

2010

HAMBURG TOWNSHIP
LIVINGSTON COUNTY, MICHIGAN



VILLAGE CENTER MASTER PLAN

Updated 2020

McKenna
ASSOCIATES

**RESOLUTION TO ADOPT
THE
2020 HAMBURG TOWNSHIP MASTER PLAN/ UPDATE TO THE 2011 VILLAGE
CENTER MASTER PLAN**

PRESENT: Hohl, Dolan, Negri, Menzies, Hahn, Neilson, Koeble, Hughes

ABSENT: None

MOVED FOR ADOPTION: Negri

SUPPORTED BY: Hahn

WHEREAS, the Michigan Planning Enabling Act (MPEA) Public Act 33 of 2008, MCL 125.3801 et seq., authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township, and

WHEREAS, the Planning Commission prepared a Draft 2020 Hamburg Township Master Plan and Updates to the 2011 Village Center Master Plan and submitted the plans to the Township Board for review and comment, and

WHEREAS, on March 3, 2020, the Township Board received and reviewed the Draft 2020 Hamburg Township Master Plan and Update to the 2011 Village Center Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the interested agencies as identified in the MPEA, and

WHEREAS, notice was provided to the interested agencies and the timeframe to respond was provided as required in the MPEA, and

WHEREAS, the Planning Commission held a public hearing pursuant to the MPEA on July 15, 2020 to consider the comments from the interested agencies and from the public on the proposed 2020 Hamburg Township Master Plan and Updates to the 2011 Village Center Master Plan to further review and comment on the proposed plans, and

WHEREAS, the Planning Commission found that with the proposed changes suggested by staff, the Future Land Use Map and the Zoning Map that the 2020 Hamburg Township Master Plan and the Updates to the 2011 Village Center Master Plan are desirable and proper and further the use, preservation, and development goals and strategies of the Township, and

WHEREAS, the MPEA authorizes, and the Hamburg Township Board has the right by resolution, to approve or reject the proposed Master Plan. The Planning Commission Resolution to Adopt the 2020 Hamburg Township Master Plan along with the Final Draft of the 2020

Hamburg Township Master Plan and the Updates to the 2011 Village Center Master Plan have been forwarded to the Hamburg Township Board for final approval.

WHEREAS, the Township Board held a public meeting on August 18, 2020 to review and discuss the Final 2020 Hamburg Township Master Plan and Update to the 2011 Village Center Master Plan.

WHEREAS, at the August 18, 2020 meeting, the Township Board finds that the 2020 Hamburg Township Master Plan and Updates to the 2011 Village Center Master Plan are desirable, proper and furthers the use, preservation, and development goals and strategies of the Township, and

NOW THEREFORE BE IT RESOLVED AS FOLLOWS:

- 1. Approval of the 2020 Hamburg Township Master Plan and Updates to the 2011 Village Center Master Plan.** The Township Board hereby approves the adoption of the 2020 Hamburg Township Master Plan and the Update to the 2011 Village Center Master Plan, including all of the chapters, figures, maps and tables contained therein. Pursuant to MPEA, Section 43, as set forth in MCL 125.3843.
- 2. Findings of Fact.** The Township Board has made the foregoing determination based on a review of the existing demographic trends, the existing land uses in the Township, the public input, existing Master Plan provisions and maps, and with the assistance of planning staff and finds that the 2020 Hamburg Township Master Plan and Update to the 2011 Village Center Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands in Hamburg Township.
- 3. Next Step.** Upon final adoption of the 2020 Hamburg Township Master Plan and Update to the 2011 Village Center Master Plan, the secretary of the planning commission shall submit copies of the adopted master plans to the entities as required in MPEA Section 43, as set forth in MCL 125.3843.
- 3. Effective date.** The 2020 Hamburg Township Master Plan and the Update to the 2011 Village Center Master Plan become effective on August 18, 2020.

A roll call vote on the foregoing resolution was taken and was as follows:

AYES: Hohl, Dolan, Negri, Menzies, Hahn, Neilson, Koeble, Hughes

NAYS: None

ABSENT: None

Resolution Declared Adopted.

CERTIFICATION

I, Michael Dolan, being the duly elected Clerk of the Township of Hamburg, Livingston County, Michigan hereby certify that (1) the foregoing is a true and complete copy of the Resolution duly adopted by the Township Board on August 18, 2020; (2) the original of such resolution is on file in the records of the Clerk's office; (3) the meeting was conducted, and public notice thereof was given, pursuant to and in full compliance with the Open Meetings Act (Act No. 267, Public Acts of Michigan, 1976, as amended); and (4) minutes of such meeting were kept and have been (or will be) made available as required by the Open Meetings Act.



A stylized, handwritten signature in blue ink, appearing to read "Michael Dolan".

Michael Dolan, Hamburg Township Clerk



Village Center Master Plan

HAMBURG TOWNSHIP | Livingston County, Michigan

Adopted January 18, 2011

Update Adopted by the Hamburg Township
Board of Trustees on August 18, 2020

2011 Plan prepared by:

McKenna
ASSOCIATES

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Acknowledgments

The participation and cooperation of the community leaders and residents in the preparation of the Hamburg Township Village Center Plan is greatly appreciated. In particular, we acknowledge the efforts of the following individuals:

Township Board (as of August 2020)

Pat Hohl, Supervisor
Mike Dolan, Clerk
Jason Negri, Treasurer
Bill Hahn, Trustee
Charles Menzies, Trustee
Annette Koeble, Trustee
Patricia Hughes, Trustee

Township Planning Commission (as of August 2020)

Jeff Muck, Chairperson
Victor Leabu, Jr.
Annette Koeble
Joyce Priebe
John Hamlin
Ron Muir
Paul Bohn

Township Administration (as of August 2020)

Scott Pacheco, Township Planner
Amy Steffens, Zoning Administrator
Brittany Stein, Zoning Coordinator

2020 Update: Steering Committee

Jim Neilson
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Michelle Brunner
Lauren Tharp
Steve Pugsley

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Allen Carlson
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Village Analysis

Village Size: The area considered as the "village" needs to be limited. In order to develop the critical mass of activity and be pedestrian oriented, development should be within a walkable village. Residential development needs to be within walkable distance to shopping and recreation opportunities. Future commercial development should be contained within the present commercial node and not sprawl along M-36. This will encourage redevelopment of this commercial center and support existing commercial establishments with new commercial development.

I. Existing Village Analysis

Introduction

The 1995 Hamburg Township Village Plan outlines the concept of building upon the existing infrastructure of the original platted Village of Hamburg, and introduced the concept of village development through the designation of land uses through basic concepts. The 2007 Hamburg Township Village Plan will focus on analysis, design, public participation, and the implementation. The goal of updating the Village Plan is to prepare the Township for future development.

Analysis will include a physical inventory of existing uses, natural features and other physical constraints in the Village Area, a build-out analysis of residential uses and a retail base analysis for the commercial component of the Village. This update will also involve the use of a charrette to gather input from the community regarding the design of the village and the subsequent creation of an overall development plan for the Village with design guidelines and principals for the development of sites within the Village. Finally, the 2007 Hamburg Township Village Plan will outline a detailed implementation strategy for the development of the Village area.

Very little change has occurred within the Village Center Master Plan area since it was last updated in 2010. As a part of the 2020 update it has been determined, that the only changes necessary are to the Existing Land Use data and Existing Land Use Map. All other data and analysis in the Village Center Master Plan with remain unchanged and is still relevant.

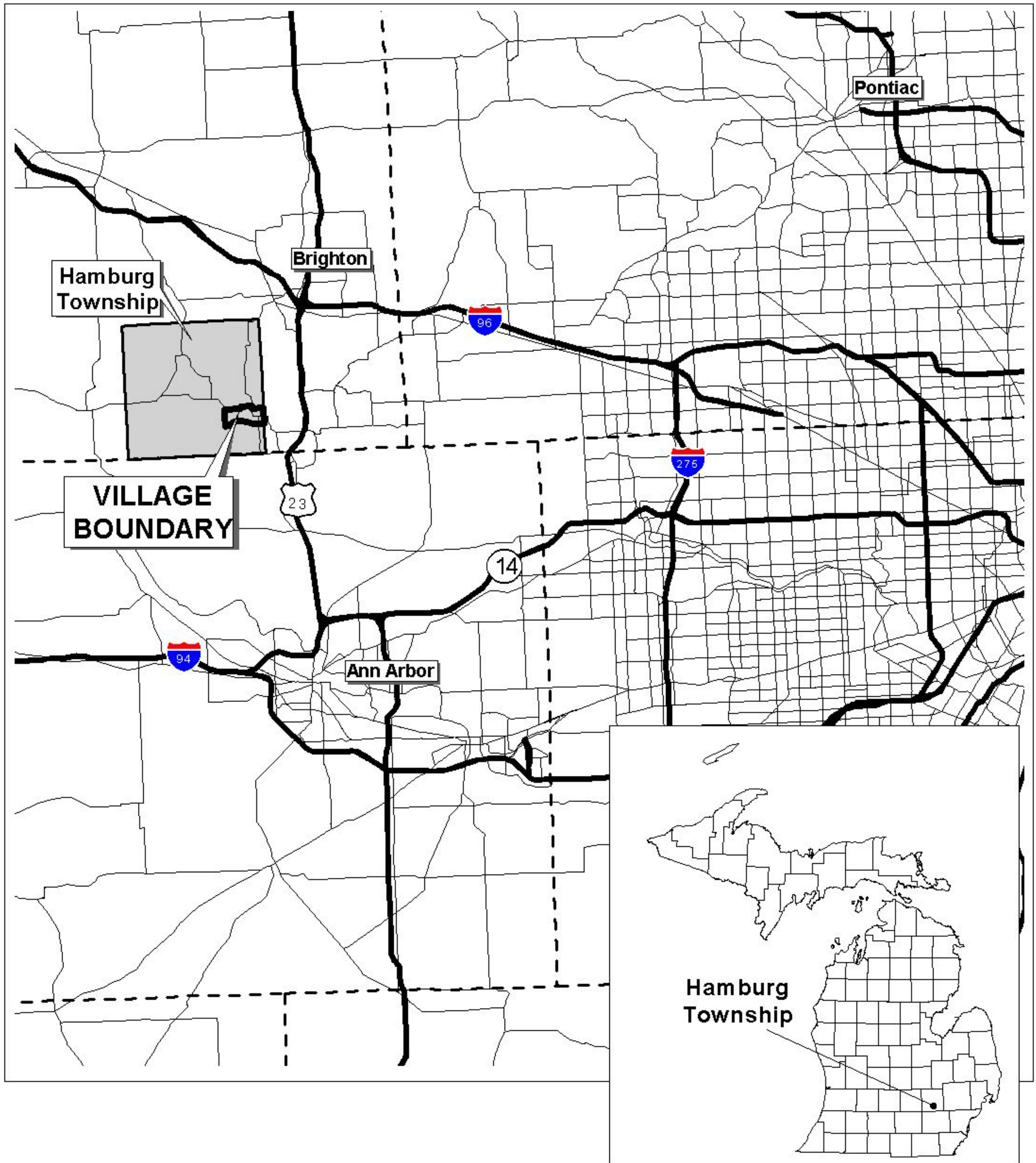
This plan will insure that the future development will result in the creation of a cohesive community center which will offer services which benefit the entire Hamburg community.

Regional Analysis

Hamburg Township is located in Livingston County, Michigan, approximately 50 miles west of downtown Detroit and 10 miles north of downtown Ann Arbor. The Village of Hamburg is located in the southeast portion of Hamburg Township (See Map 1).

The area designated for village development is located along M-36 from Hamburg Road to Merrill Road. The Village area is approximately three miles to the west of US-23, and is roughly five miles south of downtown Brighton.

The Village is designed to provide a desirable and necessary range of housing options for the residents of Hamburg Township including single family detached units, attached single family units, and multiple family units. It is also intended to provide the day-to-day commercial needs of the residents within the Village area and to provide all residents of the Township with specialized commercial needs including antique stores, restaurants and other attractions. Based on these service principals, the Village area is contained in an area that is approximately one square mile in area.



Base Map Source: ESRI, Inc.

Map 1 Regional Location

Hamburg Township, Livingston County, Michigan

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0 MI. 3 MI.
1.5 MI.



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Build-Out Analysis

Build-out analysis provides a detailed look at the housing units, population and related services that could develop as a direct result of a community's plan. By determining the potential residential population, the results of the analysis will not only provide insight on the impact a planned area will have on the existing uses but can also be used to calculate the demand the area will generate for commercial uses and an accurate market analysis.

Methodology

Build-out analysis is a two step process. First, through physical analysis the amount of land available for development will be determined. Based on the developable land area, the planned and zoned density characteristics can be applied to those areas to determine the number of housing units and the population for the area.

Physical Analysis

To determine the amount of land available for development within the Village area, an existing land use survey was conducted. The characteristics of the existing uses will be used to define the following categories.

Single Family Residential:

This category includes dwellings in platted subdivisions, site condominium communities and the dwellings in the Summer Park development.



Neighborhood Commercial:

A retail or service establishment serving the day-to-day needs of Township residents. This includes restaurants, such as the Hamburg Pub, strip retail centers, such as Hamburg Plaza and convenience marts, such as Hamburg Food Center.



Multiple Family Residential:

Any existing residential structure with two or more visible dwelling units. The only multiple family structure is a duplex located near Livingston and Stone Road.



General Commercial:

A retail or service establishment which is auto-oriented or a large scale operation. All auto repair facilities, N.A. Mans Lumber and Alpine Food Center are larger scale commercial uses.

**Home Office:**

An office operation located in a residential dwelling is a home office. Jim Vasser Tax Service located on Hamburg Road is the only identifiable home office in the village area.

**Vacant Commercial:**

There are three vacant retail structures in the village which could be used for future commercial operations.

**Public/Semi-Public:**

Any church, school or Township facility, such as Hamburg Elementary and St. Paul's Lutheran Church.

**Office:**

The Hamburg Professional Center, Countryside Veterinary Clinic and Hamburg Professional Commons are examples of these uses.

**Industrial:**

Any manufacturing operation such as Ideal Steel, Metaldyne or CableTech.



Open Space: Land within a residential development providing recreational use for its residents or used as a buffer for the development.

Right-of-Way (R.O.W.): Any platted or dedicated improved public or private road located with the village area.

Unimproved R.O.W.: Any platted right-of-way which has not been constructed as a public roadway.

Vacant: Any land which is not occupied by a building, residential or non-residential use. Agricultural land use is considered vacant for the parameters of the village build-out

Natural Features: Locations of natural features in the Village area are also included in the survey. National Wetlands Inventory data from the U.S. Fish and Wildlife Division and Land Use/Land Cover data from the Michigan Resource Information System was utilized to initially locate wetlands and significant woodlands in the area. Since both data sets are approximately 20 years old, recent Township aerial photography and field observation was utilized to determine approximate boundaries of these natural features.

The above information has identified two types of significant woodlands and four types of wetlands within the village area (See Map 2).

Table 1 lists each existing land use category and the acreage of each existing land use category. Only minor changes have occurred to the Existing Land Use in the Village Center area since the information in Table 1 was collected for the 2010 Village Center Master Plan. The majority of these changes include the following; 8 to 12 single homes have been built on large parcels

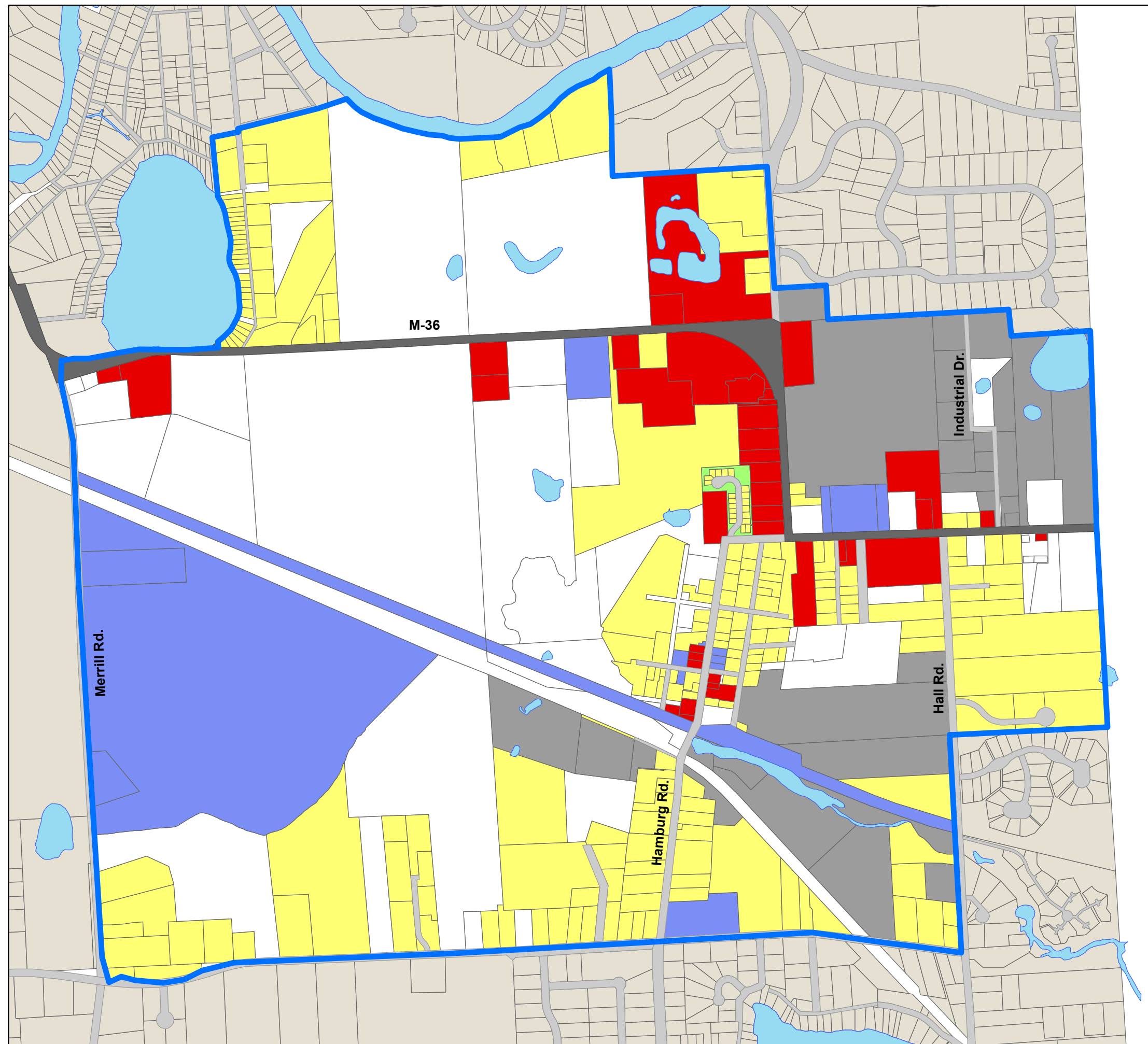
of land that were previously vacant; the Hamburg Eye Care building was developed on an 1.86 acre site off Veterans Memorial Drive (two additional building are still proposed on this site); the Hamburg Township Fire Station was built on a 5 acres site on Veterans Memorial Parkway; A 86 unit senior housing development was approved and is under construction on a 6.5 acre site off of Veterans Memorial Parkway; and the Hamburg Elementary school and the Haskins Manufacturing sites are now vacant.

Table 1 (Updated): 2020 Existing Land Use - Village of Hamburg		
Land Use Category	Acreage	% of total
Single Family Residential	323.9	26.89%
Commercial	86.42	7.17%
Conserved Open Space	2.3	0.19%
Industrial	162.85	13.52%
Public	170.48	14.15%
Vacant	458.75	38.08%
TOTAL ACREAGE	1204.7	100.00%

Map 2 Village Center Existing Land Use

Hamburg Township,
Livingston County, Michigan

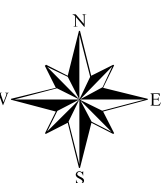
- Single Family Residential
- Commercial
- Industrial
- Public
- Conserved Open Space
- Vacant
- Water Bodies
- Village Boundary



0 0.05 0.1 0.2 0.3 0.4
Miles



Source: Hamburg Township, 2019



01/2020

DETERMINATION OF LAND AVAILABLE FOR DEVELOPMENT

While the above existing land use categories provide a basis for determining the land available for development, further analysis is necessary. Land uses are categorized into the following categories.

Natural Features: All wetland and woodland categories identified on Map 2 were determined to provide a substantial benefit to the Township and should be preserved or exhibited characteristics which could not be developed without significant mitigation efforts.

Right-of-Way: Both improved and unimproved rights-of-way were determined to be fundamental components to existing or future infrastructure demands of the village and should not be used for planned future development.

Viable Uses: Existing uses determined to continue as currently developed was removed from the calculation of land available for development. While some uses have the potential to be redeveloped at the planned future land use density, the land available for development does not involve redevelopment opportunities.

Vacant/Underutilized Land: Land identified as vacant and portions of several parcels which could be developed at the planned density have resulted in the amount of land available for development. Examples of underutilized land which has already been classified as vacant includes the western portion of the two industrial uses on Hall Road, portions of residential lots on Hall Road, a portion of the Alpine Food Center property, a portion of the Metaldyne property and a portion of the Towne One North development property.

The amount of vacant/underutilized land which is available for development is identified in Table 2.

Table 2: Land Available for Development – Village of Hamburg	
LAND USE CATEGORY	ACREAGE
Total Village Area	1128.82
- Natural Features	- 92.21
- Right-of-Way	- 43.25
- Viable Uses	- 189.10
Land Available for Development	804.26

Determining the Potential Amount of Housing Units and Population

The land available for development identified above includes all future land use category areas, both residential and non-residential. The Village Future Land Use is identified on Map 4.

The residential density of each planned future land use category is dictated by the zoning district in which it is located. The zoning districts in the Village area are identified on Map 5. Geographic information system (GIS) software was used to determine the zoning district and residential future land use category for the land available for development.

Table 3: Future Land Use of Land Available for Development - Village of Hamburg		
FUTURE LAND USE CATEGORY	ACREAGE	% OF TOTAL ACREAGE
Village Residential-2 (VR-2)	121.47	15.10%
Village Residential-10 (VR-10)	146.69	18.24%
Village Gateway (VG)	49.22	6.12%
Village Core (VC)	7.07	0.88%
Village Historic (VH)	0.00	0.00%
Village Transition (VT)	5.09	0.63%
Industrial (LI/GI)	78.37	9.74%
Conservation District (NR)	306.34	38.10%
Public	90.01	11.19%
TOTAL AREA	804.26	100.00 %

The Hamburg Township Zoning Ordinance was used to determine the number of dwelling units per acre for each category. Build-out analysis requires the separation of high density residential uses into a percentage of townhomes and apartments based upon planning standards for a neighborhood community.

Table 4: Village of Hamburg Build-Out						
Future Land Use Category and Zoning	Area (Acres)	Housing Unit Types	Average Dwelling Units per Acre	Number of Dwellings	Persons per Dwelling	Number of Persons
Village Residential-2 (VR-2)	121.47	Accessory Dwelling Units, Apartments, ECHO, Single-Family Detached Dwellings, Townhouses	2.20	267	2.78	742
Village Residential-10 (VR-10)	146.69	Accessory Dwelling Units, Apartments, ECHO, Single-Family Detached Dwellings, Townhouses	10.00	1,467	2.78	4,078
Village Gateway (VG)	49.22	Accessory Dwelling Units, Apartments, ECHO, Live-Work Units, Single-Family Detached Dwellings, Townhouses	12.62	621	2.78	1,726
Village Core (VC)	7.07	Apartments, Live-Work Units	17.00	120	2.78	334
Village Historic (VH)	0.00	Apartments, Live-Work Units	17.00	0	2.78	0
Village Transition (VT)	5.09	Accessory Dwelling Units, Live-Work Units, Single-Family Detached Dwellings	8.70	44	2.78	122
Conservation (NR)	306.34	Single-Family Detached Dwellings	1.00	306	2.78	851
TOTALS	804.26	--	--	2,826	--	7,853

The number of persons per dwelling unit is provided by SEMCOG projections for March 2001.

Retail Base Analysis

The retail base analysis is a quantitative tool used to indicate the potential demand for different types of commercial uses, given the population and income levels of households within the service area of the Village Center. Customer and merchant surveys or focus groups should be conducted to determine more qualitative information regarding where people shop and which types of uses they would like to see in the Village.

The service area of the Village Center was based on the anticipated mix of retail uses contained in the Village Center. A more detailed description of retail mix is included at the end of this chapter. The 1995 Village Plan identified the “primary market area” as including residents from within the Village as well as the overall Township. The uses anticipated by the 1995 plan included convenience stores, banks, dry cleaners, video rental shops, beauty/barber shops, and small retail strips. Based on this description, it was determined that the service area is a 6 mile radius from the Village area (See Map 3).

Although we identified the general service radius for the Village as 6 miles, the fact is that much of this area is currently being served by existing commercial development primarily along US-23, as well as the recently developed Chilson Commons. As a result, the Village market share is currently approximately 30% of the overall service

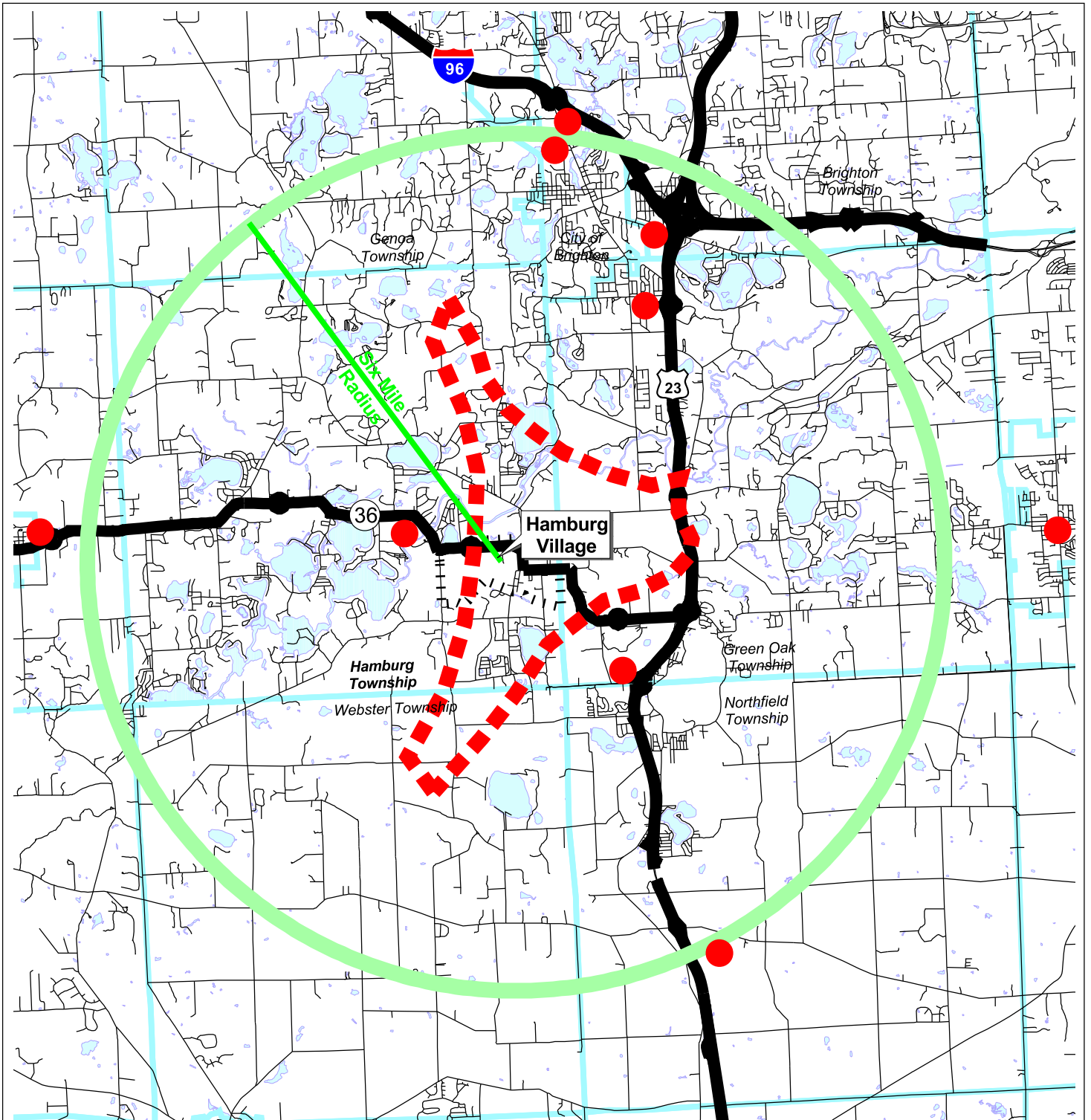
area based on access to other shopping centers. As the population in and around the Village increases, demand will increase.

To determine the potential demand for commercial uses we acquired market specific data for the six mile service area from Claritas Inc. This data describes how much money each household spends on grocery, food, household, apparel, entertainment, and other commercial goods on an annual basis.

The projected amount of commercial space that could be supported by the current population and future population was determined by multiplying the household expenditures for each of the major retail categories provided by Claritas by the current and future number of households in the service area and then factoring in the anticipated market share percentage.

The Urban Land Institute has conducted numerous surveys of various retail operations. In their publication, “Dollars & Cents of Shopping Centers”, they provide a detailed results of these surveys.

The survey information includes the amount of sales dollars per square foot of building area needed to support various commercial uses. The typical square footage of each of these uses is also included in the survey information. Table 5 indicates the amount of commercial demand for several retail categories.



Basemap Source: ESRI, Inc.

Map 3 Village Market Area

- Six Mile Radius Market Area
- - - Modified Market Area
- Municipal Boundaries
- Adjacent Community Shopping Locations

0 MI. 3 MI. 6 MI.

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Hamburg Township, Livingston County, Michigan

Table 5: Potential Commercial Demand by Category – Village Service Area

		Modified Service Area	Village Center Residential Build-Out
Demand for Grocery Store			
Average Annual Household Expenditure		\$5,363.14	\$5,363.14
Number of Households		5,993	2,826
Total Expenditure		\$32,139,652	\$15,156,234
Sq. Footage supportable based on Expenditure	624	51,506	24,289
Total Site Area (Sq. Ft.) (structure x 2.5)		128,765	60,722
Site Area (acres)		2.96	1.39
Demand for Junior Department Store			
Average Annual Household Expenditure		\$5,199	\$5,199
Number of Households		5,993	2,826
Total Expenditure		\$31,156,012	\$14,692,374
Sq. Footage supportable based on Expenditure	248	125,629	59,243
Total Site Area (Sq. Ft.) (structure x 2.5)		314,073	148,109
Site Area (acres)		7.21	3.40
Demand for Furniture			
Average Annual Household Expenditure		\$923	\$923
Number of Households		5,993	2,826
Total Expenditure		\$5,531,256	\$2,608,398
Sq. Footage supportable based on Expenditure	387	14,293	6,740
Total Site Area (Sq. Ft.) (structure x 2.5)		35,732	16,850
Site Area (acres)		0.82	0.39
Demand for Drugs			
Average Annual Household Expenditure		\$2,029	\$2,029
Number of Households		5,993	2,826
Total Expenditure		\$12,159,174	\$5,733,954
Sq. Footage supportable based on Expenditure	493.5	24,639	11,619
Total Site Area (Sq. Ft.) (structure x 2.5)		61,597	29,047
Site Area (acres)		1.41	0.67
Demand for Eating/Drinking			
Average Annual Household Expenditure		\$6,755	\$6,755
Number of Households		5,993	2,826
Total Expenditure		\$40,477,646	\$19,089,630
Sq. Footage supportable based on Expenditure	593.95	68,150	32,140
Total Site Area (Sq. Ft.) (structure x 2.5)		170,375	80,350
Site Area (acres)		3.91	1.85

When the potential sales volume generated by the households within the service area is divided by the sales dollars per square foot of building area for each of the major types of retail uses, the result is the number of square feet of each retail use that could be supported. The average square footage from the survey data is then applied to determine the amount of commercial activity that the service area can support. Table 6 illustrates the estimated land area required to support the existing and future retail demand.

Table 6: Summary of Acres Required to Support Retail Demand			
Retail Store Types	Modified Service Area	Village Center Residential	Total Service Area
Grocery	2.96	1.39	4.35
Junior Department Store	7.21	3.40	10.61
Furniture	0.82	0.39	1.21
Drugs	1.41	0.67	2.08
Eating/ Drinking	3.91	1.85	5.76
Total commercial acreage			24.01

Based on the numbers from Table 6, there is a market for a grocery store, clothing stores, one or two drug stores, and several restaurants. A general standard for determining the land area required for retail uses is four times the gross building floor area. However, this figure reflects conventional development practices including excessive parking and inefficient site layout. Because the Village is anticipated to be a more compact development, we have used a factor of 2.5 square feet of land for each square foot of building area. Based on this reduced ratio, the land area needed to

accommodate the current retail market space needs of residents is estimated to be approximately 17 acres and 7 additional acres to support the retail needs of future residents of the Village.

Other Factors

As described above, the quantitative analysis is only one consideration in determining the market potential of the Village. Other factors including traffic, day-time customers, and recreational visitors also need to be considered.

The location of the Village area along a major regional arterial, M-36, beneficial because traffic volumes have increased by approximately 2% annually based on the latest information from MDOT. This is a result of increased development within and beyond the boundaries of the Township and the limited mobility through the Township. However, the result is a market for convenience commercial uses and development pressure for automobile oriented uses such as gas stations.

Hamburg Township is currently a bedroom community. There are minimal employment opportunities within the Township for the typical Township resident. As a result, most residents commute to work. This pattern can contribute significantly to loss of market share because many people shop close to where they work. On the other hand, there is a tremendous market potential on weekends, evenings, and holidays.

Seasonal weekend tourists or visitors to the Hamburg area add to the fluctuation in the market demand. Although the number of seasonal residents is diminishing through the redevelopment of cottages, there are still a large number of visitors who come to Hamburg on the weekends to enjoy the “chain-of-lakes” and other natural assets including state parks and the Lakeland Trail. These

visitors contribute not only to the demand for convenience goods, but they also create a market for entertainment and restaurant uses associated with a typical resort community.

Commercial Development Characteristics

These factors clearly indicate that developing a strategy for the Village requires more than a simple quantitative analysis. It is essential that the Township understand these conditions in order to determine the type of retail uses that are desirable and that can succeed within the Village.

The real estate industry and the Urban Land Institute recognize and have surveyed the characteristics of a number of shopping center types. They range from super regional centers to fashion centers,

power centers, and others. Based on the goals and objectives contained in the Township Master Plan, and the existing market conditions, it is anticipated that the Village will contain elements of three types of shopping districts, the town center, neighborhood center, and the resort retail center.

A neighborhood shopping center includes the sale of convenience foods and personal services and is usually anchored by a supermarket or superstore with supermarket and pharmacy. The range in size of a neighborhood center is 30,000 to 100,000 square feet of floor area. A neighborhood shopping center is typically supported by 3,000 to 40,000 people who are located within 2 to 5 miles.

Town Center

“Town centers are being created on Greenfield sites in the centers of new communities such as Reston, Virginia. This approach to retailing is as much about creating a social environment as it is about providing a commercial center.”

“Know the Market”

- Identify the trade area.
- Determine the specific market forces at work.
- Identify where the Village fits into the retail continuum relative to other retail destinations, and the competition.
- Determine the shopping patterns of the market and set reasonable expectations about how they are likely to evolve.
- Build on the position that the Village holds in the regional hierarchy of retail locations.

Town center and resort retailing centers require a more qualitative approach addressing issues of design and place making. The objective of the Village Plan is to create the environment for these types of commercial uses to be successful and to serve the needs of the Village and Township residents and visitors.

Resort Retailing

“Unlike traditional shopping centers, successful resort based retail stores exhibit several characteristics. In general, they:

- Are geared to visitors and are usually unable to survive on local traffic alone;
- Offer an intimate scale with a distinctive ambience and are strongly oriented toward pedestrian traffic;
- Create an “experience” that increases the resort’s appeal;
- Present a distinctive and consistent architectural design and a line of merchandise that convey a unifying theme;
- Offer a variety of restaurants, bars, and other entertainment facilities that function as a key tenants and help create a social ambience;
- Lack traditional anchor tenants;
- May have shops offering goods with distinctive logos and, depending on the market profile, higher-end commemorative merchandise; and
- Offer an ongoing program of special events and activities.

Although there is no set formula for success – each site is different, six key principals of design have been identified for developing resort centers:

Milieu – Capitalizing on distinctiveness of the setting and other special attributes of the location enhances the center’s draw.

Multi-activity Environments – By investing in multiple activities and making the resort a year-round destination, developers can ensure the feasibility of more diverse retail goods that can appeal to sightseers, local residents, regional residents, resort employees, and or corporate, meeting, or conference attendees.

Town Center Hub – Clustering retail functions in a central area increases their appeal and drawing power.

Character through tenant Mix – A carefully selected mix of retail tenants helps to create a distinctive image for the resort.

The Right Retailers – The tenant mix should carefully capitalize on the attractiveness of good health, wellness, and longevity; small indulgences and outdoor accessories; and entertainment.

Design and Merchandising – Design and architectural guidelines further strengthen a resort’s identity by offering a consistent image.

II. Detailed Village Design

Village Charrette

Hamburg Township in conjunction with McKenna Associates, Inc. led a two-day design charrette January 20th and 21st, 2006. The charrette meetings were held in the Township Council Chambers on Merrill Road, and were open to the public throughout the two day event. The public was encouraged to attend and review the evolution of designs as often as they liked. Approximately 80 people participated in the two-day process. The evening presentations were also filmed and shown on the local cable channel.

As previously defined, the charrette focused on the Village area. Background maps, aerial photos, plans and historic documents were displayed for public consideration. During the charrette's meetings and design sessions, planning and urban design ideas and concepts were outlined and tested in graphic form. Interested community leaders and residents provided their input on those graphics and concepts, all toward the overall goal of improving the appearance and retail climate of the Village. Meetings were held during the two-days with many different groups, including representatives of the Township Board, Planning Commission, Township Engineers, and civic groups.

Day one of the charrette included a tour of the Village area, a brief existing conditions assessment, and all-day design sessions focused on land use and circulation. It was then followed by an evening presentation to the public discussing the different concepts of the day.

Day two of the charrette focused on discussing specific design Principles as they related to; parks and open space, streetscape, and architecture and building design. These three sessions happened concurrently to allow members of the public to drop by during the day to provide their input into the planning and design process. A public review of the concepts developed during day two were presented that evening.

The results of the charrette are presented in both text and graphic form in this document including the conceptual design for the Village area.



Design Concepts

The purpose of the Village Plan is to establish a detailed link between the policies established by the Township Master Land Use Plan and Zoning Ordinance and the actual designs for project proposals. The design guidelines incorporated into this plan will become an important implementation mechanism in assisting the Township in bringing these plans and ideas to reality.

To this point, the tools in place in the Township have succeeded in establishing strong policies in line with the intent and purpose of the Master Plan. However, interpretation and implementation of those policies has been difficult. The Village Plan establishes design guidelines, enhances zoning regulations, and provides incentives for development that will result in a high quality, well-designed, sustainable Village area.

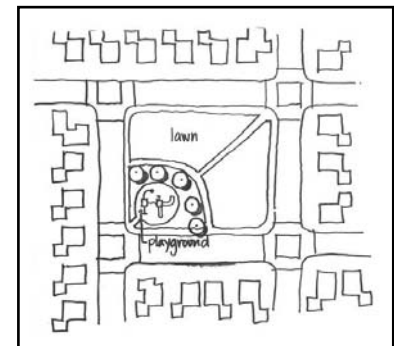
The development of these key design concepts was based on the results of analysis of existing conditions within the Village area, conversations with Township officials and administration, review of existing documents and plans, and the Township design charrette. This information was compiled together to develop the recommendations and strategies contained within this plan.

During the design portion three key elements were discussed as a starting point to developing specific design guidelines. Key elements discussed were: parks and open space; roads and streetscape; and architecture and building design. Provided here is general summary, detailed points can be found in the Appendix Section. You will find detailed design guidelines in the following chapter that have been derived from these general concepts discussed during the charrette.

Parks and Open Space

The purpose of open space guidelines is to provide public and semi-public spaces that enhance the quality of life for Village and Township residents. Open space may be public or privately owned and maintained and may come in many shapes and sizes. Open space may include areas for active recreation such as Bennett Park, or it may be areas set aside for the preservation of natural resources or the passive enjoyment of the natural environment.

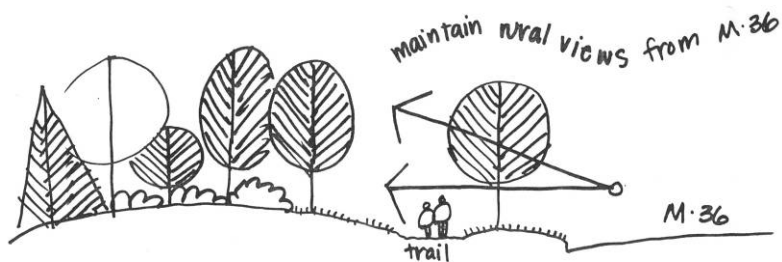
Within the Village area, the only current area of dedicated open space is Bennett Park located on Merrill Road. This well used facility includes soccer and baseball fields, a picnic area, playground, parking, restrooms, and a significant undeveloped, forested area with some lightly maintained trails through them. The Park is a tremendous resource for the Township and the Village area. However, access to the park is a concern, particularly for nearby residents who may like to allow their children to walk or bike to the park unsupervised. Providing smaller pocket parks with playgrounds for children or passive space for other residents to enjoy without having to cross major roadways should be a priority.



Roads and Streetscape

Another key focus of the charrette was to discuss streetscape elements. This is essential when creating a Village Plan because positive streetscape can soften the traffic and road conditions, and enhance the pedestrian environment. Attendees discussed such elements as street trees, lighting, on-street parking and sidewalk design. These elements, which should remain consistent throughout the Village, will give it a sense of place and create a vibrant pedestrian atmosphere.

Another concept discussed was to keep M-36 a high volume, high speed thoroughfare with limited intersections and curb cuts. It was important to the attendees of the charrette that a rural view shed be maintained when traveling down M-36.

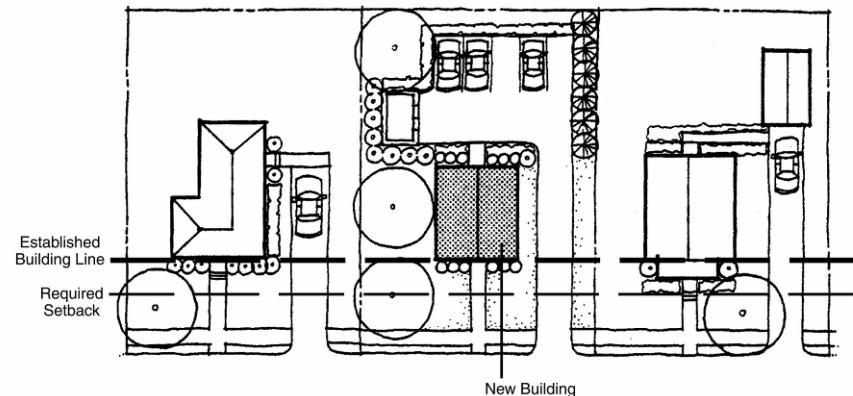


Heavy landscaping as a tool to separate M-36 from the Village.

Architecture and Building Design

During the charrette general design principals were discussed as a precursor to establishing design guidelines. When regulating an area based on its design, the type or form of a building becomes more important than the use intended for it. In that sense, it does not matter whether a building is intended for use as a bakery, a butcher, or a bookstore. It does not matter if there are law offices up stairs or loft apartments. The point is more what form the building takes and whether or not that form is compatible with the form of adjacent structures.

Building elements that were focused on were; providing design guidelines that encourage mixed-use buildings within core areas, minimizing distances between buildings, establishing a build to line, and providing appropriate building scale.



Established Building Line

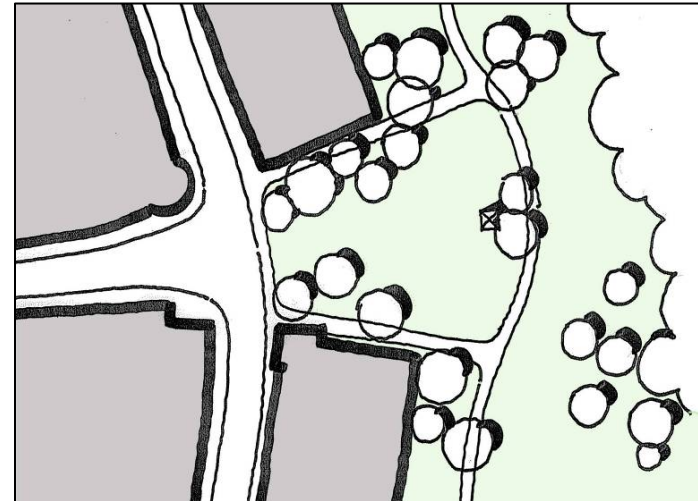
Open Space Network

Characteristics

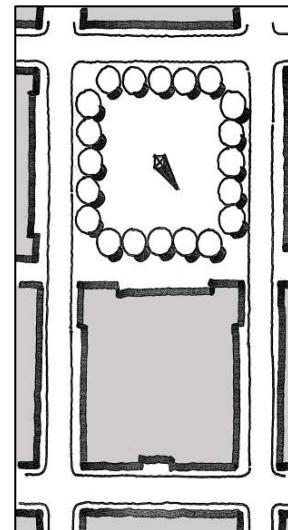
- Promote developments that reflect the Village's natural features and its traditional community patterns.
- Special attention should be paid to environmentally sensitive areas and trail design.
- Trails should not impact wildlife movement corridors, flood plains, wetlands or regional drainage systems.
- Natural corridors such as drainage corridors should be used to define edges of neighborhoods within communities and integrated into the overall open space structure of the community.
- Greenways with trails should line riparian corridors, drainage swales and retention areas, connecting natural open space with active open space destinations such as parks, schools, recreation fields, open lands, etc.

Development Edges

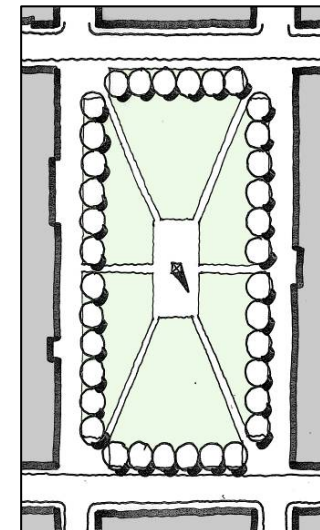
- Development adjacent to open space systems should front the open space with public access, while protecting the natural environment where desired.
- Edge treatment may be a combination of one-sided street frontage, open cul-de-sacs or integration with active parks, schools or other open space.
- Include walking paths and bike paths where called for in the area plan.



Public Park



Plaza



Square

Natural River District

- Include public access path provisions
- Connect to other natural open space systems, bike paths, and linear parks.
- Adjacent development shall be permeable to allow access.

Public and Private Community Parks

- Promote the creative design of a wide variety of community parks for the residents and visitors.
- Active community parks often contain multiple sports fields, community buildings and other active play areas.
- Community parks shall be easily accessible while still providing appropriate buffers to adjacent neighborhoods.
- Appropriately located, well-designed parking should be provided at community parks.
- Parks should be used to define boundaries between districts.
- Community parks should be designed to connect into the larger greenbelts in the planning area.

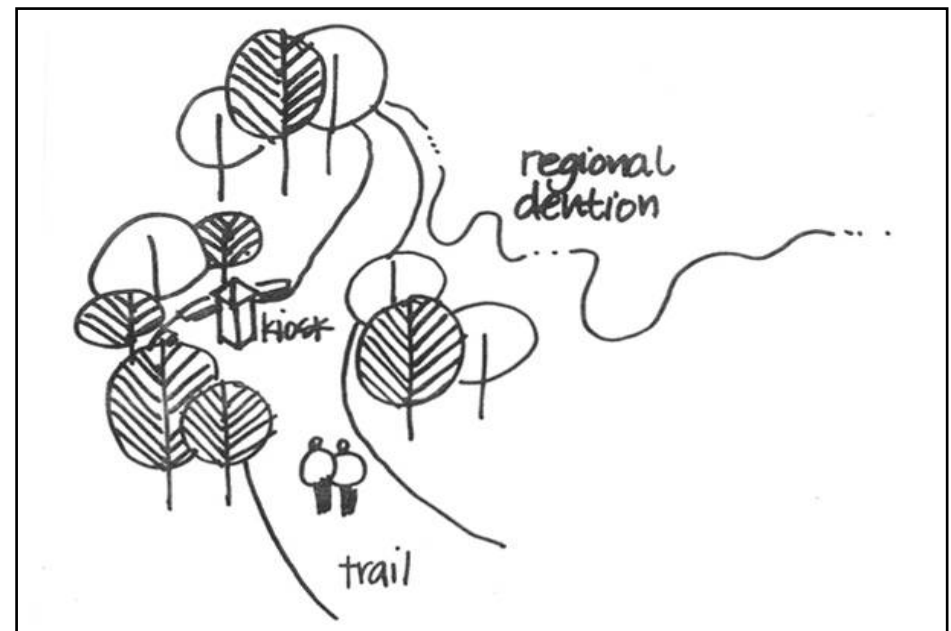
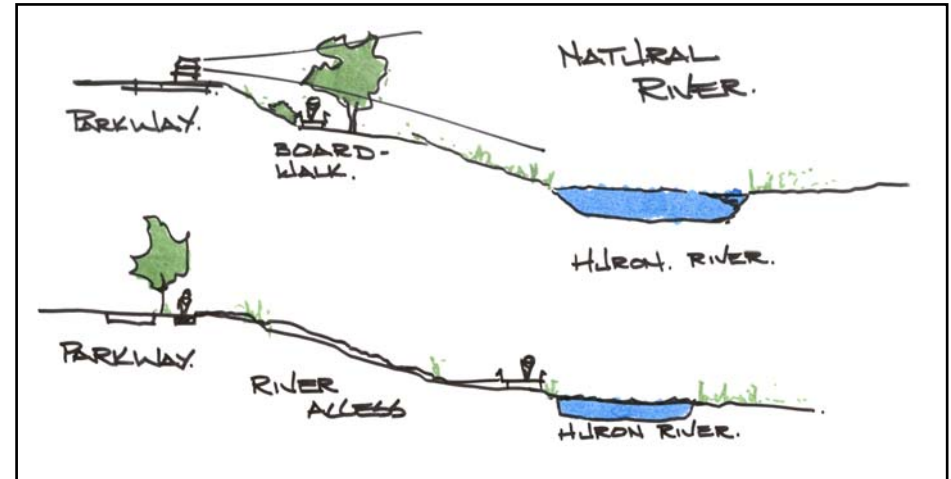


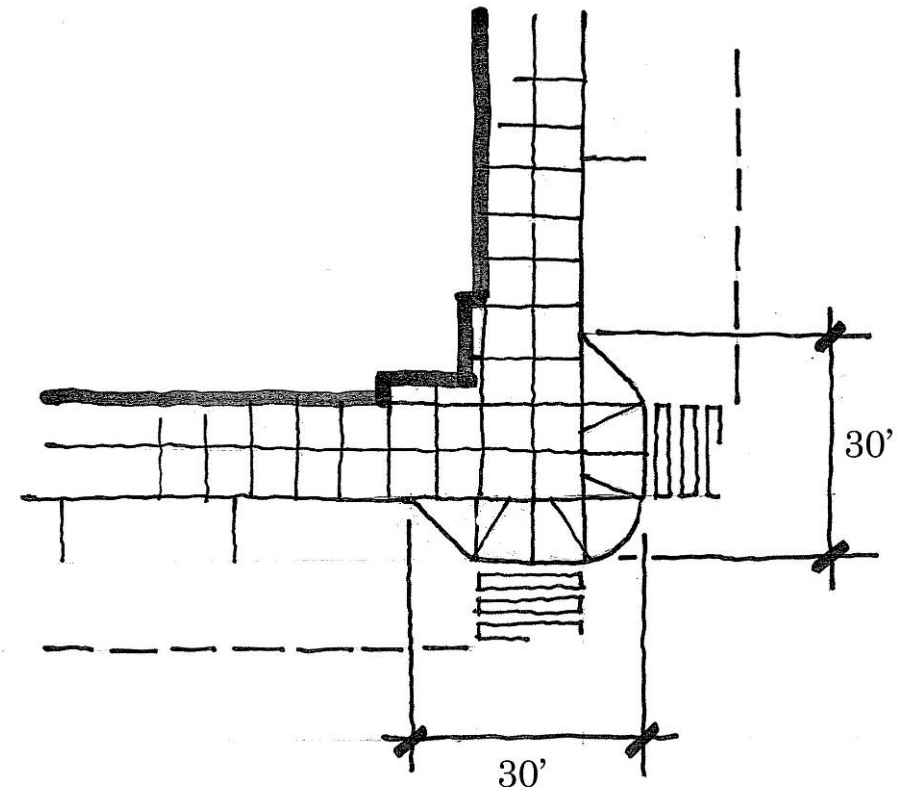
Chart 1: Open Space	VC	VG	VH/VT	VR 10	Industrial	Natural River
Village Square: The “Square” is an open space of hardscape and softscape that allows for public gatherings. It is a requirement to have lighting, signage, seating and provisions for public art, memorials and utility provisions for public entertainment etc.	•	•	•			
Plazas: Plaza’s are an approved alternative to Squares or Greens and substantially paved in hardscape material and are integrated with building developments rather than park-like. The space is to be dedicated public space. Other design provisions apply.	•	•	•	•		
Community Commercial Parks: Community commercial parks are to be provided proportionate to park standards. Community commercial parks are generally more formal and provided for residential and commercial users as well. Parks shall be public and range in size from .5 acres to 2 acres as appropriate.		•		•		
Courtyards: Courtyards in commercial developments are encouraged to be semi public open spaces during daytime hours.	•	•	•		•	
Seating Areas: Outdoor seating areas are desired and encouraged in the commercial mixed-use district.	•	•	•		•	
Parks: Neighborhood parks of 1 to 3 acres should become the focus and identity for the neighborhood. These parks are typically designed passive recreation and may include informal open ball playing areas and tot lots.				•		•
Natural Spaces: Natural open spaces should act as borders to development and also as part of the larger open space network.				•	•	•
Tot Lots: Tot lots for younger neighborhood children are often located on small parcels of 3,000 to 5,000 square feet. They often have play equipment for smaller children, protected hardscape areas, and shaded lawn space.				•		

Circulation

Characteristics

- The road network should provide multiple options for reaching Village amenities such as schools, parks, shops, and community facilities.
- View corridors to the river, open space, and other local landmarks should be a basic consideration.
- New roads, paths, and trails should connect to existing neighborhoods.
- Traffic calming measures should be used to eliminate short cuts and support a desirable living environment.
- Connecting roads should knit neighborhoods together, not form barriers.
- Roads, bikeways, and walkways should create a unifying circulation network that provides convenient routes throughout the Village.
- Discourage the use of cul-de-sacs.

Maximum Block Sizes	VC	VG	VH	Residential 10	Industrial
600 x 600		•			
300 x 500	•		•	•	
Unrestricted					•



M-36

Motor Vehicle Function: M-36 is to serve regional mobility through Hamburg Township. Driveways and curb cuts along M-36 are permitted only as necessary to access the Village.

Bicycle/Pedestrian Function: M-36 shall provide for pedestrian/bicycle circulation and direct walking access to all land uses abutting the corridor. Minimum 8 foot walkways on both sides.

STREET NETWORK

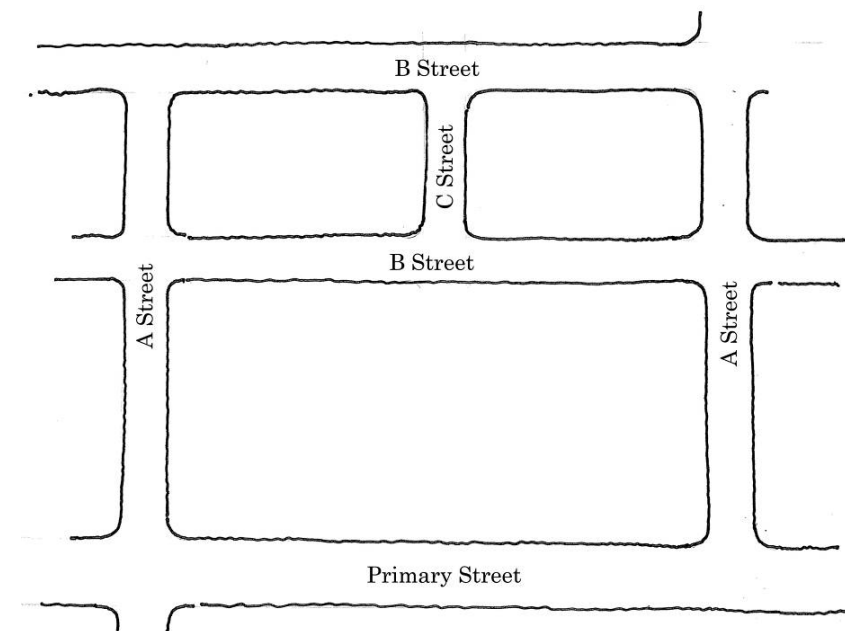
Interior Streets: All development in the Village shall occur along a fully developed interior street network. The street system located within parcels to be developed is referred to as the secondary street network, while public roads with a right-of-way width of 86 feet or greater are referred to as the primary street system.

The secondary street network shall consist of three types of street:

A-Streets: Shall form the basis around which the secondary street network is designed. A-Streets shall be the main street within a development, and shall have buildings or public spaces fronting on the street. Parking and loading areas shall not have frontage on an A-Street.

B-Streets: Are those streets that intersect with A-Streets. B-Streets are intended to provide a connection between A-Streets and to provide access to parking and loading areas. B-Streets are required to have buildings or public spaces along at least a portion of the street frontage, but parking and loading areas may also be located along B-Streets. B-Streets may intersect with both A-Streets and C-Streets.

C-Streets: Are streets that provide access to parking, loading, or other service areas of the site. C-Streets are not required to have any buildings or public space fronting the street, so the street frontage may consist of parking, loading, or service areas. Certain building types may also front on C-Streets. C-Streets may not intersect with an A-Street, but may intersect with a B-Street.

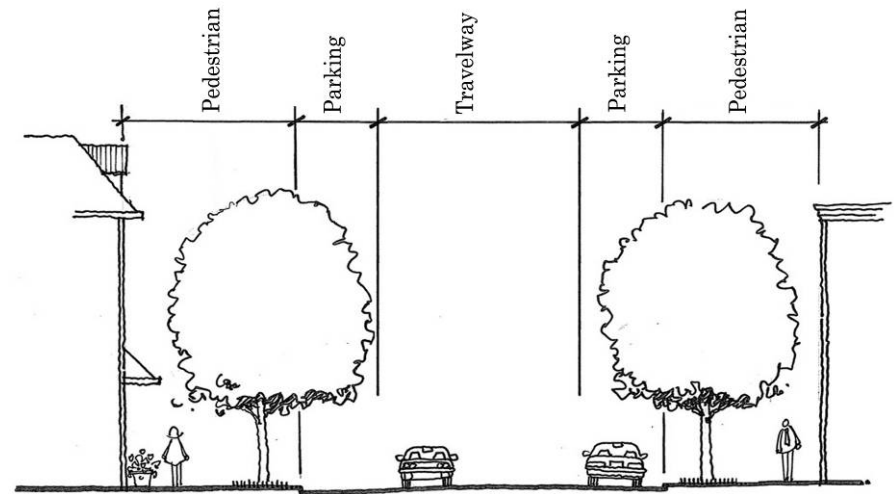


A-Street Locations: A-Streets shall be developed consistent with the locations shown on the Future Land Use Plan. The exact location of A-Streets on a particular site may be varied from those shown on the Plan to account for site-specific factors such as natural or man-made features provided that the general layout and number of A-Streets and connection points for the continuation of A-Streets on adjacent parcels are consistent. Additional A-Streets that are not shown on the Future Land Use Plan may also be created on a site. Any variations to the location or layout of A-Streets as shown on the Plan shall require the approval of the Planning Commission.

B-Street and C-Street Locations: B and C-Streets shall be developed as necessary to create the required block system, and to distribute vehicular and pedestrian traffic through a development. B and C-Streets may be developed wherever appropriate on the site, provided that they meet the layout and design standards of this Section.

ALLEYWAYS

Motor Vehicle Function: Alley's provide secondary access to residential and commercial properties. They are located to the rear of properties that take their primary access from other streets. Alley's must be dedicated as public easements but are private streets. In commercial districts, they provide space for utilities, access for parking, garbage collection and delivery services. In residential districts, alleys provide access to garages, and may provide secondary access for emergency services. Residential and commercial parcels shall not take sole or primary access from an alley. Alley design speed shall be 10 mph in residential districts and 5 mph in commercial.



Residential Access off of Alley

Motor Vehicle Parking: Parking within the alley travel lane is prohibited.

Bicycle/Pedestrian Function: Alleys shall allow pedestrian/ bicycle circulation and direct walking access to land uses abutting the alley corridor in mixed traffic within the vehicular travel lane.

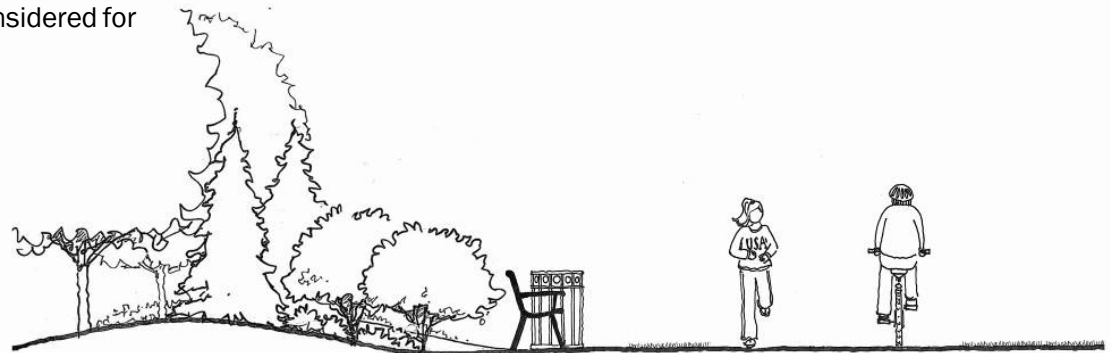
PEDESTRIAN WAY

Motor Vehicle Function: Pedestrian ways are narrow paved pathways dedicated for public use and designed to provide walking access across large blocks or nearby streets. Pedestrian ways shall not be open to use by motor vehicles other than approved maintenance equipment.

Bicycle/Pedestrian Function: Pedestrian ways provide for continuous public access and circulation across residential and commercial/mixed blocks. Trees and pedestrian-scaled lighting are also included. Alternative pavement materials will be considered for low intensity use locations.

Pedestrian and Bicycle Policies and Guidelines:

- The Village Plan should contain a master bikeway plan providing the basic structure of on and off-street bike paths as part of the overall circulation and transportation network.
- Generally bike paths should be provided on local roads/ M-36, and within open space systems.
- Pedestrian and bike connections should be made to residential neighborhoods, retail centers and open space systems. Pedestrian and bike connections should be made wherever auto connections are infeasible due to physical constraints or other considerations.
- Loop road layouts should be supplemented with pedestrian and bike path, “shortcuts” to make walking and biking more convenient.



A shared pedestrian and bike path

Transit Oriented Development (TOD):

Hamburg has a long history of railroad activity. Recently a public private-partnership has committed to establishing an active commuter line between Whitmore Lake and Howell. The line may eventually connect Ann Arbor to the south with Traverse City to the north.

The train would operate on an existing rail line that runs through the Village Center area from the southeast corner of the Village, past the Historic Village area, and through to the northwest just south of where the Lakeland Trail intersects Merrill Road. Establishing a station along this section of the rail line would present a tremendous opportunity for the creation of an active, vibrant, collection of businesses, restaurants, recreation, and residential uses.

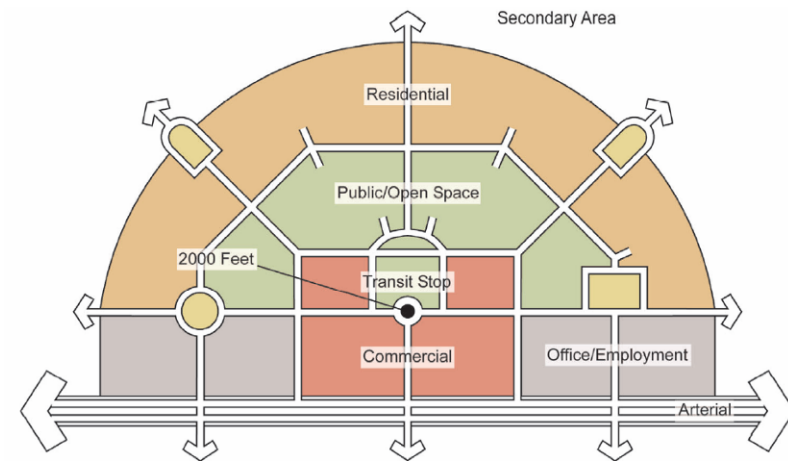
Often referred to as transit oriented developments or TODs, this pattern of development typically falls within easy walking distance of a bus or train station. A transit oriented development would provide a regional attraction with access to other destinations such as Ann Arbor, Howell, and Traverse City. This creates additional opportunity for commercial development by drawing in more potential customers to the Village Area.

The most beneficial location of a station in this area would be south of the Mill Pond along Hamburg Road south of the Historic Village area. This location would bring people into the Historic Village area and provide the catalyst for redeveloping some industrial property with potential contamination. This site would be a strong candidate for the establishment of a Brownfield Site.

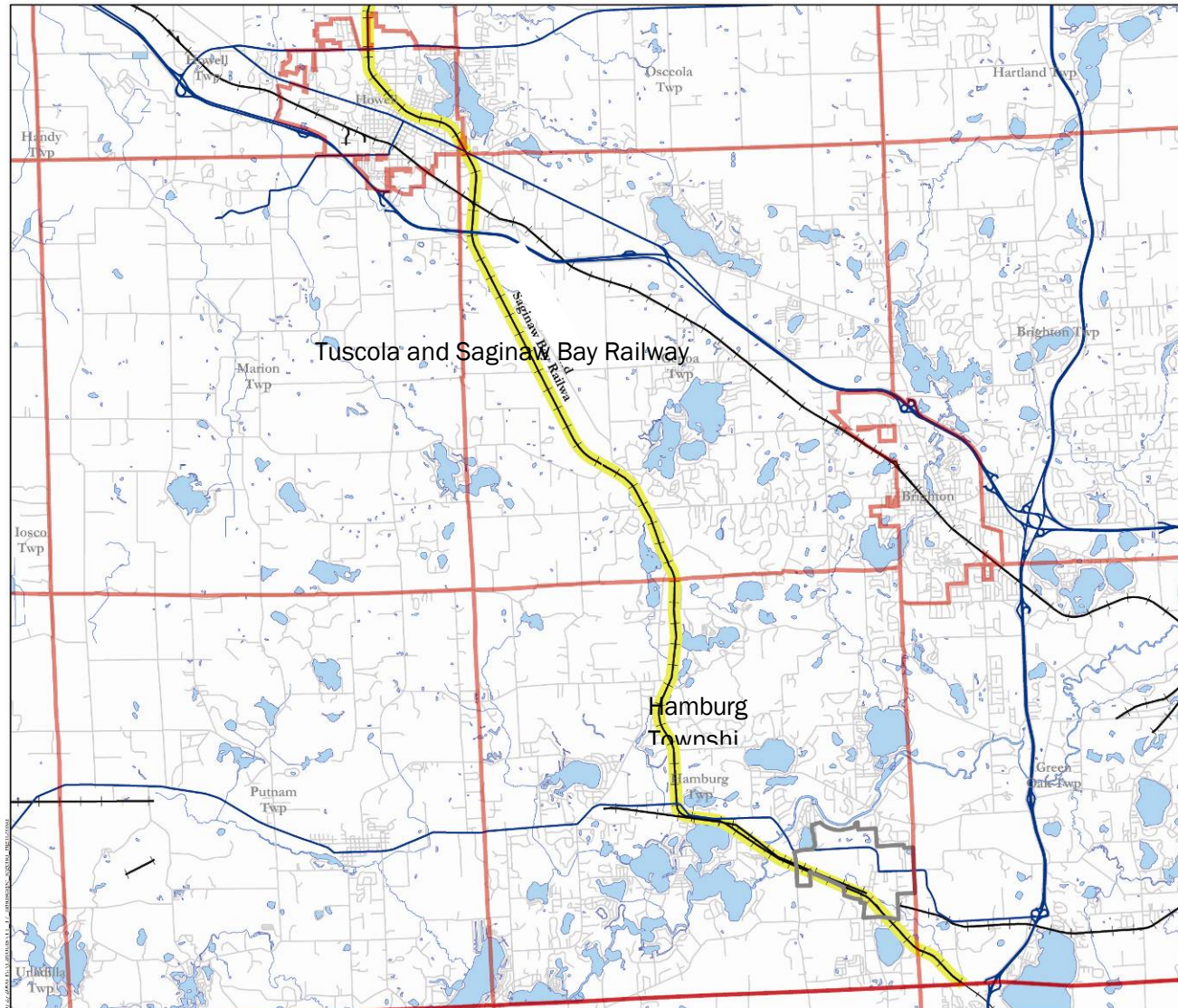
A second possible location would be near Merrill Road north of the Lakeland Trail. There is sufficient area here to accommodate parking and it is close to the Township facilities on Merrill Road.

Because the exact location has not been identified, this plan is proposing the establishment of a TOD Overlay District. This would allow the development pattern of a TOD to be established within a $\frac{1}{4}$ mile radius of a station once the location is established.

The development patterns and characteristics of a TOD are similar to those anticipated in the Village Core District with a concentration and mix of uses that is greater than in other areas of the Village Center area.



From: Peter Calthorpe, The Next American Metropolis: Ecology, Community, and the American Dream, New York: Princeton Architectural Press, 1993, www.papress.com



Land Use Plan

The chart below represents land use guidelines within The Village. Please refer to the Zoning Ordinance and Appendix A for specific uses and special requirements.

Chart 2: Building Uses	VC	VG	VH	VT	Residential 2/10	Industrial	Natural River
Residential Uses							
Accessory Dwelling Unit		◦		•	◦/•		
Apartment	•	•	•		◦/•		
ECHO		◦			◦/•		
Live-Work Unit	•	•	•	•			
Single-Family Detached Dwelling		◦	◦	•	•/•		•
Townhouse		◦			◦/•		
Commercial/Office Uses							
Auto Uses (sales, storage, carwash, maintenance)						•	
Business and Professional Offices 0 to 10,000 SF +	•/◦	•/◦	•	•			
Drive-thru Service	◦	◦				•	
Entertainment/Recreation Facilities	•/◦	•/◦	◦	◦		◦	
Food and Beverage Establishments and Stores	•	•	•/◦	•/◦			
Open air display	◦	◦	◦	◦		•	
Personal Service Establishments 0 to 5,000 SF GFA	•	•	•	•/◦			
Planned Shopping Center	•	•					
Retail 0 to 5,000 SF GFA	•	•	•/◦	•			
Civic Uses	•/◦	•/◦	•/◦	•			◦
Lodging Uses	◦	◦	◦	◦			◦
Industrial Uses						•/◦	

- Permitted Use
- Special Use

Map 4 Village Future Land Use

Hamburg Township,
Livingston County, Michigan

Future Land Use

- Village Residential-2
- Village Residential-10
- Village Gateway District
- Village Core District
- Village Historic District
- Village Transition
- Conservation District
- Public
- Parkland
- Industrial
- Transit Oriented Development Overlay District

Lakeland Trail

Trail

Lakes and Streams

Wetlands as identified on NWI and MIRIS maps

Wetlands as identified on NWI and MIRIS maps and soil areas which include wetland soils

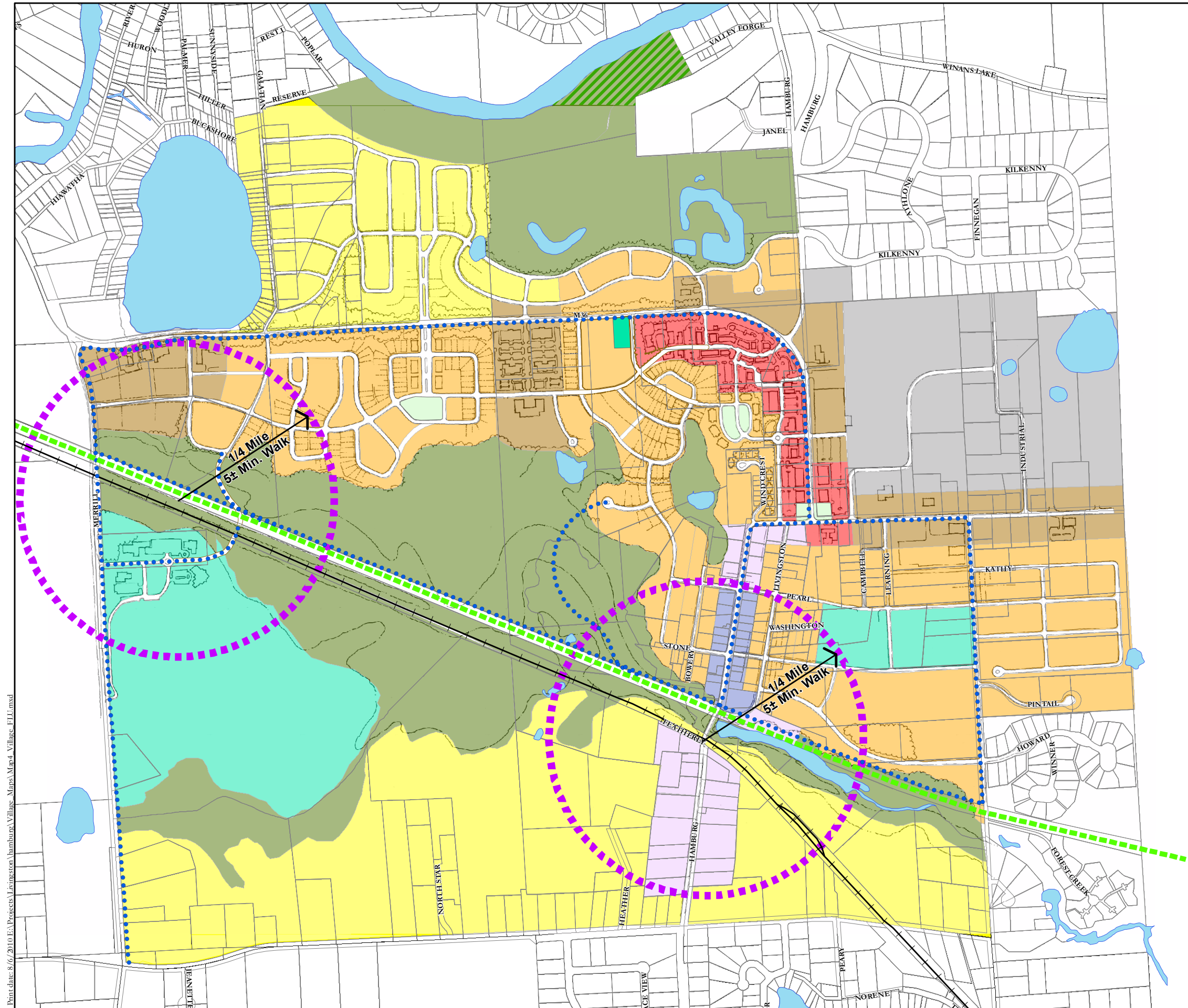
Data Source: Livingston County Information
Technology Department GIS Division, 2005

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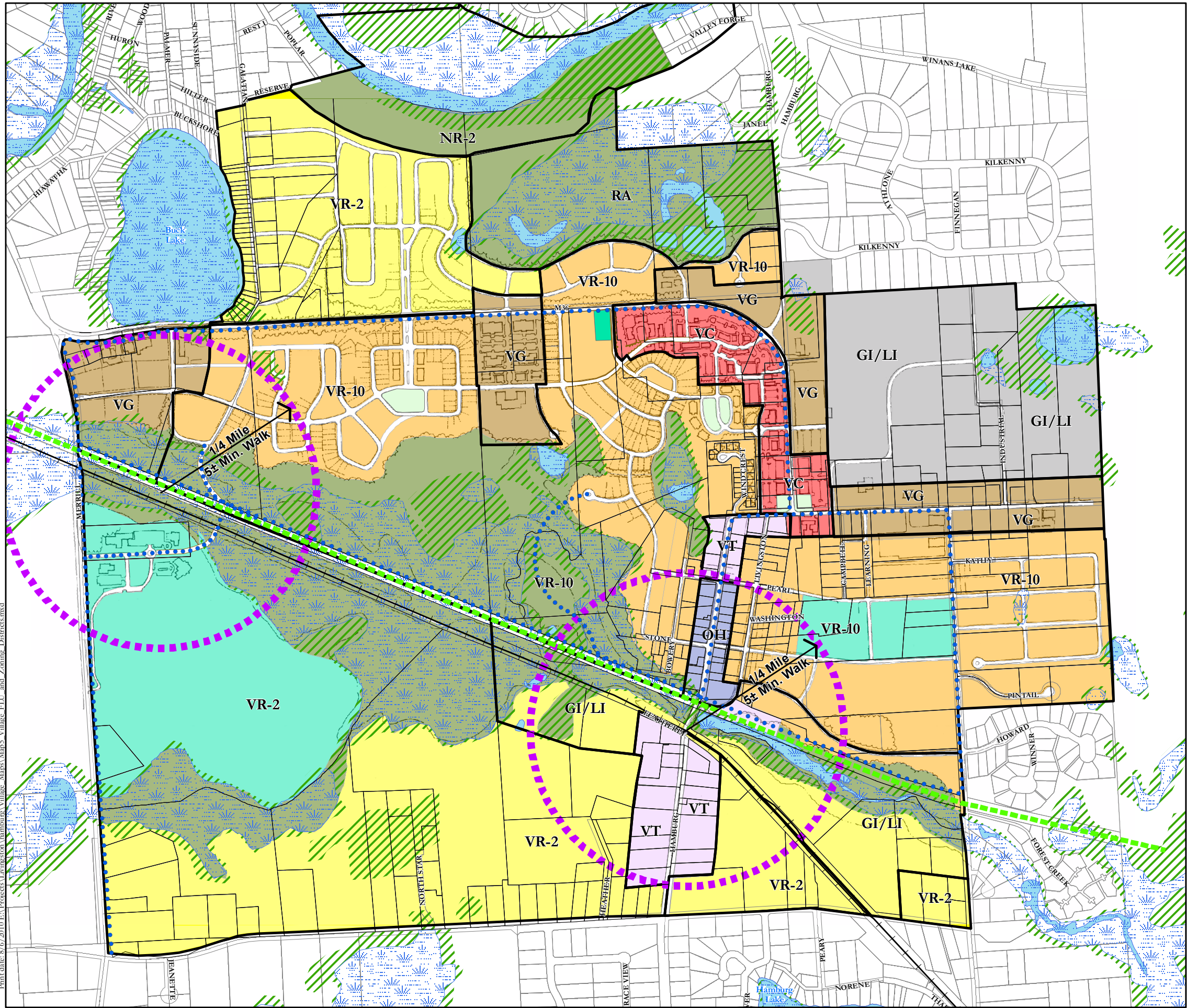
McKenna
ASSOCIATES
INCORPORATED



08/06/10



Print date: 8/6/2010 EA Project: Livingston\Hamburg Village Maps\Map5 Village FLL and Zoning Districts.mxd



Map 5 Village Future Land Use and Zoning Districts

Draft

Hamburg Township,
Livingston County, Michigan

Zoning

	NR-2	Natural River District
	RA	Medium Density Residential
	VR-2	Village Residential 2
	VR-10	Village Residential 10
	VG	Village Gateway
	VC	Village Core
	VT	Village Transition
	OH	Old Hamburg
	GI/LI	General Industrial
	TOD	Transit Oriented Development Overlay

Future Land Use

	Village Residential-2
	Village Residential-10
	Village Gateway District
	Village Core District
	Village Historic District
	Village Transition
	Conservation District
	Public
	Parkland
	Industrial
	Transit Oriented Development Overlay District
	Lakelands Trail
	Trail
	Lakes and Streams
	Wetlands as identified on NWI and MIRIS maps
	Wetlands as identified on NWI and MIRIS maps and soil areas which include wetland soils

Data Source: Livingston County Information
Technology Department GIS Division, 2005

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Mckenna
ASSOCIATES
INCORPORATED



8/06/10

III. District Types and Design Guidelines

Village Core / Village Gateway / Transit Oriented Overlay District (VC/VG/TOD)

District Character

The purpose of the Village Core/Village Gateway Districts is to provide for community-wide retail uses while integrating with smaller scale shops. These districts should connect to neighboring residential streets. The intent is to allow for commercial uses while creating a pedestrian connection to adjacent neighborhoods and open space.

The purpose of the TOD District is take advantage of the potential for a train station that may be located in the Village. Because the exact location of the station is not known at this time, the TOD District will be treated as a floating zone. Once the location of the station is determined, the land uses, design characteristics, and other standards associated with the TOD District will be applied as an overlay within approximately ¼ mile of the station.

Characteristics:

- The VC/VG Districts should have a strong pedestrian connection with building placement, orientation, and entries reinforcing the pedestrian path.
- The road network should consist of a series of generally rectilinear blocks in a grid or interconnected pattern which is conducive to walking, biking, and vehicle trips within the Village.
- Streets should be designed with on street parking and require buildings to orient toward the street.



Parking: Parking requirements per zoning code except for the following exceptions:

- Shared parking must be taken into consideration for multi-use/multi-building projects.
- Minimal parking beyond zoning code requirements.

STREETSCAPE

The following streetscape design improvements will help to enhance the pedestrian environment.

Lighting: Streetlights within the VC/VG District must be as shown in figure L1 and spaced 50' o.c. Parking lot lighting may be a shoebox design with a maximum height of 20 feet and painted black. Additional lighting is recommended and may include building and signage lighting as well as accent up-lights on buildings or at landscaping.

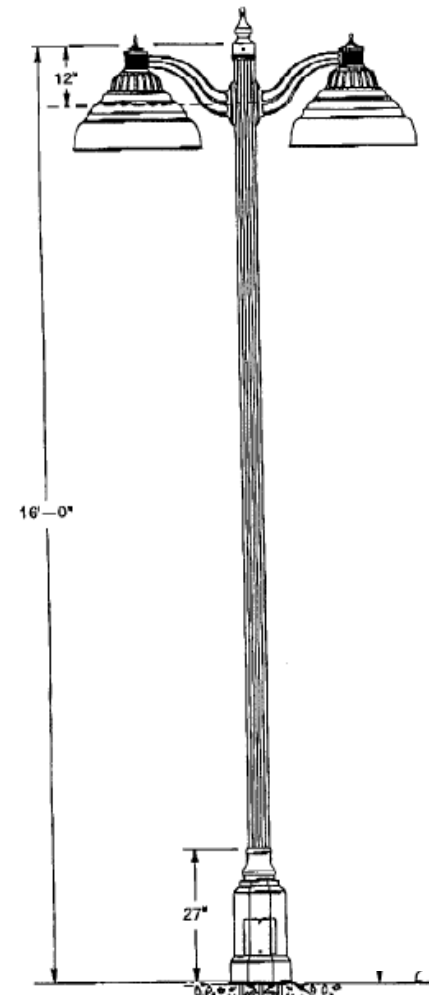
Street Trees: Street trees should be placed a minimum of 50' o.c. within tree wells (with grates or hard pack pervious material). There should be bulbouts with accent trees at intersections and mid-block crossings.

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum. For retail streets accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged.

Sidewalk Design: Sidewalks should be a minimum of 12 to 16 feet wide and wider when deemed appropriate. Where seating is encouraged a minimum of 16 feet is desired. Accent paving such

as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged along retail/mixed use pedestrian walks and crossings.

Open Space: Please refer to Chart 1 for appropriate open space provisions within the VC/VG Districts.



SITE PLANNING AND BUILDING TYPES

Buildings and site development should contribute to a cohesive urban pattern, define and frame the public streets and plazas, while reinforcing the overall goal of creating a walkable district.

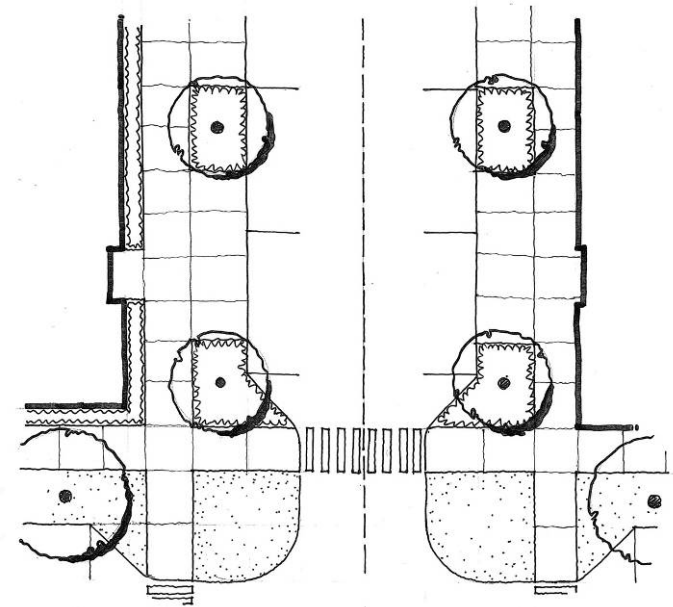
Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge.

Commercial Frontage: Commercial Buildings should be built to the street or have a minimal landscape setback to define the street. Commercial building frontage should extend a minimum of 75% of the primary street frontage. Commercial parking should typically be behind buildings and never located on corner lots.

Building Design:

- The use of special storefront detailing, façade ornamentation, quality materials, unique signage and awnings or canopies can reinforce the pedestrian nature of the street.
- Facades should be articulated through architectural treatment in a relatively small rhythm of approximately 25'-30' and be generally vertical in proportion.
- Building entrances shall be clearly visible from a public street.

Setbacks: A maximum front yard setback from the right-of-way of 10 feet. Exception may be made for outdoor seating areas and public plazas.

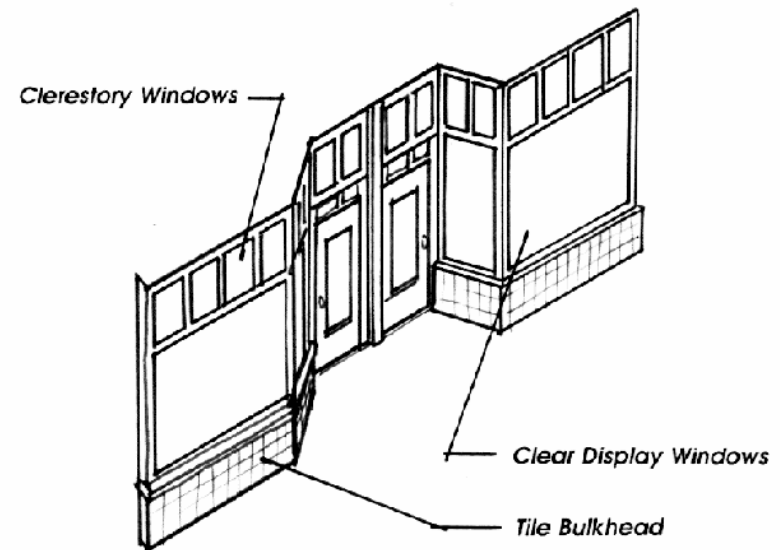


Height: A minimum one story height of 18 feet and a maximum overall height of 35 feet unless determined by the Township additional height is appropriate. Commercial buildings shall have a minimum first floor interior height of 12 feet although 15 is preferred.

Three story building heights are encouraged at key locations subject to Township approval and the appropriate mix of uses.

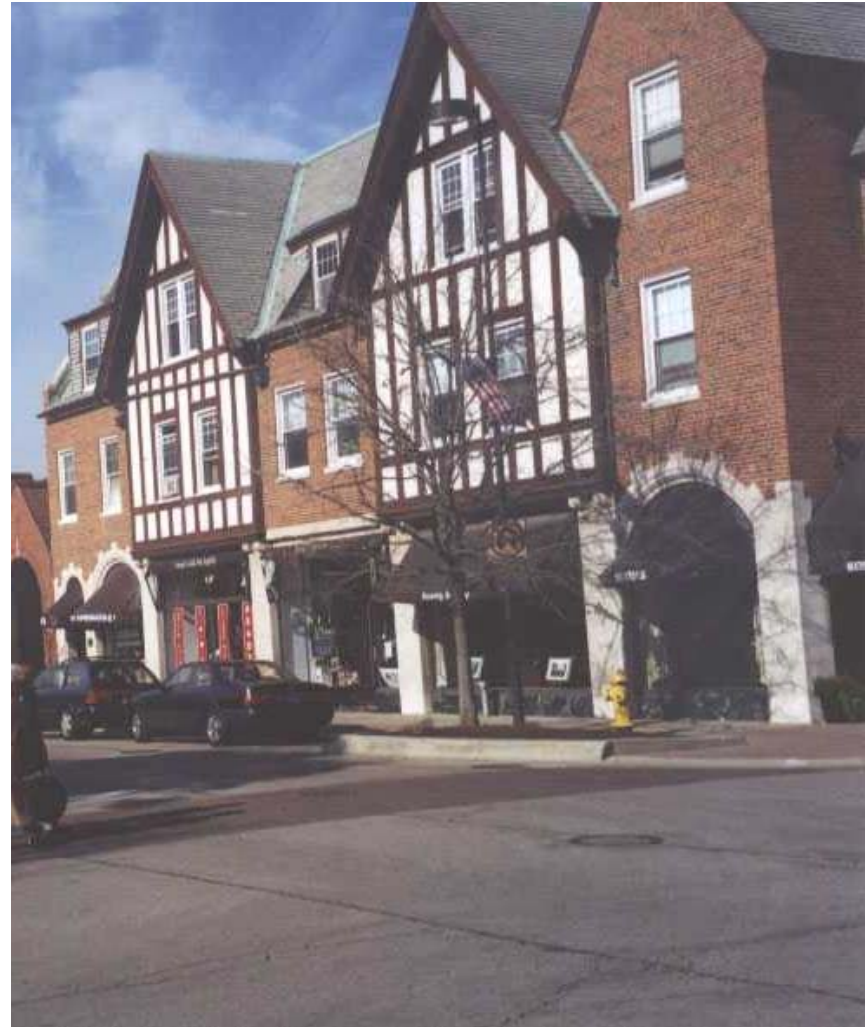
Façade Requirements: Three or more of the following methods of articulation shall be used to provide visual interest and create a human scale:

-
- Providing a balcony, bay window, porch, patio, deck, or clearly defined entry for each interval.
- Providing a lighting fixture, trellis, prominent ornamental tree or other landscape feature within each interval.
- Providing architectural features such as setbacks, indentations, overhangs, projections, cornices, bays, canopies, building modulations, or awnings.
- Use of material variations such as contrasting colors, brick or metal banding, or textural changes.
- For commercial buildings, a minimum of 70 percent of the front façade on the ground floor shall be transparent.
- For commercial buildings with parking in the rear, a minimum 40 percent of the rear façade shall be transparent. And an entrance point must be provided.



Roofline Requirements: Roof lines shall be varied through two or more of the following methods. The maximum roof length without a variation shall be forty feet.

1. **Dormers:** A projection from a sloping roof that contains a window.
2. **Roof Line with Architectural Focal Point:** A prominent rooftop feature such as a peak, tower, gable, dome, barrel vault or roof line trellis structure.
3. **Roof Line Variation:** The roof line articulated through a variation or step in roof height or detail, such as:
 - a. **Projecting Cornice:** Roof line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.
 - b. **Articulated Parapet:** Roof line parapets shall incorporate angled curved or stepped detail elements.
 - c. **Pitched Roof or Full Mansard:** A roof with angled edges, with or without a defined ridgeline and extended eaves.
4. **Terraced Roof:** A roof line incorporating setbacks for balconies, roof gardens, or patios.



SIGNAGE

To enhance the visual character of the Village and maintain a high level of quality the following design standards shall apply towards signage.

General Requirements: Signs shall be architecturally consistent with the style, materials, colors, and composition of the building.

A sign program shall be developed for buildings which house more than one tenant. Signs shall at a minimum be consistent with one another.

All signs shall be externally illuminated. All signs which project out from the building must have a minimum vertical clearance of nine feet.

Wall Signs: Wall signs shall be placed generally within a sign band located above the storefront and not exceed 80% of the linear frontage. Maximum size, per façade, is .75 square feet per linear foot or 24 square feet. Letters shall not exceed 18 inches and shall be mounted flush against the wall.

Awning and Canopy Signs: Sign lettering and/or logo shall not compromise more than 20% or 10 square feet of exterior surface. Awnings and canopies must be permanently attached to the building.



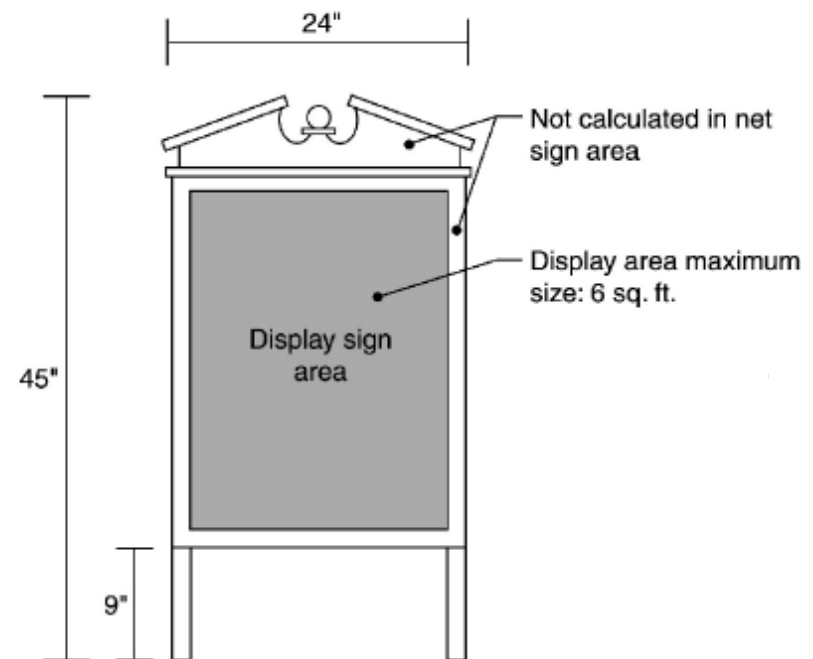
Projecting Signs: Signs shall project no more than 48 inches from the building face. Signs are limited to five square feet per side. Projecting signs shall be visually appealing with wrought iron mounting hardware.

Marquee Signs: Marquee signs are only allowed on theaters, cinemas, schools, performing arts facilities, parking structures, and religious institutions. The sign copy shall be limited to include only the facility's name and changeable copy related to present and future events. The facility portion shall be no larger than 40% of the sign area and the changeable copy portion no larger than 80%.

Window Signs: Window signs shall not exceed 10% of the window so that visibility into and out of the window is not obscured. Window signs shall be directly applied to the window or hung inside the window, concealing all mounting hardware and equipment.

Freestanding Signs: Freestanding signs must be ground mounted and architecturally harmonious with the character of the building. They must meet the size requirements of the Zoning Ordinance and be located in a landscaped area.

A-Frame Sidewalk Signs: There shall only be one a-frame sign per business and it must be located within five feet of the main entrance. Five feet of clear sidewalk must be maintained at all times and signs must be stored indoors during closed hours. Portable sidewalk signs shall be made of wood or decorative metal, with cast iron brackets, and shall be architecturally compatible with the style, composition, materials, colors and details of the building. No portable sidewalk sign shall exceed an overall height of forty-five (45) inches and an overall width of twenty-four (24) inches.



Village Historic (VH)

District Character

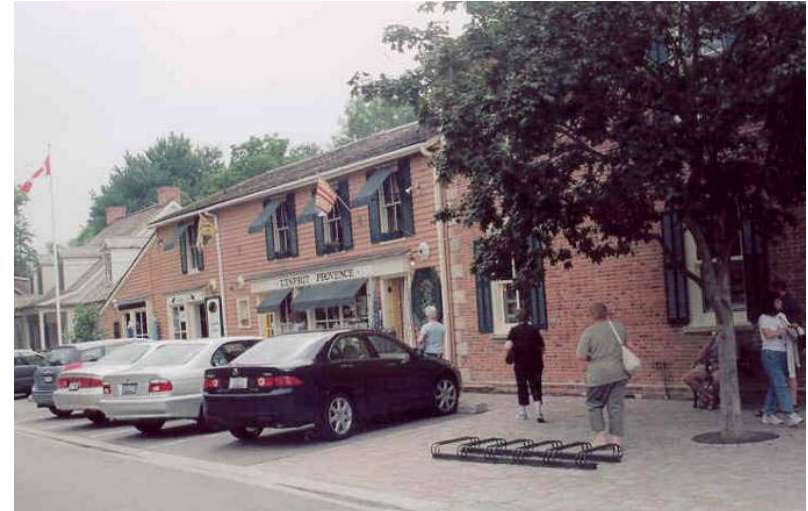
The purpose of the Village Historic District is to provide for small neighborhood oriented retail uses and services while integrating with existing residential uses. The district should connect to neighboring residential streets. The intent is to allow for commercial uses while creating a pedestrian connection to adjacent neighborhoods and open space.

Characteristics:

- The Historic District should have a strong pedestrian connection with building placement, orientation, and entries reinforcing the pedestrian path.
- Strong design guidelines will ensure any future development matches the existing traditional small town character of the area.
- Shared and public parking lots should be provided to encourage multi-business visits by the Village Historic patrons.

Parking: Parking requirements per zoning code except for the following exceptions:

- Shared parking must be taken into consideration for multi-use/multi-building projects.
- Minimal parking beyond zoning code requirements.
-



STREETSCAPE

The following streetscape design improvements will help to enhance the pedestrian environment. These improvements may be waived or modified by the Planning Commission subject to the waiver modification requirements outlined in Section 9.0 of the zoning code.

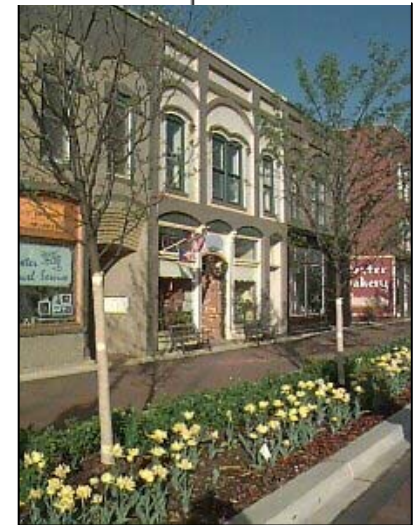
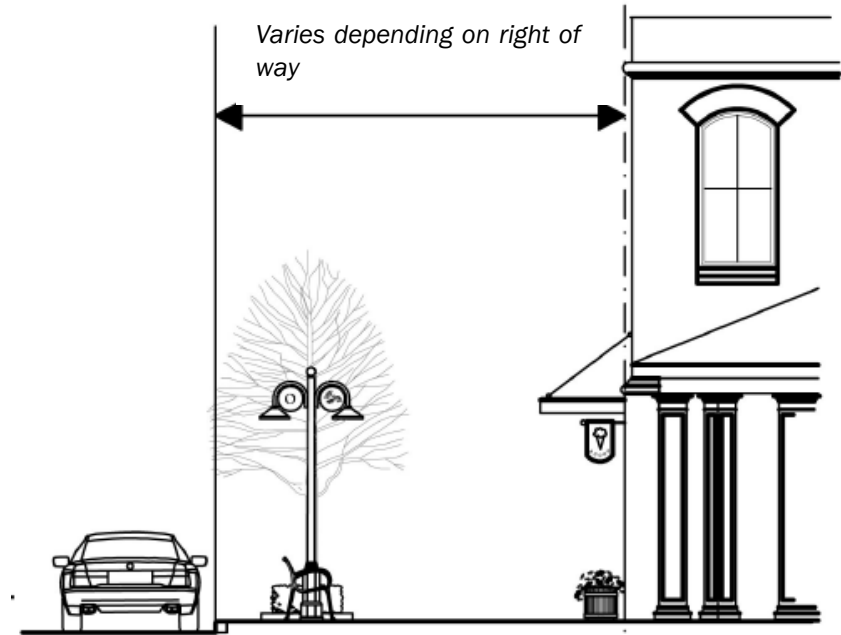
Lighting: Please refer to the VC/VG lighting standards.

Street Trees: Street trees should be placed approximately 25' o.c. within tree wells (with grates or hard pack pervious material). There should be bulbouts with accent trees at intersections and mid-block crossings.

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum. For retail streets accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged.

Sidewalk Design: Sidewalks should be a minimum of 6 to 16 feet wide and wider when deemed appropriate. Where seating is encouraged a minimum of 16 feet is desired.

Open Space: Please refer to Chart 1 for appropriate open space provisions within the VH District.



SITE PLANNING AND BUILDING TYPES

Buildings and site development should contribute to the existing historic nature of the neighborhood, while reinforcing the overall goal of creating a walkable district.

Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge.

Commercial Frontage: New commercial buildings should be built to the street or have a minimal landscape setback to define the street. Commercial building frontage should extend a minimum of 75% of the primary street frontage. Commercial parking should typically be behind buildings and never located on corner lots.

Building Design:

- The use of special storefront detailing, façade ornamentation, quality materials, unique signage and awnings or canopies can reinforce the pedestrian nature of the street.
- Facades should be articulated through architectural treatment in a relatively small rhythm of approximately 25'-30' and be generally vertical in proportion.

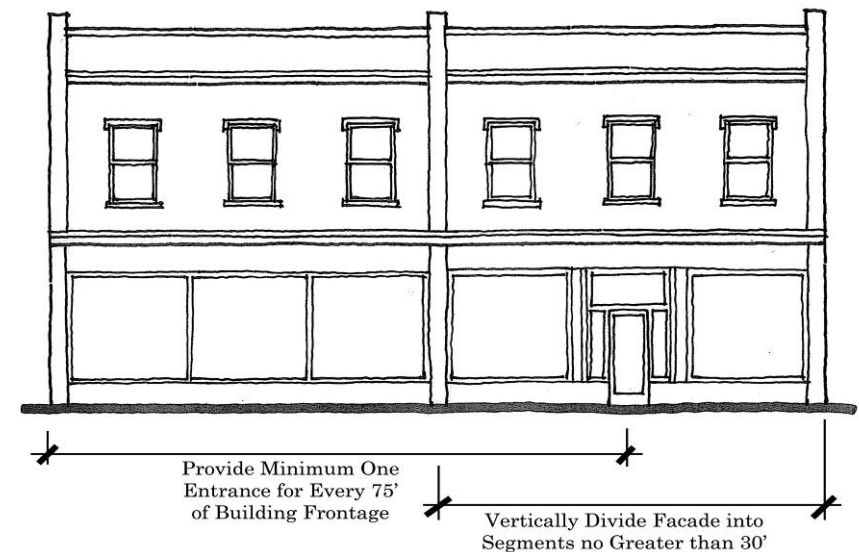
Setbacks: Setbacks will vary depending on existing improvements. All new construction, or renovations exceeding 50% of the floor area, shall provide a minimum six foot sidewalk. A six foot planting area is also required when possible between the pavement and the sidewalk. New commercial construction shall not have a setback greater than 10 feet from the front setback line. For the purposes of the VH District, the front setback line shall be defined as the

typical front setback for each building located on the same block as the subject site.

Height: New buildings shall have a minimum one story height of 18 feet and a maximum overall height of 35 feet unless determined by the Township additional height is appropriate. Commercial buildings shall have a minimum first floor interior height of 12 feet.

Façade Requirements: For new construction, please refer to the VC/VG for façade requirements.

Signage: Please refer to the sign requirements in the VC/VG Districts.



Village Transition (VT)

District Character

The purpose of the Village Transition District is to encourage and direct adaptive re-use of the existing buildings and homes while integrating with existing residential uses. The district should connect to neighboring residential streets. The intent is to allow for low intensity commercial uses while maintaining the residential character of the neighborhood.

Characteristics:

- Permit expanded commercial and retail uses to ensure Hamburg Road's viability, while maintaining the desirable traditional character of the existing structures along Hamburg Road north and south of the historic village core and surrounding residential areas.
- Provide a feasible alternative to strip commercial development along Hamburg Road and reuse of existing residential structures in the surrounding residential areas.
- Shared parking lots should be provided to reduce drive aisles and impervious surface.
- Encourage the renovation of buildings; ensure that new buildings are compatible with their context and the desired character of Hamburg Road and surrounding residential areas.

Parking: Parking requirements per zoning code except for the following exceptions:

- Shared parking must be taken into consideration for multi-use/multi-building projects.
- Minimal parking beyond zoning code requirements.



STREETSCAPE

The following streetscape design improvements will help to enhance the pedestrian environment. These improvements may be waived or modified by the Planning Commission subject to the waiver modification requirements outlined in Section 9.0 of the zoning code.

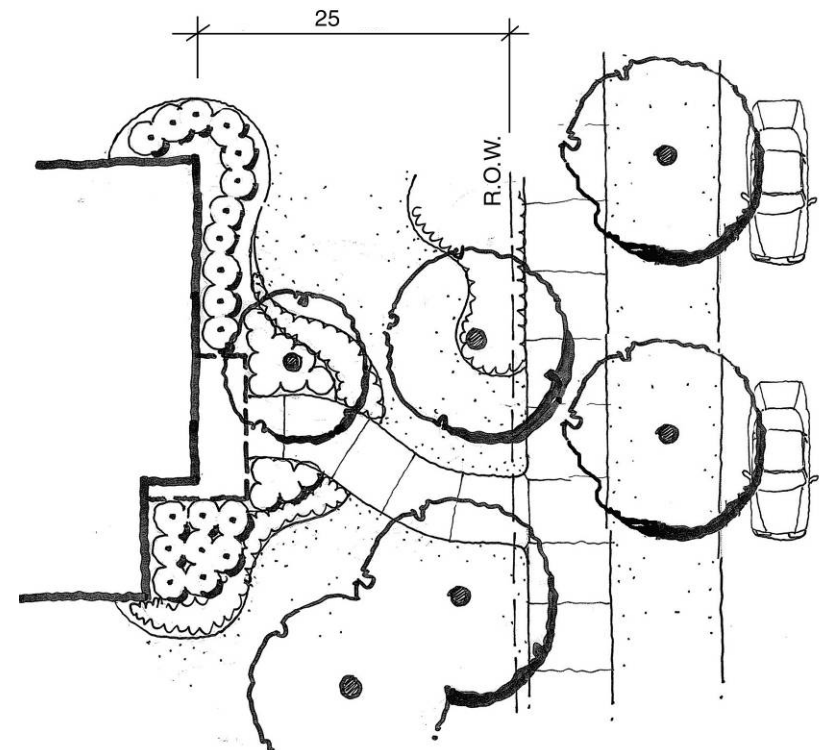
Lighting: Please refer to the VC/VG lighting standards.

Street Trees: Street trees should be placed approximately 50' o.c. within tree wells (with grates or hard pack pervious material). There should be bulbouts with accent trees at intersections and mid-block crossings.

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum. Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged.

Sidewalk Design: Sidewalks should be a minimum of 6 feet wide and wider when deemed appropriate. Where seating is encouraged a minimum of 16 feet is desired. Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged for sidewalks larger than 6 feet.

Open Space: Please refer to Chart 1 for appropriate open space provisions within the VH District.



SITE PLANNING AND BUILDING TYPES

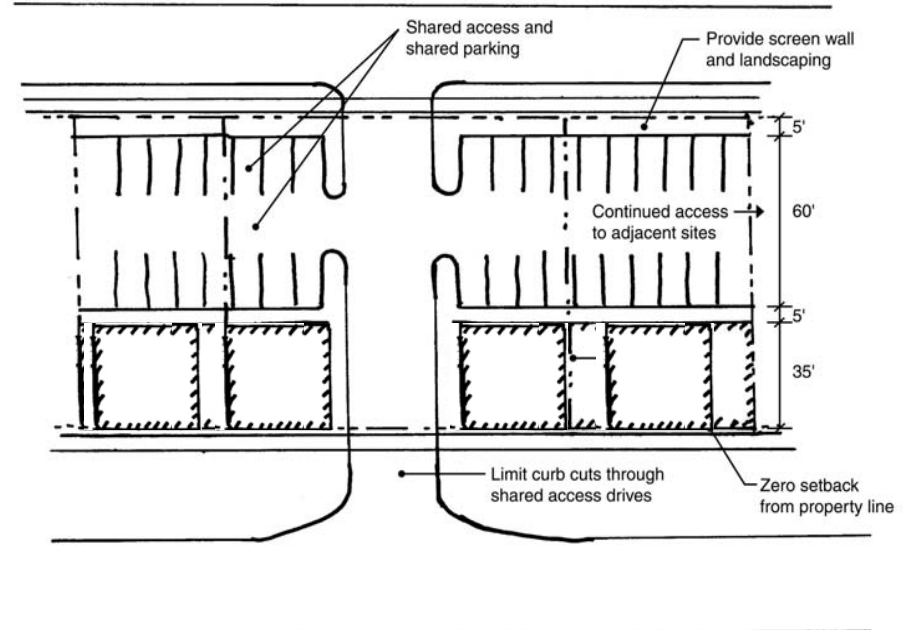
Buildings and site development should contribute to the historic nature of the area, define and frame Hamburg Road, while reinforcing the overall goal of creating a walkable district.

Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge. Adjacent uses are encouraged to share parking.

Building Design and Setback Requirements:

- The front building line of any new or expanded building in the VT District shall be located within 5 feet of the front setback line. For the purposes of the VT District, the front setback line shall be defined as the typical front setback for each building located on the same block as the subject site. However, in no case shall the front setback be more than 25 feet from the street right-of-way.
- All buildings shall have a pedestrian entrance at the front building façade.
- Rear entrances facing interior parking areas shall contain well designed pedestrian entrances and access points.
- The length of any building shall not exceed 60 feet. However, upon review by the Planning Commission, the length of a building may be increased up to 100 feet if the Commission finds that the proposal meets the intent of this Article, specifically the façade requirements detailed below.

B-Street



A-Street

Shared Parking is encouraged in the VT District

Height: New buildings shall have a minimum one story height of 18 feet and a maximum overall height of 35 feet unless determined by the Township additional height is appropriate.

Façade Requirements: All sites within the VT District are subject to the following architectural standards and the discretion of the Planning Commission:

New Buildings:

- All building facades shall relate to typical historic residential forms found along Hamburg Road and surrounding residential areas through the use of materials, architectural ornament, and details.
- All facades shall provide for pedestrian scale and create visual interest for the pedestrian, including but not limited to front porches, front entrances, bay windows, and other traditional residential scaled details.
- All buildings shall maintain the appearance and scale of individual residences.
- The principal building material shall consist of brick, stone, architectural masonry units and/or hardi-plank siding. Vinyl and aluminum siding is prohibited.
- All roofs shall be pitched and include variations such as dormers, hips, gables, or turrets.



Existing Buildings: Where an addition is being proposed for an existing building, the existing facade materials and design may be used on the addition, provided that the following criteria have been met:

- The addition does not exceed fifty (50) percent of the existing building floor area; all new facades substantially constitute a continuation of the existing facades with respect to color, texture, size, height, and location of materials; and that the visual effect is to make the addition appear as part of the existing building.
- If the addition exceeds fifty (50) percent of the existing building floor area, the entire building shall be brought into full compliance with the façade requirements above.

Signage: All uses shall be subject to the sign standards of the VC/VG District. When a new use, construction of a new building, or additions are proposed to an existing building, all existing signage must be brought into compliance with current ordinance requirements and is subject to the review of the Planning Commission as part of a master sign plan. The following additional requirements apply for all signs within the VT District:

- All ground signs shall be of wood or masonry construction. The message panel of all signs shall be painted, routed, individually formed wooden letters, or pin mounted letters.
- Not more than 3 colors, excluding a background color, may be used on a sign in the VT District.



Village Residential 2/10 (VR-2, VR-10)

District Character

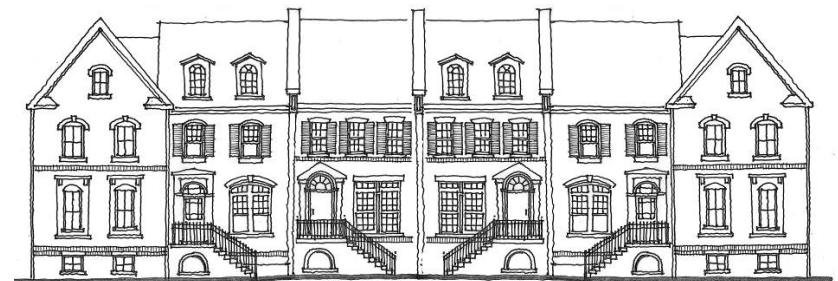
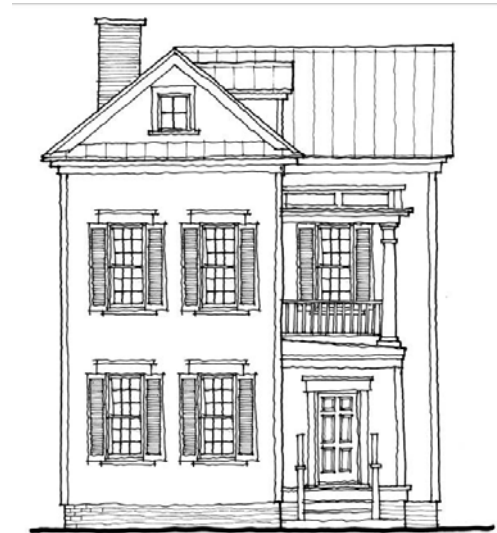
The purpose of the Village Residential Districts are to provide a variety of predominantly residential uses which include different housing opportunities while providing services such as parks, schools and convenience shops designed to encourage walking and biking minimizing the impact of the automobile. The intent is to create high quality residential neighborhoods, which are integrated with other neighborhoods, as well as other districts.

Village Residential 2 will act as a transition area within the southern portion of the Village north of Strawberry Lake Road.

Characteristics:

- New streets, bikeways, paths and trails should connect to existing adjacent neighborhoods and create a unifying circulation network.
- Traffic calming measures should be used to eliminate shorts cuts and support a desirable living environment.
- Multiple connecting streets within a residential neighborhood should knit a neighborhood together, not from barriers.
- The street network should lead to major amenities such as retail centers, shops, schools, parks and community facilities.
- Street and path systems should focus on important vistas such as community buildings, woodlands or open spaces.
- There should be a wide variety of residential building types and living opportunities within a neighborhood including small lot single-family, duplexes, townhomes, row homes, garden apartments, and flats.

-
-
- Residential densities shall generally transition from greater intensities near other districts or neighborhood nodes and to medium or lesser densities at community edges or major open space systems.



Parking: The following parking requirements per zoning code except for the following exceptions:

- Visitor parking for residential uses allowed on-street.
- Convenience retail parking on-street is allowed.
- Churches shall institute shared parking programs with convenience retail/business service uses adjacent. Each is allowed a 15% reduction in required parking.

STREETSCAPE

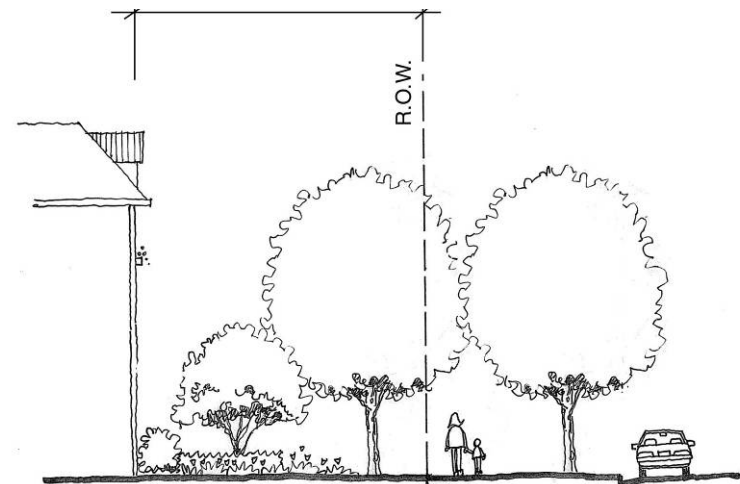
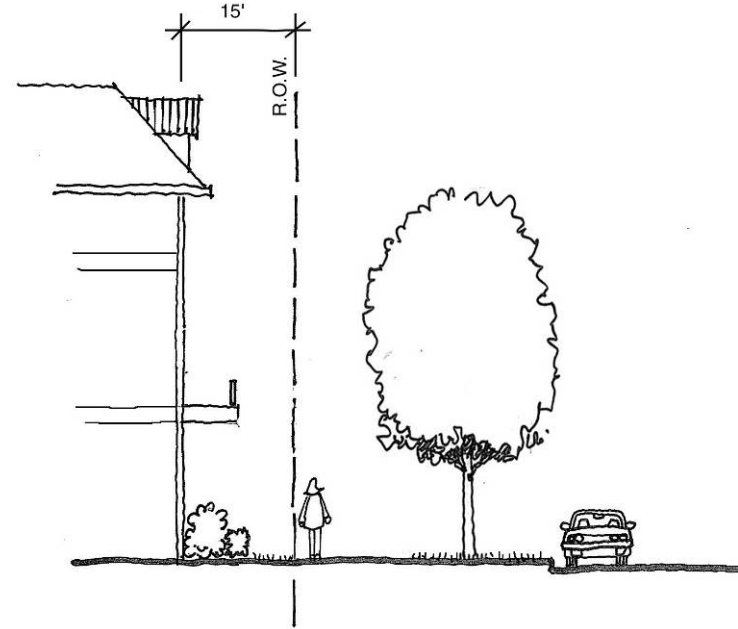
The following streetscape design improvements will help to enhance the pedestrian environment.

Lighting: Streetlights should be scaled for lighting the pedestrian way at approximately 12' in height and 50' o.c. Additional lighting may include accent lights along residential pathways or landscaping.

Street Trees: Street trees should be placed approximately 30–50' o.c. There should be bulbouts with accent trees at intersections and mid-block crossings.

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum. Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged.

Sidewalk Design: Sidewalks should be a minimum of 6 feet wide and wider when deemed appropriate.

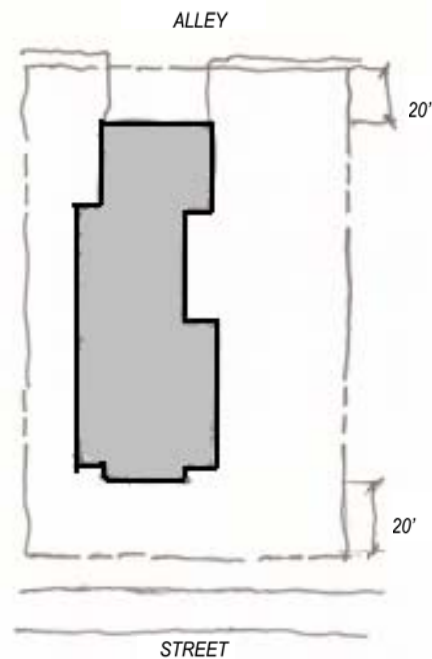


SITE PLANNING AND BUILDING TYPES

The following site planning and building type standards will help to create an attractive environment in the VR Districts:

Building Location: Buildings and site development should contribute to a cohesive urban pattern, define and frame the public street and open space system, and reinforce the overall goal of creating a walkable district.

Residential Frontage: Residential Buildings should be built to the street or have a minimal front porch setback with raised entries.



Building Design:

VR-10

Units range from 600 sq. ft. one bedrooms to 1,500 sq. ft. for three bedrooms.

Primary building entrances shall be oriented towards streets, parks or pedestrian plazas.

Ground floor units shall have individual entries directly from the street.

The buildings may be accessed through a common entry with an elevator and stair core to a series of double loaded corridors.

Buildings should be organized around a large semiprivate open space that provides for quality landscaping, tot lots and building buffer space.

Front yard setbacks shall generally range from 0-15 feet.

Façade Requirements:

- The architectural features, materials, and building articulation shall be continued on all sides visible from a public street.
- The front façade of the principal building shall face onto the public street.
- The front façade shall not be oriented to face directly to a parking lot.
- Porches, roof overhangs, pent roofs, or other similar architectural features shall define the front entrance to all residences.
- Front loaded garages are discouraged. Any front loaded garages must be recessed a minimum of 10 feet.

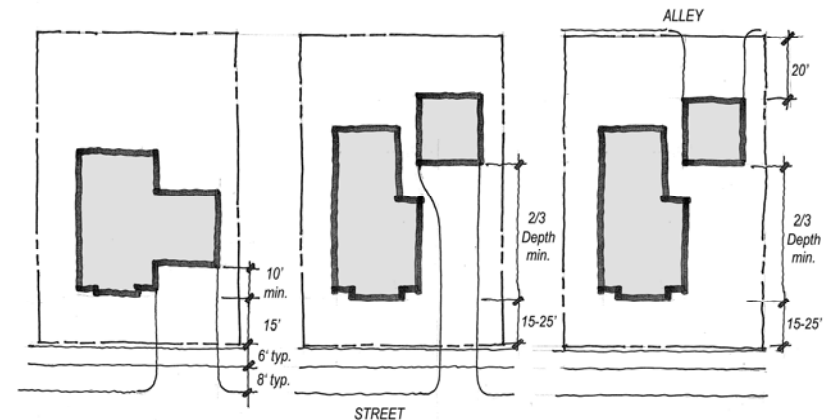
Open Space: Please refer to Chart 1 for appropriate open space provisions within the VR Districts.

Signage: Both districts may have address signage, accessory signage not exceeding two square feet, private traffic signs, and one real estate sign per dwelling unit for sale. Subdivisions are also permitted one sign per vehicle entrance, located on private property, and not to exceed 20 square feet. All signage is still subject to Zoning Ordinance requirements. In addition VR-8 may have the following:

- Up to eight square feet of accessory signage.
- Signs identifying community facilities. Not to exceed 15 square feet not closer than 30 feet to a single family residential property line.
- Garages with access from an alley



Garages with access from an alley



Garage setback from the front façade are encouraged.

INDUSTRIAL (LI/GI)

District Character

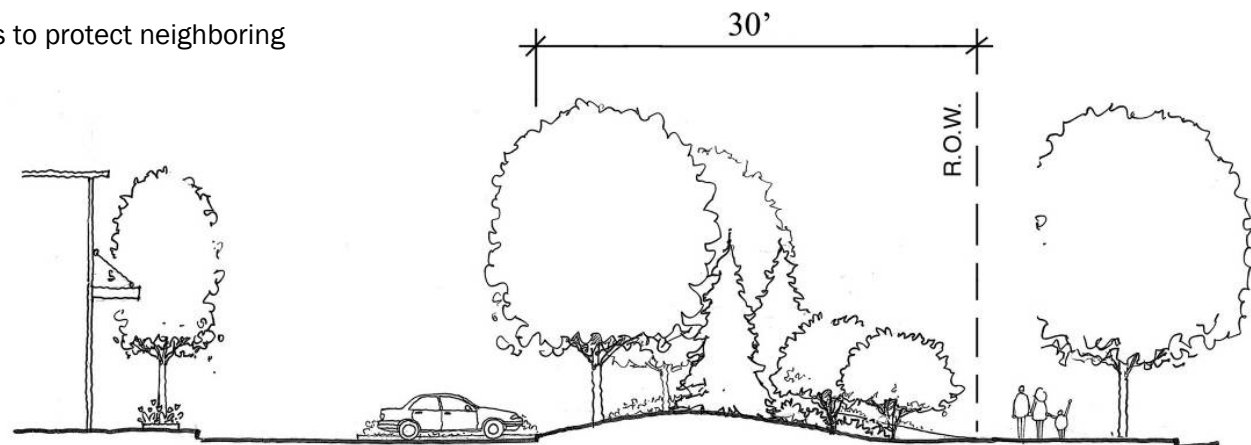
The Industrial District is intended to encourage innovative research, office, and light industrial uses, but at all times to protecting the neighboring residential districts from any adverse impacts. It shall also maintain the Village character by providing a walkable environment and utilizing high quality design. The District is designed to encourage unified complexes of research, office and light industrial uses, with high tech and multi-use facilities in a planned environment.

Characteristics:

- The Industrial District shall maintain the integrity of the Village by placing buildings on the street front along Industrial Drive.
- Innovative industrial/technical uses are encouraged.
- Shared parking lots are encouraged to reduce impervious surfaces.
- Stringent landscape requirements to protect neighboring residential uses.

Parking: Parking requirements per zoning code except for the following exceptions:

- Shared parking must be taken into consideration for multi-use/multi-building projects.
- Minimal parking beyond zoning code requirements.
-



STREETSCAPE

The following streetscape design improvements will help to enhance the pedestrian environment. These improvements may be waived or modified by the Planning Commission subject to the waiver modification requirements outlined in Section 9.0 of the zoning code.

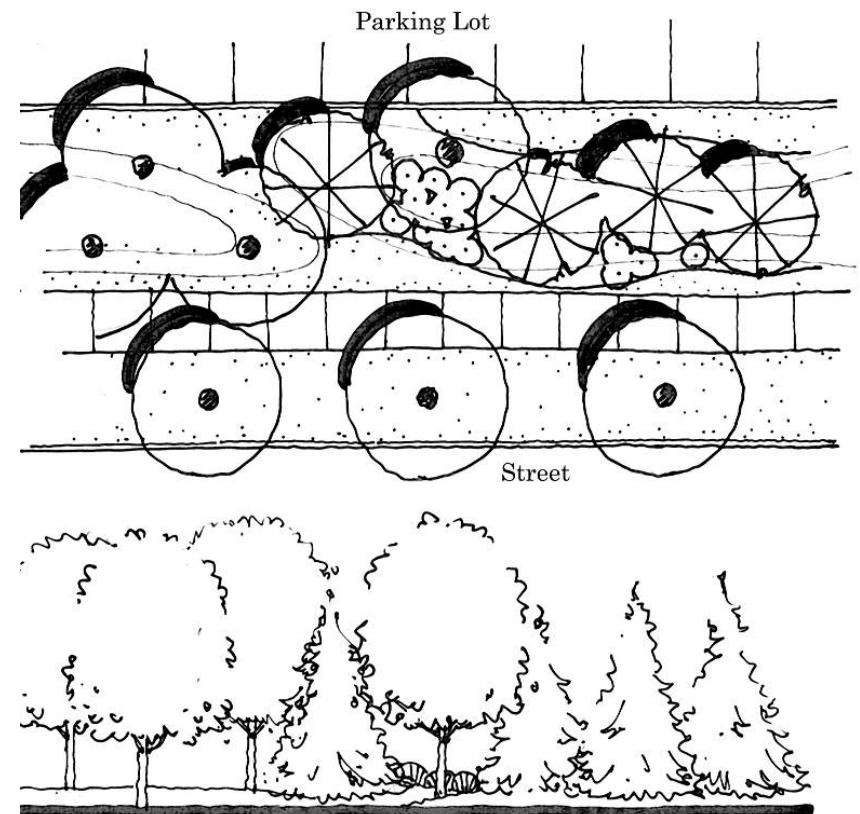
Lighting: Please refer to the VC/VG lighting standards.

Street Trees: Street trees should be placed approximately 50' o.c. within tree wells (with grates or hard pack pervious material).

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum.

Sidewalk Design: Sidewalks should be a minimum of 6 to 10 feet wide.

Open Space: Please refer to Chart 1 for appropriate open space provisions within the Industrial District.



SITE PLANNING AND BUILDING TYPES

Commercial Frontage: Buildings along Industrial Drive are encouraged to be built to the street or have a minimal landscape setback to define the street. Industrial building frontage should extend a minimum of 65% of the primary street frontage. Customer and employee parking should typically be behind and to the side of buildings and never located on corner lots.

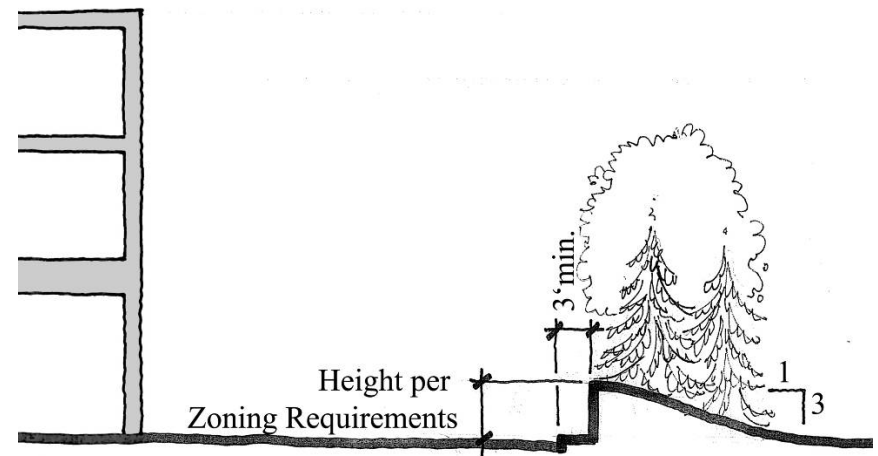
Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge.

Building Design:

- Buildings along Industrial Drive are encouraged to maintain the street frontage, while buildings located off of private drives may have one row of parking in front behind a 30 foot landscaped setback.
- Buildings located on Industrial Drive should have facades articulated through architectural treatment in a relatively small rhythm of approximately 50' and be generally vertical in proportion.
- Building entrances shall be clearly visible from a public street.
- Front facades shall have a minimum 40% transparency along Industrial Drive.

Setbacks: Maximum front setback of 30 feet must be landscaped. One row of parking is allowed in front of the building located behind the landscape buffer. Zero front setbacks are encouraged along Industrial Drive.

Height: Height shall be determined in conjunction with the Zoning Ordinance and the Township Planning Commission. First floor ceiling heights with a minimum of 15 feet are encouraged.



Screening Requirements for Industrial Uses Backing to Residential

Natural River (NR)

District Character

The purpose of the Natural River District is to preserve and enhance the values of the Huron River area and implement the objectives embodied in the Huron River Management Plan.

Characteristics:

- New streets, bikeways, paths and trails should connect to existing adjacent neighborhoods and create a unifying circulation network.
- Discourage the building of private property against the river as to eliminate it from public access.
- Encourage preservation and public areas along the river frontage.
- To prevent ecological damage due to overbuilding this sensitive area.
- Street and path systems should focus on important vistas such as the river, community buildings, woodlands or open spaces.
- To promote the recreational values of the River.

Parking: The following parking requirements per zoning code except for the following exceptions:

- Visitor parking for recreational uses allowed on-street.



STREETSCAPE

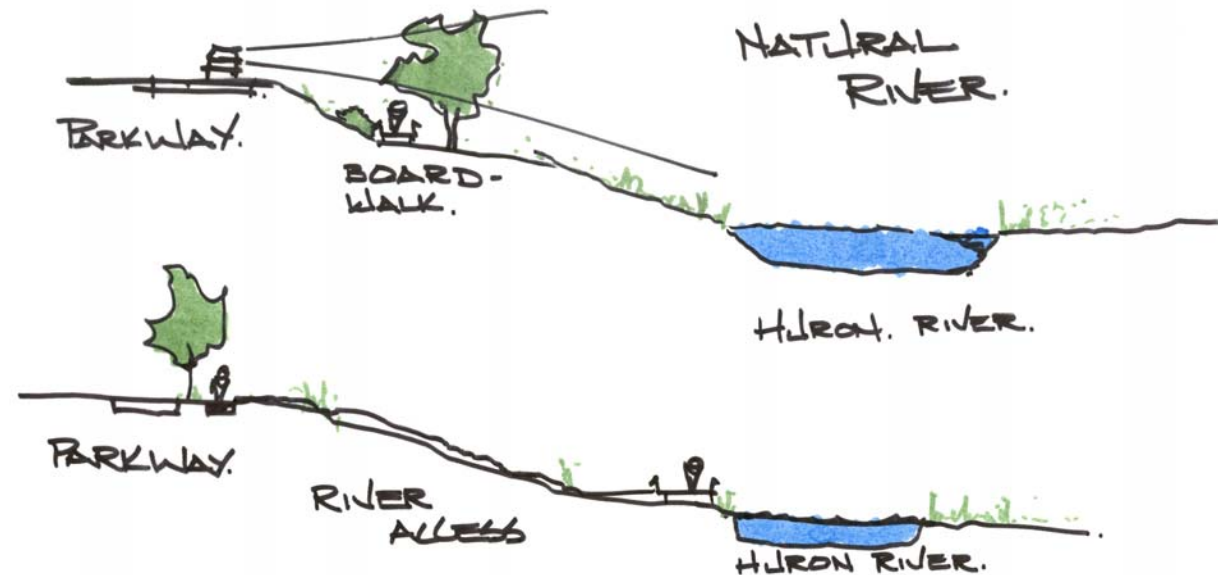
The following streetscape design improvements will help to enhance the pedestrian environment. These improvements may be waived or modified by the Planning Commission subject to the waiver modification requirements outlined in Section 9.0 of the zoning code.

Lighting: Streetlights should be scaled for lighting the pedestrian way at approximately 12' in height and 50' o.c. Additional lighting may include accent lights along residential pathways or landscaping.

Street Trees: Street trees should be placed approximately 50' o.c. or according to Zoning Requirements/Open Space Plan whichever is more stringent.

Intersections: Pedestrian crossings should be clearly designated with wide stripping at a minimum. Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged.

Sidewalk Design: Sidewalks should be a minimum of 6 feet wide and wider when deemed appropriate.



SITE PLANNING AND BUILDING TYPES

The following site planning and building type standards will help to create an attractive environment in the NR District:

Building Location: Buildings and site development should contribute to the protection of the natural river areas as well as providing accessibility to the public. Homes should front on to a public street lining the river as opposed to homes backing onto the River.

Residential Frontage: Residential Buildings should be built facing the street with a 15-25 foot front porch setback with raised entries.

Façade Requirements:

- The architectural features, materials, and building articulation shall be continued on all sides visible from a public street.
- The front façade of the principal building shall face onto the public street.
- Porches, roof overhangs, pent roofs, or other similar architectural features shall define the front entrance to all residences.
- Front loaded garages are discouraged. Any front loaded garage must be recessed a minimum of 10 feet.



Open Space: Please refer to Chart 1 for appropriate open space provisions within the NR Districts.

Signage: Both districts may have address signage, accessory signage not exceeding two square feet, private traffic signs, and one real estate sign per dwelling unit for sale. Subdivisions are also permitted one sign per vehicle entrance, located on private property, and not to exceed 20 square feet. All signage is still subject to Zoning Ordinance requirements.



IV. Plan Implementation

Village Center Strategic Work Program Matrix																
Page 1																
KEY	AREA	PROJECT	IMPORTANCE	TIMEFRAME		PRIVATE RESPONSIBILITIES				APPROVALS			FUNDING OPPORTUNITIES			PROJECT
				Plan/Design	Implement	Township Supervisor	Other	County/ State/ Federal	Property Owner	Other	Township Board	Plan, Comm.	Other...	Public	SAD	Private
Importance																
1		1. Catalytic/Very Important														
2		2. Very important														
3		3. Important														
Time Frame																
1		1. Now														
2		2. Soon: 1 - 3 years,														
3		3. 3 - 5 years														
4		4. Ongoing/As Available														
5		5. Under Construction														
6		6. Complete														
Responsibilities																
1		1. Lead or Coordinating														
2		2. Key Participant														
Other / Private Responsibility																
		CF - Community Foundation														
		GI - Greenways Initiative														
Other / Public Responsibility																
		County - Livingston County														
		MEDC - Mich Econ Dev Corp														
		P&Z - Planning and Zoning Admin.														
Significant Involvement																
Planning																
		Update Zoning Ordinance	1	1	1		PC/TB									Planning
		Codify design guidelines	1	1	1		PC/TB									Update Zoning Ordinance
																Codify design guidelines
Civic Spaces																
		Connection to Municipal Park	3	4	4	1			2							Civic Spaces
		Lakeland Trail Connection to the east	3	3	4	2			1							Connection to Municipal Park
																Lakeland Trail Connection to the east
Mixed-Use Development																
		Recruit developers	1	1	1		P&Z	MEDC								Mixed-Use Development
		Assemble property	2	1	4	2	P&Z									Recruit developers
		Business recruitment	1	1	1		P&Z	MEDC								Assemble property
																Business recruitment
Pedestrian Improvements																
		<i>M-36</i>														Pedestrian Improvements
		Complete path on south & west	1	2	2		P&Z	County	1							<i>M-36</i>
		Uniform Lighting Standard	2	2	2		P&Z	MDOT								Complete path on south & west
		Provide cross walk to north side	2	2	2		P&Z	MDOT	2							Uniform Lighting Standard
		Benches/furnishings	2	2	2		P&Z		2							Provide cross walk to north side
																Benches/furnishings
Hamburg Road																
		Widen and Repair Sidewalks	1	1 or 2	2	1	P&Z									Hamburg Road
		On-street parking	2	1 or 2	2	1	P&Z									Widen and Repair Sidewalks
		Improve pedestrian lighting	1	1 or 2	2		P&Z									On-street parking
		Plant additional street trees	2	1 or 2	2		P&Z		2							Improve pedestrian lighting
																Plant additional street trees
Connections																
		Improve pedestrian signage	1	1	1	2	P&Z						MDOT			Connections
		Develop historical/interpretive signs	3	1 or 2	2		P&Z									Improve pedestrian signage
		Develop Lakeland Trail entry	1	1 or 2	2		P&Z	County								Develop historical/interpretive signs
																Develop Lakeland Trail entry
Vehicular																
		M-36 widening	3	3	4	2		MDOT	1							Vehicular Connections
		Adopt Access Management Standards	1	2	2			MDOT	2							M-36 widening
																Adopt Access Management Standards
Gateways																
		M36/Village Gateways	1	1 or 2	2	2	P&Z									Gateways
																M36/Village Gateways

Appendix A

Table of Permitted Uses by District

P = Principal Use S = Special Use = ☐ = Prohibited Use *(current zoning ordinance sections, subject to change)

USES	DISTRICTS								Supplemental Use Standards*
	VG	VC	VH	VT	VR-2	VR-10	LI/GI	NR	
ANIMAL AND AGRICULTURAL USES									
Greenhouses, Nursery Sales, Garden and Feed Centers							S		
Raising and Keeping of Horses or Other Domestic Animals								S	Section 7.7.1
RESIDENTIAL USES									
Accessory Dwelling Units	S		S	P	S	P			Section 8.27
Adult Foster Care Large/Small Group Home								S	Section 8.26
Apartments	P	P	P		S	P			Section 8.23
Bed and Breakfast Inns	S	S	S	S				S	Section 8.24
Childcare Center or Day Care Center	S	S			S	S			Section 8.7
ECHO	S				S	P			Article 15.00
Family Day Care Home (up to 6 children)	P			P	P	P		P	
Group Day Care Home (7 to 12 children)	S			S	S	S		S	Section 8.7
Home Occupations	S			S	S	S		P	Section 8.1
Live-Work Units	P	P	P	P					
Single-Family Detached Dwellings	S		S	P	P	P		P	TBD
Townhouses	S				S	P			
OFFICE, SERVICES, AND COMMUNITY USES									
Banquet Halls, Private Clubs, and Fraternal Halls	S	S	S						
Business and Professional Offices up to 1,500 Sq. Ft. GFA	P	P	P	P					
Business and Professional Offices up to 5,000 Sq. Ft. GFA	P	P	P						

USES	DISTRICTS								Supplemental Use Standards*
	VG	VC	VH	VT	VR-2	VR-10	LI/GI	NR	
Business and Professional Offices up to 10,000 Sq. Ft. GFA	P	S							
Business and Professional Offices greater than 10,000 Sq. Ft. GFA	S	S					P		
Churches and Other Buildings Associated with Religious Worship (seating capacity of <u>not</u> more than 300 persons)	P	P	P	P				S	
Churches and Other Buildings Associated with Religious Worship (seating capacity of more than 300 persons)	S	S	S	S				S	
Drive-Through Service	S	S					P		
Funeral Homes up to 5,000 Sq. Ft. GFA and Mortuaries	P	P					P		
Gasoline Service Stations							P		
Indoor Recreation Centers such as Fitness and Health Clubs, Batting Cages, Bowling Alleys, Skating Rinks, and Athletic Courts	S	S	S						
Music/Dance Studios; Technical or Vocational Training Facilities up to 5,000 Sq. Ft. GFA	P	P							
Natural Study, Hiking, and Pedestrian Paths; Boardwalks; and Conservation and Environmental Interpretative Areas (kiosks, overlooks, open shelter, etc.)								P	
Outdoor Retail Sales/Display	S	S	S	S			P		
Personal Service Establishments - Barber Shops, Beauty Salons, and Laundry Pick-up up to 1,500 Sq. Ft. GFA	P	P	P	P					
Personal Service Establishments - Barber Shops, Beauty Salons, and Laundry Pick-up up to 5,000 Sq. Ft. GFA	P	P	P	S					
Public Buildings, Post Offices, Libraries, Fire Stations, Community Centers, Public Maintenance Buildings	P	P	P	P				S	

USES	DISTRICTS								Supplemental Use Standards*
	VG	VC	VH	VT	VR-2	VR-10	LI/GI	NR	
Public or Private Elementary, Junior and Senior Schools, and Institutions of Higher Education	S	S	S	S	S	S		S	Section 8.6
Public or Private Golf Courses, Parks, Recreation Clubs and Open Spaces								S	
COMMERCIAL USES									
Banking and Financial Institutions up to 1,500 Sq. Ft. GFA	P	P	P	P					
Banking and Financial Institutions up to 5,000 Sq. Ft. GFA	P	P	P				P		
Body, Paint, and Repair Shops for Autos and Other Vehicles							P		
Drive-Through Service	S	S					P		
Food and Beverage Service Establishments (restaurants; dairy bars; taverns; outdoor cafes) up to 5,000 Sq. Ft. GFA	P	P	S	S					
Food and Beverage Stores (groceries; fruit/meat; baked goods; dairy; beverages/liquor up to 1,500 Sq. Ft. GFA	P	P	P	P					
Food and Beverage Stores (groceries; fruit/meat; baked goods; dairy; beverages/liquor up to 5,000 Sq. Ft. GFA	P	P	S	S					
Non-Residential Uses Greater Than 5,000 Sq. Ft.	S	S	S				P		
Outdoor Retail Sales/Display	S	S	S				P		
Planned Community Shopping Centers	P	P							TBD
Repair Shops (bicycles; appliances; shoes; jewelry; small motors <u>not</u> motor vehicles) up to 1,500 Sq. Ft. GFA	P	P	P	P					
Repair Shops (bicycles; appliances; shoes; jewelry; small motors <u>not</u> motor vehicles) up to 5,000 Sq. Ft. GFA	P	P	S						
Retail Stores up to 1,500 Sq. Ft. GFA	P	P	P	P					
Retail Stores up to 5,000 Sq. Ft. GFA	P	P	S						
Sale of Goods at Wholesale							P		

USES	DISTRICTS								Supplemental Use Standards*
	VG	VC	VH	VT	VR-2	VR-10	LI/GI	NR	
Sales, Rental, Services, and Repair of Motor Vehicles, Farm Machinery, Boats, Trailers, and Heavy Equipment, including Power Plants							P		
INDUSTRIAL, RESEARCH, AND LABORATORY USES									
Asphalt and other Bituminous Plants							S		
Bulk Storage of Petroleum and Chemical Products, Flammable Liquids or Gasses							S		
Concrete or Concrete Products Manufacture									
Construction and Farm Equipment Sales							P		
Contractor's Establishment							P		
Manufacturer of Stone or Tile Products							P		
Manufacturing, Processing, or Assembling of such products as Food Products, Pharmaceutical and Cosmetic Products, Appliances, Electrical Parts, Scientific Instruments, Office Machines, and Metal Products Except Heavy Machinery and Transportation Equipment							P		
Manufacturing of Heavy Equipment and Machinery							P		
Open Industrial Uses or Industrial Products or Materials Storage							P		
Packaging Operations but not including Baling or Discarded or Junk Materials, such as but not limited to Paper, Cloth, Rags, Lumber, Metal, or Glass							P		
Planned Industrial Parks							P		LI, Light Industrial
Plating							S		
Printing, Publishing, and Related Activities							P		
Public and Private Sanitary Landfills, Incinerators, and Junkyards							S		

USES	DISTRICTS								Supplemental Use Standards*
	VG	VC	VH	VT	VR-2	VR-10	LI/GI	NR	
Public Service Installations, Public Utility Buildings and Structures for Gas, Water, and Electrical Service, Telephone Exchanges, and Transformer Stations and Substations, including the Storage of Equipment and Vehicles but not including Power Plants							P		
Quarries and Sand and Gravel Pits							S		
Research and Testing Facilities							P		
Retail Uses which have an Industrial Character in terms of either Outdoor Storage or Display Requirements or Activities such as Lumber Yards or Building Supplies							S		
Shops for Plumbing, Sheet Metal, Woodworking, Machine Work, and Tool and Die Making							P		
Trucking and Cartage Facilities, Trucks and Industrial Equipment Storage Yards, Repairing, and Washing Equipment and Machinery							P		
Warehousing and Material Distribution Centers							P		
OTHER USES									
Accessory Buildings and Structures			P	P			P	P	Section 8.3
Essential Services		P		P	P	P	P	P	Section 8.4
Signs	P	P	P	P	P	P	P	P	Section 8.2