development rights may restrict the ability of the Township and other agencies to preserve the agricultural heart of the Township from future development.



Photo 4-3: Valued agricultural land is being lost to other uses in Superior Township.

Loss of Agricultural Support Services

The presence of only a few non-farm residences can adversely affect the stability of an agricultural area. As more non-farm housing is developed, other agricultural landowners make decisions to sell out and relocate away from development. Investment in local farm equipment and supplies decreases, resulting in a corresponding loss of the local support services farmers need to prosper, such as farm markets, implement dealers and repair shops, large animal veterinarians, feed and grain mills, etc. Without such support services in close proximity, commercial or commodity farming becomes unsustainable.

Changing Character of the Agricultural Economy

The predominant character of agriculture in the Township is changing from a commodity farming model to more specialty and hobby farming, equestrian-oriented land uses, and “value added” agricultural activities such as corn mazes, ‘U-pick’ operations, roadside stands, and local farm markets. The Township has responded to this trend with changes to the Township Zoning Ordinance that allow farmers to diversify their income sources by adding these types of activities.

Some “value added” income sources for farmers have the potential to adversely impact neighboring land uses. For example, the State of Michigan’s ongoing push for increased use of alternative and renewable energy sources offers opportunities for farmers to “farm the wind” by constructing wind turbines or leasing land for commercial ‘wind farms.’ More recently, a bill backed by the Michigan Corn Growers Association

was introduced in the state legislature to require Michigan townships to allow equipment and storage facilities for on-site ethanol production of up to 100,000 gallons per year as a use “by-right” in agricultural zoning districts [HB 4838].

While this bill may or may not be approved, it reflects a legislative trend towards one-size-fits-all solutions to perceived problems, which are designed to limit the ability of local communities to preserve rural character where such actions conflict with statewide policy initiatives.

HOUSING

Rural Housing

Rural housing is popular, and at this time it appears that people will continue to buy this type of housing. A combination of nearby employment centers, an established commuting culture, and a population that prefers to live away from others on large lots and can afford to do so, is driving the market for rural housing. Demand for rural housing will likely continue throughout Superior Township, particularly in

- the north and northwest areas served by the Ann Arbor and Plymouth-Canton School Districts;
- agricultural areas of the Township; and
- areas designated for urban development, but in which sanitary sewer and water services are not yet available.



Photo 4-4: New homes are being built on large rural parcels.

This type of housing threatens to increase the loss of farmland and natural features as well, unless it is carefully designed. Current zoning regulations and dwelling unit density standards in the A-1 and A-2 zoning districts do not adequately provide for preservation of large blocks of farmland (parcels of 20 acres or more) and natural features, nor ensure new residences are located in places which minimize incompatibilities between farms and non-farm homes.

The principal issue is to make sure rural housing does not become strip residential development that destroys the rural character of Superior Township. Roads lined with homes on two- to five-acre lots can make for

an attractive community, but it is not rural character. In order to maintain rural character, a large part of new rural residential development will need to:

- (1) occur in clusters that place substantial open space along the public roads and in interconnected corridors (greenspace system), and
- (2) be grouped on separate access roads to better manage traffic.

Some of the recent rural development has been “estate” development. Homes are placed well back from roads and in some cases a natural open space is left along the road. This is a good approach, but it can also be applied to more affordable rural development by clustering homes on two acre lots instead of individual parcels of ten or twenty acres each.

The total land area needed for rural housing will be small if the rate of population growth is slow to moderate, as expected (See Chapter 2). Therefore, the most important issue may not be the amount of land needed for rural housing, but rather where that land is located and the design of the development providing the new dwelling units.

Urban Housing

The Township has established an Urban Service Area (see Map 6-3) and planned for housing at urban scale and densities on land generally south of Geddes Road. A wide range of housing types and densities are and will continue to be available within the Urban Service Area. Existing residential development includes a planned mix of single-family homes, manufactured housing, and apartments. The Township presently has two (2) manufactured housing parks within the Urban Service Area (Westridge on Ridge Road and Arbor Woods between Gotfredson and Harris Roads). Together they have 831 lots and are served by public sewer and water.

It is not sound regional or community planning to encourage or permit the extension of public sanitary sewer lines to properties outside of the designated Urban Service Area. Development of housing at urban scale and densities on land outside of the Urban Service Area would contribute to an inefficient pattern of “urban sprawl,” which is the unplanned, uncontrolled spreading of urban-scale development into rural areas of the Township. Such action would require revision of this Plan and the Zoning Ordinance.

Stalled Housing Developments

Between the mid 1990’s and the mid 2000’s, Superior Township experienced a significant surge in new housing development, primarily concentrated within the Urban Service Area. Between 2000 and 2005,

more than 900 building permits for new home construction were approved, which represents an increase of more than three hundred (300%) over the preceding six (6) year period. In addition, numerous Planned Community (PC) Area Plans, condominium subdivision plans, and plats were approved for new residential development during this period.

The current (2009) inventory of approved and/or building permit-ready single-family and attached residential units in the Urban Service Area is detailed in Table 4-1. The amount of un-built units far exceeds the current absorption rate for new home development in the Township. Several developments have indicated to the Township that future phases will be “mothballed” indefinitely. Others are in foreclosure or already bank-owned.

Table 4-1. Remaining Unbuilt Residential Units (2009)

Stalled Developments	Residential Units		
	Units Approved	Units Constructed	Remaining Inventory of Un-built Units
Approved Planned Community (PC) District Area Plans	220	0	220
Expired Final Site Plans*	791	0	791
Approved Final Site Plans - Projects Not Started	33	0	33
Incomplete (Building Permit-Ready) Projects	1206	284	922
TOTAL:	2,250 units	284 units	1,966 units

* Previously approved final site plans that have expired are subject to a new Planning Commission approval prior to the start of construction.

Source: Superior Charter Township

This oversupply of single-family lots leaves the Township with several challenges to address during this planning period, including:

- (1) Partially completed or incomplete paving, landscaping, utilities, and other improvements associated with the development;
- (2) Abatement of construction debris and other unsecured construction site hazards;
- (3) Long-term mowing and basic site maintenance and security;
- (4) Developer foreclosures, ownership changes, relationship with existing residents of the development, and questions about responsibilities of homeowners’ and condominium owners’ associations; and
- (5) The potential need to consider alternative development proposals and other land use options for the site.



Photo 4-5: There is a significant oversupply in building permit-ready residential lots in the Township.

Existing Neighborhoods

Superior Township offers a full range of housing types, from starter homes to rural estates, and from garden apartments to townhouses. Homes in the Township range in age from new construction to more than 170 years old. However, over forty percent (40%) of homes in the Township were built during a twenty (20) year period between 1960 and 1979. These older neighborhoods are concentrated around the former Willow Run Village area off of Clark Road and MacArthur Blvd.

Communities across Michigan are facing significant challenges with older residential neighborhoods, including abandoned properties, crime, blight, and conversions from owner-occupied to predominantly rental properties:

- The increasing number of foreclosed, abandoned, and bank-owned properties create opportunities for vandalism, theft, and crime;
- Deferred maintenance, such as a lack of winterization or weatherization of vacant homes, can lead to structural damage, black mold, insect infestations, and other blighting conditions that affect neighbors and the Township as a whole;
- The conversion of formerly owner-occupied homes to rental properties can lead to a loss of neighborhood cohesion and character, and a lower standard of property maintenance; and
- Changing ownership patterns, family structure, and the aging of the population can lead to increased feelings of isolation among neighbors and a belief that “nothing can be done” about these issues.



Photo 4-6: Superior Township has a full range of housing types available for residents.

Even in healthy older neighborhoods with solid housing stock there is a need to upgrade obsolete infrastructure, including insulation, electrical systems, broadband Internet access, and heating/cooling systems to improve energy efficiency and better serve the needs of current residents.

URBAN GROWTH IN SURROUNDING TOWNSHIPS

Ann Arbor Township:

The area of Ann Arbor Township east of US-23, bordering Superior Township between M-14 and the Huron River, is served by public sewer and water and has developed into a significant office/research and residential corridor. Development in this part of Ann Arbor Township may increase the potential for new development activity within the northwest part of Superior Township, especially in the Dixboro area.

This has become more apparent with the widening of Plymouth Road to five lanes from US-23 to Dixboro Road. The effects will probably be felt in the form of increased rural housing, and limited increases in village commercial and office uses in the Dixboro hamlet designed to serve the immediate population. However, the presence of a large, regional scale commercial and office center in Ann Arbor Township will likely preclude the need for similar land uses in northwest Superior Township.



Photo 4-7: Rapid urban growth is occurring in adjoining communities.

Canton Township:

Canton Township developed rapidly between 2000 and 2006, with more urban residential development approaching and along the eastern boundary of Superior Township. Cherry Hill Village, an urban density, mixed-use, neo-traditional town at Cherry Hill Road and Ridge Road, is building out. The Canton Township Future Land Use map designates land bordering Superior Township’s agricultural preservation areas for residential densities of up to three (3) units per acre, and includes no land planned for preservation of agriculture within Canton Township. If approved and if land is significantly developed this way, even more residential density will abut Superior Township’s eastern border.

Salem Township:

Salem Township has planned for a large residential, commercial, and research and development center to be located around the M-14 and Gotfredson Road interchange. This is just northeast of Superior Township. If the land is developed according to approved plans, travel to and from this development area will have a significant impact on roads within Superior Township.

Need for Additional Commercial Development

The unique location of Superior Township in relation to large urban centers in adjacent communities has resulted in a situation where the primary commercial needs of Superior Township residents are being adequately met at locations outside the Township. It is not likely that additional commercial centers will be needed within the Township nor is it likely that they could challenge the market dominance of adjacent commercial developments where adequate infrastructure exists.

It is not sound regional planning policy to encourage duplication or overdevelopment of commercial centers in the region, which would contribute to an inefficient pattern of “urban sprawl” and could result in vacant retail and office space as well as unnecessary expansion of expensive infrastructure. Superior Township will continue to rely on adjoining jurisdictions for the bulk of new shopping opportunities while it tries to permanently preserve open space as a respite in urbanized southeast Michigan. It will also try to meet the growing challenges associated with maintaining a rural appearance along roadways that are facing rising through-traffic from developments in adjoining jurisdictions.



Photo 4-8: Superior Township's needs for major commercial services are met in adjoining jurisdictions.

PLANNED TECHNOLOGY CENTER

A proposal initiated in the early 1980's to create a planned manufacturing/high tech center centered on Geddes Road at LeForge Road is finally bearing fruit. Hyundai has completed construction of its Hyundai-Kia Motors North American Technical Center, and has acquired additional land adjacent to the site for future expansion.

An integrated “live/work” neighborhood development pattern tailored to the specific needs of Technology Center employees and businesses could provide an appropriate mix of future land uses in the area adjacent to the Hyundai-Kia facility. The land use effects on the immediate vicinity will be a major policy issue for the Township and will require strong and persistent regulatory efforts to preserve the structure and balance of land use policy and the integrity of existing development in the area.

TRANSPORTATION

The principal arterial roads in the Township are Ford, Prospect, Plymouth, Geddes, and Clark Roads. They will continue to be the principal roads, with Gotfredson Road added because of its interchange with M-14. Ford, Geddes, and Prospect Roads are likely to increase in importance because of their roles in the area-wide road network.



Photo 4-9: Cherry Hill Road receives through traffic from adjoining jurisdictions.

Traffic volumes from development in adjoining jurisdictions will continue to put pressure on these arterials. The Township does not want the road capacity of these roads expanded, because that usually results in more traffic, higher speeds, and a less rural character. As a result, it will need to take every opportunity to retain rural character along roadways as new road improvement projects are proposed.

Adequate street access to the St. Joseph Mercy Health System area is a major problem. While only a small corner of the southwest part of the Township is directly involved, the effects of traffic concentration in this area are felt several miles away.

An expanded public transportation system will also be an important issue in the next 20 years. The pattern and density of future development in the urban part of the Township should take this issue into account. In addition, the non-motorized circulation system must be increased. At a minimum, non-motorized trails or sidewalks are essential along existing arterials and collectors south of Geddes, as well as along all new streets in subdivisions and condominium developments.

Geddes Road Corridor

One of the most significant east/west transportation routes in Superior Township, north of the Ann Arbor-Ypsilanti urban area, is Geddes Road. Geddes Road has historically served as a regional arterial connector from rural areas to urban centers and other transportation networks. Within Superior Township, Geddes Road passes through significant land holdings of the Ford Motor Company, highly productive farmlands, the Township's Technology/Research Village area anchored by the Hyundai-Kia Motors Technical Center, and notable residential areas. Farther to

the west, within Ann Arbor Township, Geddes Road intersects with the Dixboro Road corridor, an area becoming increasingly urbanized, and with an interchange with US-23. The two-lane rural character of Geddes Road is enhanced as it passes through long stretches of flat agricultural lands in the eastern and central portions of the Township and then turns into a winding roadway over gentle hills in the western portion of the Township.



Photo 4-10: Geddes Road serves as a regional arterial connector from rural areas to urban centers and other transportation networks.

Geddes Road will continue to increase in importance because east/west transportation is restricted within the southern portion of the Township. The Huron River is located south of Geddes Road. University of Michigan properties, including Radrick Farms and Matthaei Botanical Gardens, are located west of Gale Road and north of Geddes. Other north/south roadways intersect with Geddes Road, thus directing additional traffic onto Geddes Road. Previous planning policies have recognized that Geddes Road is a logical physical barrier to buffer rural lands to the north from encroaching urban development from the south.

In recognition of the dynamic pressures that will be placed on Geddes Road in the future, policies in the Master Plan will be directed toward maintaining the unique rural character of Geddes Road, and retaining it as a physical barrier to buffer land uses. This will include an initiative to plant trees along each side of the road, and to construct a separate pedestrian/bicycle trail along the road.

The M-14 Corridor

The M-14 freeway, opened to traffic in 1979, will continue to increase pressure for development in the area along the freeway and Plymouth Road, especially for rural housing. Fortunately for the preservation of agricultural land, the freeway corridor does not pass through the Township's best farmland. The freeway will also increase the importance

of Ford Road east of the freeway. To a lesser extent it will also increase the importance of Plymouth and Prospect Roads and, eventually, Gotfredson Road.

M-14 has become a preferred route for commuters traveling from north and west of Ann Arbor to work in the Metro Detroit region. As a result, it is becoming more frequently congested during peak hours, which results in vehicles diverting to Plymouth or Ford Roads. It is essential that additional lanes be added to M-14 in each direction to preserve the integrity of rural Township roads.



Photo 4-11: M-14 can become congested resulting in traffic increases on Plymouth/Ann Arbor Road.

PUBLIC SANITARY SEWER AND WATER SERVICES

Publicly-Owned and Operated Sewer and Water:

The Township presently provides public sanitary sewer and public water services within designated service areas under contracts with the Ypsilanti Community Utilities Authority and Ann Arbor Township. These service areas cover several square miles in the area south of Geddes Road. There is a very limited capacity to extend such services to any other areas of the Township. The policies of this Master Plan and Township utility plans are based upon maintaining the designated Urban Service Area boundaries, as defined in Map 6-3.



Photo 4-12: Sanitary sewer and water service is provided to new houses south of Geddes Road.

Private Community Wastewater Systems:

Under Part 41 of Act No. 451 of the Public Acts of 1994, as amended, the State of Michigan is authorized to issue permits for private wastewater disposal systems that serve more than one property ("private community wastewater system" or "PCWS"). Such private systems have increased in popularity among developers because they can increase the development potential of land not located within areas served by publicly-owned and operated sanitary sewer lines and treatment facilities. The PCWS option

has been used by some developers in other Michigan communities to justify increased residential densities and smaller lot sizes in otherwise rural areas.

The long term challenges of using PCWS to treat and dispose of sewage include:

- Potential impacts on ground and surface waters of the Township;
- Inconsistent or deferred maintenance by responsible parties (homeowners’ associations or equivalent); and
- Failure of such systems, with the resulting need to extend public sanitary sewer lines into areas not planned for such services.

Consistent with Michigan case law and state statutes, Superior Township has enacted a local ordinance and established zoning ordinance standards to allow limited use of such systems. However, the potential for such systems to adversely impact neighboring properties and the waters of the Township is significant. Where such systems are permitted, the PCWS design, construction, and operation should be closely monitored.

Extensions or Use Outside of the Urban Service Area:

It is not sound regional or community planning to encourage or permit the extension of public sanitary sewer and public water services outside of the Urban Service Area (if capacity is available), or to permit the use of a PCWS to justify residential developments of an urban scale and density. Development of housing at urban scale and densities on land outside of the Urban Service Area would contribute to an inefficient pattern of “urban sprawl,” and would not be in accordance with the policies of this Plan. Such action would require revision of this Plan and the Zoning Ordinance.

OTHER PUBLIC FACILITIES AND SERVICES

Recreation:

There are recreation facilities within Superior Township (see Map 3-12), but these are not adequate to serve future needs. The Township’s adopted Parks and Recreation Plan identifies how recreation needs should be met. In addition, a connected greenways trail system is seen as highly desirable to the quality of life in the community, and expectations for such a system are growing. A trail will be developed along the Huron River in the southwest portion of the Township connecting other local communities and Superior Township could tie into that system. However, a new integrated trail system will also be needed to tie together all the rest of Superior Township.

Schools:

The Township is served by four school districts: Ann Arbor, Plymouth-Canton, Willow Run, and Ypsilanti (See Map 3-12). The Plymouth-Canton portion of the Township is small and is not of major significance in terms of future growth in the Township. Most of the Township's residential growth over the past decade has occurred within the boundaries of the Willow Run district. The existing capacity in the Willow Run school system is sufficient to handle additional students under a moderate level of growth.

About eight (8) square miles of the Township are located in the Ypsilanti district. Additional students will mostly come from future development south of Geddes Road within the Township's Urban Service Area. An added area might be the extreme northern part of the district that is close to the M-14/Plymouth Road corridor. The existing capacity in the Ypsilanti school system is sufficient to handle additional students under a moderate level of growth, but if new rural housing were developed in this northern area of the Township, expanded busing would be required.

Most of the rural housing growth is likely to occur in the Dixboro area and in the M-14/Plymouth Road corridor, both of which are located in the Ann Arbor school district. The district recently completed construction of the new Skyline High School. The district has capacity to handle additional students that would be generated from new rural housing in Superior Township under a moderate rate of growth. However, population growth in the development area in Ann Arbor Township and in the northeast part of the City of Ann Arbor could result in capacity problems in the northeast part of the school district.

Police, Fire, and Other Government Services:

The need for police and fire protection and general government services will increase with population growth. If the growth rate is moderate, the requirements should be manageable. The plan for the Fire Department is to have a minimum of two (2) stations strategically located in order to meet the service needs for the foreseeable future. A new station was recently completed and is in operation at the intersection of



Photo 4-13: The Township Hall provides offices for Township staff and officials, and has a public meeting room.

Prospect and Ford Roads, and Station Number Two is planned to be strategically relocated within the southern portion of the Township.

This will provide acceptable response times, and the ability to service all parts of the Township with a minimum of manpower for a considerable period of time. The Fire Department will evaluate requests for new or expanded services periodically, as growth occurs, and will make recommendations for additional apparatus and structures as needed.

RESPONSE TO REGIONAL DEVELOPMENT PROPOSALS

Superior Township could be susceptible to large-scale or multi-use development proposals on various parcels in the future. Such projects have occurred in adjacent communities and near to Superior Township in the 1980's and 1990's and some are currently under development, such as Cherry Hill Village. It is not possible at this time to address the acceptability of similar proposals regarding their location or their relationship to Superior Township's character or adopted development policies. Such a proposal would have to be analyzed on an individual basis considering site-specific criteria. This Master Plan contains land use relationship policies that should be utilized when planning or reviewing such development proposals.

GREENWAYS

A growing issue in the Township is the lack of a coordinated policy to protect greenways. The most important feature of greenways are the links or connections they provide. Recreational greenways connect residential concentrations with parks, recreation facilities, and cultural facilities. They also serve as linear recreation facilities independent of other facilities. Natural greenways serve as buffers, habitat corridors, surface runoff filters, and as threads of naturalness throughout the community. Without trails, greenways are buffer strips serving as visual separators and wildlife corridors.

Township residents are interested in two types of green links. These are:

- Greenways that include non-motorized use of trails for walking, biking, cross-county skiing and in-line skating, and other non-motorized uses where possible. Many of these trails would be paved; some would be separate from road rights-of-way, while others would parallel roads. Some non-motorized trails would also function as horse trails; these would not be paved and horses could be limited to dry weather use only; and

- Greenways that are nature corridors, but do not have trail access. These serve as natural buffers and wildlife corridors. They generally have a natural landscape character and help maintain a visual connection to nature throughout the Township.

It is important that any community greenspace system that is created respect private property rights and sensitive environments. While greenways invariably increase amenity and property values, recreational greenways need to be carefully designed to prevent opportunities for trespass or disruption of sensitive habitat areas.

