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AREA PLAN AMENDMENT

DIXBORO AREA DEVELOPMENT POLICY

AMENDMENT TO THE GROWTH MANAGEMENT PLAN

SUPERIOR CHARTER TOWNSHIP

PART 1

INTRODUCTION

1.01 Planning Area - The plan amendment covers the Dixboro community, which is delineated by the M14 freeway on the north, Vorhies Road on the east, Dixboro Road on the west and south of Ford Road, Fleming Creek and Fleming Creek impoundment, east of Cherry Hill and Gale Roads and including the western ½ of Section 17, portions of the eastern ½ of Section 18, the north-east ¼ of Section 19 and the north-west ¼ of Section 20. The area is designated as an area for detailed policies on Map _____ of the Growth Management Plan.

1.02 Description of Amendment – The first Dixboro area amendment was part of the General Development Plan; adopted in 1982. This area plan was adopted

by reference in the Township's 1992 Growth Management Plan(GMP). In 1993 an amendment to the Growth Management Plan was adopted described as the "*The Cherry Hill Road/Gale Road/Fleming Creek Impoundment Area.*" These amendments were referenced and adopted as refinements of the policies of the 1992 GMP as they applied to the Dixboro and Fleming Creek areas.

The 1992 Growth Management Plan has been revised. As part of this process, the two area plans referenced above are being combined into a single comprehensive area plan to be incorporated within the overall revision to the 1992 GMP. This "*Dixboro Area Plan*" is a part of the overall Growth Management Plan but contains detailed policies for this specific area. In the event of a conflict between this area plan and the overall Growth Management Plan, the policies in this area plan should control.

1.03 Background

Review of the area plan amendment to the Dixboro area began in the Fall of 2002 when a "*Futuring Session*" was held with the residents of the Dixboro area. The purpose of this meeting was to identify a series of wide-ranging impressions of the Dixboro community. Those attending the meeting were asked to give their reactions to the following:

- What are the "**Strengths**" of the Dixboro Community?
- What are the "**Weaknesses**" of the Dixboro Community?
- What are the "**Opportunities**" of the Dixboro Community?
- What are the "**Threats**" to the Dixboro Community?

After discussing these questions, meeting attendees were asked to vote on the responses to the above questions in the order of importance. Following is a general listing of high-priority topics identified by the meeting attendees to be the most significant. A complete listing of the discussion items ranked by priority is contained within the addendum of this amendment.

Strengths Characterizing the Dixboro Community

- The community maintains a unified community appearance containing open space and mature trees with a small-town atmosphere, which is pedestrian friendly, with a historic character.
- The Methodist church, general store, and village green are the prominent focal points within the community.

Weaknesses Characterizing the Dixboro Community

- There is no traffic management plan for roadways experiencing speeding and excessive traffic through the community.
- The intersection of Ford and Plymouth Roads is considered dangerous and should be addressed.
- The excessive traffic has raised concerns for pedestrian safety and noise. Sidewalks, bike paths, and a vehicle-parking plan are considered essential along certain roadways.
- Currently there is no active school within the community.

Opportunities of the Dixboro Community

- The opportunity exists to define the community boundaries, enhance the intimacy of the community, and retain the community character through implementation of the Dixboro Area Plan.
- An open space network, including Fleming Creek and a pedestrian/bike plan, can be identified and implemented throughout the community.
- Traffic impacts can be managed by implementing traffic-calming methods for certain roadways within the community.
- Emphasis can be placed on revitalizing the Freeman school as a community asset.
- The intimacy of the community can be enhanced by planting trees along roadways and incorporation of the Village Green into adjacent land uses through pedestrian walkways.
- Appropriate and compatible commercial development, as well as mixed uses with existing and future residential dwellings, can be developed to revitalize the integrity of the community.

Threats Facing the Dixboro Community

- The loss of existing community character and the potential of not implementing specific "*strengths*" outlined within the community "*Futuring Session*" through a comprehensive Dixboro Area Plan.
- The pressure of growth within adjacent communities could result in increased traffic impacts, possibly leading to the widening of Plymouth Road within the

community.

1.04 Area Plan Strategy

The results of the "*Futuring Session*" served as a basis and an integral part of the Dixboro Community area plan planning process. Also considered in the planning process were the trends and pressures of the surrounding region and adjacent units of government. The Dixboro Community will be faced with heightened challenges in the near future. Directions of growth will continue to be orientated towards transportation corridors within Superior Township and the immediate region, most of which pass through or adjacent to the community. It is believed that supplementary pressures will escalate along M-14, Ford Road and Plymouth Road as these routes link the Ann Arbor/Ypsilanti area with developing areas of the greater Detroit metropolitan area.

Through the planning process and the establishment of goals, objectives, policies, and strategies, and with current regulatory ordinances to implement the Dixboro Area Plan, the distinguished character of the Dixboro Community will be preserved through awareness and measures taken to deal with the pressures, trends, and issues facing it.

This area plan revision therefore focuses upon recognizing the unique character and attributes of the Dixboro Community, the pressures and trends that confront the community, and methods to allow the community to maintain its identity and integrity and deal with the forces acting upon the community.

This Dixboro area plan amendment is the culmination of over a year's study of the planning area. Several meetings were held with the Dixboro community residents to generate discussion and to focus attention on critical issues facing the community. Several public meetings were held on the amendment as it passed through the various stages of development and review, to obtain the public's views at each stage.

PART 2

GOALS

The major purpose of this sub-area plan is to maintain and preserve the distinctive setting of the Dixboro community, the community identity and the social sense of community in Dixboro that results from this setting. Emphasis will be placed on guidelines that encourage and shape appropriate landscaping and structural improvements for developments within the Dixboro community.

2.01 The physical identity of the Dixboro area as a rural, village type of residential settlement with buildings of historical and cultural heritage that display a compactness and self-contained appearance, should be protected and strengthened. Visual and physical techniques should be incorporated to increase community-focused awareness by the incorporation of boundary markers for separation of transportation, land use, pedestrian orientation, and the physical limits of the Community of Dixboro. Open space and very low-density residential will be maintained at the edges of the defined community, and a central spine of open spaces, public facilities, and walkways will be designed to tie the various parts of the community together. New development in the area should be consistent with the rural, village character.

2.02 The exterior appearance and physical setting of existing historic buildings should be preserved.

2.03 The existing character of the Plymouth Road corridor, characterized by the visual cohesiveness of the village church, general store, old brick schoolhouse and various residences, distinctively define the village identity, between Dixboro Road and Church Street, and should be preserved. New buildings should be consistent with this visual and architectural character. Existing buildings that are not consistent with this character should be remodeled to be consistent with it.

2.04 In the Plymouth Road frontages, maximum flexibility in types of uses should be permitted, so long as these uses are consistent with the established rural village character. Uses in the Plymouth Road frontages between Dixboro Road and the Church Street/Plymouth Road intersection should be consistent with the historic character of this area.

2.05 Action should be taken to acknowledge and lessen the impact of vehicle transit through the Dixboro Community. The impact of regional traffic flows through the community should be lessened using traffic-calming methods. A roadway system should be constructed through the Community of Dixboro that is scaled for characteristic uses (rather than being oversized and "overengineered" to accommodate "worst-case scenarios")

Plymouth Road will be de-emphasized between Dixboro Road and M-14/M-153, in order to discourage use of this segment of the road by regional traffic. De-emphasis will be accomplished by incorporating curbing along the roadway through the community, allowing curb parking, and other traffic-calming methods that offer a pedestrian-friendly atmosphere.

2.06 Stream corridors in the Dixboro area should be protected as a natural open space system. The corridors should be open for passive recreation where such use will not damage or threaten the natural character or functions of the

corridors. The corridors should be a visual amenity for the community.

2.07 Freeman School should be retained as a public elementary school.

2.08 The Freeman school, the Methodist church, and the village green will be the focal points and social core of the Dixboro area, and will be the key parts of the internal structure for the physical organization of the community. The wooded area north of the school site, the Cherry Hill Road right-of-way south of Plymouth Road, the designated conservation area north of Cherry Hill Road, and the open space along Fleming Creek will be added to the other elements to enhance a continuous, central spine of facilities and areas through the community. The spine will help tie components of the community together, and will increase the attractiveness of the school, playground, church, and village green as social gathering places. The spine will provide pedestrian and bicycle facilities. The village green will be the principal focal point of the community.

2.09 Freeman School and playground, the Methodist church, and the village green should be the physical and social core of the community.

2.10 Wooded areas and fence rows should be preserved, where feasible, as natural features and visual amenities.

2.11 Each development proposal, such as a rezoning petition, site plan, or subdivision plat, should be reviewed in terms of its relation to the entire Dixboro community, in addition to the site's conditions and its relation to neighboring properties.

2.12 The Dixboro area should be protected from future development in the southwest quadrant of the Plymouth/Dixboro intersection, in Ann Arbor Township. The impact of development in this area should not be permitted to spill over into the Dixboro community.

2.13 Pedestrian access should be provided for adjoining residential neighborhoods that can be physically a part of the town center.

2.14 Unless there are no alternatives and public health policies require it, public water and sanitary sewer services will not be provided to the Dixboro area, and private, community water supply and sanitary sewage disposal or treatment systems are not permitted in Superior Township. Therefore, uses and densities will be permitted in Dixboro only if they can safely utilize individual wells and septic tanks/drain fields.

2.15 A special zoning district will be created for the Plymouth Road area. This district will permit a variety and mixture of uses, including dwellings with nonresidential uses. The scale of uses and buildings will be kept small, to be

consistent with the existing historic structures in the area, and a rural village character. The size of parking lots and the number of parking spaces will be limited, so that parking lots will not dominate the visual character of the area. Design review will continue to be required, in addition to site plan review, to ensure that buildings and landscaping will be consistent with the intended character of the historic area. Review standards have been previously provided and a design review commission established.

PART 3

LAND USE POLICIES

This section provides specific recommendations regarding the development and the preservation of character concerning the Community of Dixboro. It is understood that many of the following policies could be initiated by Community residents individually or acting as a unified group. Also as new development is initiated within the Dixboro Community, the incorporation of these policies can be a part of the proposed development. It is also recognized that the cooperation of outside governmental agencies may be necessary and that the costs of certain actions or recommendations may be beyond the ability of the Community alone. In such a case the capability to acquire outside funding, either separately or through a coordinating governmental agency, may be necessary.

3.01 Community Development

A. Village Center - The area designated as the village center along Plymouth Road should be gradually converted to a mixed-use area, with a village scale and character. The village center should be limited to lots that front onto Plymouth Road.

Uses permitted in the village center should be compatible with residential-type structures and a neighboring residential environment. Uses such as tea and dining rooms, craft shops and studios, bed and breakfast inns, gift shops, antique shops, and small professional offices are considered appropriate in this area, provided maximum sizes are established to ensure a residential scale. Drive-through operations should not be permitted. Single-family dwellings should be permitted in the area.

Existing residential structures should be retained, but may be converted to the types of non-residential uses listed above. New buildings should be compatible in scale with the existing residential structures, and should have roof lines and architectural proportions and details that reflect existing houses. Exterior finish materials should

be the same as commonly used on single-family dwellings; commercial-appearing materials, such as metal or glass curtain walls and concrete blocks, should not be used in this area. Building height should be limited to two floors and 30 feet.

The setting for buildings should be spacious, with setbacks and spacing between buildings to reflect the existing residential situation along Plymouth Road, west of Church Street. Parking for non-residential uses should not be permitted in front of buildings, and parking lots should be small, so that they will not dominate the appearance and character of sites. Existing non-residential structures should be remodeled to meet these standards, to the extent feasible.

Exterior lighting should be compatible with a residential atmosphere. Residential-type fixtures, not more than 20 feet high and down shielded, should be used.

B. Village Office Area - The office area continues to be intended as a transition area between the commercial center at Plymouth Ford and the residential area and village center to the south and west. The designation for office use is also intended to permit reasonable, small-scale uses and has a mixture of residential and small commercial and office buildings and uses.

The existing small-scale character of the area should be retained. Offices should be limited to small professional and personal service uses. Existing houses may be converted to office use, and new office buildings could be added, either on undeveloped lots or as replacements for existing structures. Buildings should be subject to design review according to the Dixboro Design Review Guidelines.

C. Neighborhood Shopping Center - The area at the Plymouth/Ford intersection, east of Plymouth Road, should be developed as a neighborhood shopping center, with common driveways and parking facilities, where possible. The center should be limited to uses that provide convenience goods, such as food, drugs and sundries, and personal services that meet the needs of the immediate neighborhood trade area.

An overall design theme should be established for the center. The center should be designed to be an entry to the Dixboro community from the east. Building should be designed to have a residential scale and appearance, with residential types of exterior finish materials. The stream corridor should be retained as a landscape feature and should

be utilized as a focus for the center. The center should not focus on the adjacent roads. Pedestrian bridges should be provided across the stream corridor, to connect the two sides of the center. Existing trees should be preserved to the maximum feasible extent. All buildings in the center should be subject to the design review process.

The east edge of the center should have a landscape buffer strip at least 50 feet wide, to separate future residences to the east from the shopping center.

The center should have a vehicular and pedestrian connection with the office area to the south.

3.02 Village Green - The village green should be maintained as an open space, to serve as the community's principal visual open space and as a place for people to gather. It should be developed as a part of the central pedestrian corridor and should have pedestrian paths around the perimeter of the space. Park benches should be provided. A landscape plan should be prepared for the village green; ornamental trees and shrubs should be planted in the west and northwest parts of the site, to define the west edge and to screen the space from the properties to the west. Ornamental plantings and fencing should be provided east of Short Street, to strengthen the east edge of the space.

3.03 Church - The Methodist Church should be retained as a historic structure and a social and physical focal point of the community. The church site should be carefully integrated into the pedestrian corridor, when that facility is developed. The presence of the church should also be recognized in any design and development work on the village green and the historic center in the vicinity of the site.

3.04 Open Space - The Freeman school/community center and village green are part of the open space system within the community. The open space system, along with the proposed street system, are the most important elements in defining the Dixboro community and in preserving it from encroachment and domination by urban development in neighboring areas. The Freeman community center, pedestrian corridor, and the village green will provide an internal focus for the community, in both a physical and social sense. The Fleming Creek corridor and its north tributary corridor should be retained as a natural boundary along the south and east edges of the community. The corridor along the main branch of the stream should be acquired for public use where possible, or retained in public ownership, as in the case of the University of Michigan property. Where not acquired for public use, the stream and its frontage should be restricted in use so that its natural character is preserved and its continuity is protected. A landscape plan should be developed for the main

branch corridor, so that existing natural features can be augmented.

The north branch corridor need not be acquired for public use, but should be preserved in a natural condition, as is currently being done in the Tanglewood planned community development.

3.05 Freeman Community Center - Although the elementary school is closed, the building and site should be retained in ownership by the school district. At some future time, as residential growth occurs in the northwest part of Superior Township, the facilities should be reopened as an elementary school. In the meantime, the building and site is being used by Superior Township as a community center. Facilities for active recreation should be provided on the site.

3.06 Central Pedestrian Corridor - A pedestrian path should be developed between the Freeman community center, pass through the village green, follow Oak Street, and connect to Cherry Hill Road. The path's crossing of Plymouth Road should be designed to emphasize pedestrian continuity and the safety of pedestrians.

3.07 Sanitary Sewer and Water Services - Public sanitary sewer and water lines will not be extended into the planning area, unless one or both services will be required by the County Health Department to remove a health problem. Therefore, all future development will have to utilize on-site water supply wells and sewage disposal systems. Proposals for uses and densities should recognize this policy.

3.08 Fire Protection - A fire sub-station is needed to serve the northwest part of Superior Township, including the Dixboro planning area, as residential development continues to occur in the area. Currently Superior Township is constructing a new fire station at Prospect and Ford Roads. The location of this new fire station will provide additional service to the Dixboro Community area.

PART 4

STREET POLICIES

4.01 Introduction - The primary objective of the street plan is to help preserve the character of the Dixboro community with a traffic system that is characteristic of a village image. The key to achieving this objective is to prevent the build-up of regional traffic flows through the community. If such traffic is permitted to increase, the quiet residential character of the community will be lost to traffic noise, exhaust fumes, congestion, and hazards. Such traffic will also attract land use changes to serve the traveling public, which will replace existing residences that could not survive in a high-traffic-volume environment.

The Dixboro community is located in an area that will experience substantial increases in regional traffic flows. The policy of this plan is to address Plymouth Road with traffic-calming methods including roadway curbing, parallel parking, additional street trees, sidewalks, pedestrian crossings at designated intersections, and fencing along residential portions of the community. The following specific policies are intended to implement this policy.

4.02 Plymouth Road

Plymouth Road is the central transportation core of the Dixboro Community. It is also an arterial that carries regional traffic through Superior Township. The objective of policies contained within this area plan is to minimize the traffic impacts of Plymouth Road as it passes through the Dixboro Community. The integrity of the Dixboro Community can only be maintained by addressing the impacts created by Plymouth Road. The visual prospective of Plymouth Road should be of a village scale and character. This can be accomplished by incorporating the following methods.

- A.** The existing road should be maintained as a two-traffic lane, minor collector road for the community, between the Dixboro Road and M153 (Ford Road).
- B.** The speed limit in the segment between Ford and Dixboro Roads should be reduced to 25 mph.
- C.** Designating Plymouth Road to serve the function of a local, property-access roadway.

The following recommendations are set forth for consideration based upon this understanding.

A. Provide Entrance Signage at Each Entrance to the Community.

- Would serve as a visual element for vehicles occupants that they are approaching a community.
- Could be an architectural theme serving to identify the community.
- Could be combined with landscaping and other architectural features characteristic of the community.

B. Consider a Variety of Vehicle Traffic Calming Techniques Along Plymouth Road.

- Would reduce the speed and noise of traffic through the Community of Dixboro.
- Would provide safer pedestrian traffic adjacent to Plymouth Road.

C. Provide Roadway Curbing Along Plymouth and Cherry Hill/Gale Roads

- Provides greater separation of roadway and adjacent parcels and land uses.
- Provides for delineated areas of vehicle parking.
- Physically separates roadway from non-roadway areas and activities.

D. Provide Sidewalks Adjacent to Plymouth and Cherry Hill/Gale Roads

- Would allow greater pedestrian access to adjacent land uses.
- Would provide structured pedestrian access corridors.
- Would provide safer pedestrian travel and access to land uses and activities.
- Would provide continuity structure and focus pedestrians along roadway corridors.
- Could link to other pedestrian access points adjacent to the central community.
- Would visually create a sense of community.

- Would create greater opportunities for casual socializing within the Community.
- Would provide a sense of Community.

E. Allow Parallel Vehicle Parking Adjacent to Plymouth and Cherry Hill/Gale Roads.

- Would provide parking for adjacent establishments.
- Would serve to slow traffic through the Dixboro Community.
- Would add to the visual character of a centralized community.
- Would provide physical separation from vehicle traffic and pedestrians on sidewalks.
- Would enhance feeling of safety for pedestrians on sidewalks.
- Would serve to slow traffic traveling through the Dixboro Community.

F. Establish a Tree Planting Program Adjacent to Plymouth Road (between Vorhies and Dixboro Roads) and Gale Road north of Cherry Hill/Gale Roads Intersection.

- Would establish continuing visual character of the transportation corridors of the Dixboro Community.
- Would provide a focused community atmosphere.
- Would provide physical and visual separation from establishments adjacent to roadways and vehicles traveling on roadways.

- Would enhance roadway and pedestrian access points to Plymouth Road.
- Would begin to create additional distinguishing features within the community.
- Deciduous shade trees would be planted in a linear fashion along these roadways

G. Consider low profile picket fences or hedges for separation of residential areas along Plymouth Road

- Would provide physical separation of residential areas from pedestrian sidewalks and on street parking.
- Could focus entrances to specific sites or buildings.

H. Consider Street Lights along Plymouth and Cherry Hill/Gale Roads.

- Lighting would be designed to accent or highlight prominent architectural and/or natural features and be intended to enhance night-time aesthetics, pedestrian movement, and other Community activities.
- Would provide visual mood along roadways.
- Would contribute to predetermined physical character of the area.

I. Provide Benches Adjacent to Sidewalks Within Commercial Portions of Community.

- Civic-orientated structures would be clustered to encourage civic involvement and could be coordinated with outdoor dining facilities.

J. Provide selective vegetative planting areas within open

space areas and adjacent to public areas with access to pedestrian walkways.

- Would provide Community gathering locations for various activities that could take place within the Community.

K. Consider Vehicle Traffic signal at Plymouth and Cherry Hill/Gale Roads.

- Would reduce traffic speed through Dixboro Community.
- Would allow pedestrian crossing of Plymouth Road at a control point resulting in safer pedestrian access to land uses north and south of Plymouth Road.

L. Consider Traffic Island at Designated Point on Plymouth Road within the Dixboro Community.

- Could provide focus point within the Community of Dixboro.
- Would reduce traffic speed through the Community of Dixboro.

M. Consider Round-A-Bout at Designated Point on Plymouth Road within the Dixboro Community.

- Could provide focus point within the Community of Dixboro.
- Would reduce traffic speed through the Community of Dixboro.

N. Consider Small Scale Community Parking Lots.

- Would provide central location for parking within

Community.

- Could be connected to Community-wide pedestrian path system.

O. Community Character Incorporating Visual and Physical Techniques Along Plymouth Road.

- The incorporation of traffic-calming and other physical treatments along Plymouth Road can be designed to enhance the safety, visual prospective, and character of the Dixboro Community.

Looking west along the southern side of Plymouth Road at the intersection with Cherry Hill/Gale Road and along the frontage of the Dixboro Store.

P. New Development can add to the Character of the Community.

- When vacant parcels are developed, additional physical features can be added along the roadway including vegetative planters, pedestrian benches, sidewalks, streetlights, etc.

Q. A Rendering of an example of the Future Dixboro Community Looking East Along Plymouth Road from Dixboro Road.

4.03 Cherry Hill/Gale Road

The Cherry Hill/Plymouth intersection presents difficulty for the Dixboro Community because of the proximity of buildings to the road and the fact that the intersection is located in the center of the community. As residential development occurs south and east of the community, traffic flow through this intersection will increase substantially, and the problem will become progressively worse.

Similar traffic-calming methods and community character enhancements should

be incorporated along Cherry Hill/Gale Road, between Plymouth Road and Fleming Creek.

South of Fleming Creek, as Cherry Hill/Gale Road becomes more rural, pedestrian walkways should continue through Glenborough to the Cherry Hill Nature Preserve, to the east of the Glenborough residential development. An example of this treatment is shown below.

4.04 Plymouth/Ford Road Intersection

The intersection of Ford and Plymouth Roads is generally considered to be the physical eastern entrance to the Dixboro Community. These roadways currently carry significant traffic and as these regional arterials continue to increase in traffic volume, the impact to the Dixboro Community will be considerable. To ensure that traffic continues to flow at this intersection and to establish a substantial physical entrance point to the Dixboro Community, a round-a-bout should be considered. Following is a graphic representation of the potential of this application.

4.05 Church Street/Plymouth Road Intersection

Church Street is a local roadway primarily designed to provide access to adjoining residential dwellings. Because of the increasing traffic on Plymouth Road and because Church Street runs parallel to Plymouth Road, motorists occasionally try to bypass the traffic on Plymouth Road by using Church Street as a "short cut". To discourage this situation a bermed and vegetated "turn out" should be considered. Following is a graphic representation of this potential technique.

4.06 Short Street/Plymouth Road

Short Street is a central focal point within the Dixboro community. It physically and visually connects internal local streets to activity areas, including the Methodist Church and Village Green with Plymouth Road. The following graphical depiction considers a vehicular island circulation pattern at the intersection of Short and Church Streets with angular vehicular parking shown adjacent to Short Street. This concept would interconnect with the continuation of pedestrian walkways across Plymouth Road as well as access parallel vehicular parking along Plymouth Road.

4.05 Church Street/Plymouth Road Intersection

Church Street is a local roadway primarily designed to provide access to adjoining residential dwellings. Because of the increasing traffic on Plymouth Road and because Church Street runs parallel to Plymouth Road, motorists occasionally try to bypass the traffic on Plymouth Road by using Church Street as a "short cut". To discourage this situation a bermed and vegetated "turn out" should be considered. Following is a graphic representation of this potential technique.

4.06 Short Street/Plymouth Road

Short Street is a central focal point within the Dixboro community. It physically and visually connects internal local streets to activity areas, including the Methodist Church and Village Green with Plymouth Road. The following graphical depiction considers a vehicular island circulation pattern at the intersection of Short and Church Streets with angular vehicular parking shown adjacent to Short Street. This concept would interconnect with the continuation of pedestrian walkways across Plymouth Road as well as access parallel vehicular parking along Plymouth Road.

4.07 Other Roadways

The visual character of the Dixboro general area could also be enhanced by pedestrian walkways within the adjacent rural areas and along roadways as depicted below.

Traffic-calming techniques and visual prospectives could also be considered for other roadways that are adjacent to or pass within the Dixboro Community should also be considered. Each roadway should be considered in relation to its physical characteristics, location, and function.

PART 5

IMPLEMENTATION POLICIES

5.01 Introduction - Many of the policies set forth in this plan will be

implemented by negotiations between developers and Township officials during site plan review and, in certain areas, during building design review. In these negotiations, the standards and concepts contained in this plan should be used as guidelines.

5.02 Zoning – Special zoning districts are currently in effect within the Dixboro community, (i.e., the VC, VO, and NSC Districts). These districts were designed to ensure that character and environmental objectives would be achieved within the community. It has become apparent that revisions should be considered within these districts. Revisions would assist to a greater extent residents, building owners, builders, architects, and developers in allowing renovation and site design. Amendment would also allow greater economic viability while continuing to improve the quality of design of buildings and sites as well as the livability of the regulated districts.

The PC zoning district would continue to be used for these zoning districts. This would allow individual parcel consideration due to the size, configuration, and frontage of parcels within this area.

5.03 Density Transfer – If a suitable regulatory mechanism becomes available, transfer of density from areas to be restricted to natural conditions, such as the stream corridors and wooded areas, potentially could be used as a means of compensating property owners for restrictions on use.

5.04 Land Acquisition - The Township or other public agency should acquire the remainder of the corridor of the main branch of Fleming Creek in the planning area. If lands can not be publicly acquired, preservation agreements should be considered with property owners as development is proposed.

5.05 Road Construction - The road changes proposed in this plan should be incorporated into the UATS street plan. State and federal funds should be used for major changes. County Road Commission funds should be used for minor changes. Road improvements in the new development area should be provided by developers.

PART 6

DEVELOPMENT STRATEGY

6.01 Developments in the Dixboro Community study area are encouraged to develop in stages and in a planned, coordinated manner, according to an overall development plan. Encouragement would be given to a Planned Community concept as outlined in the zoning ordinance. Haphazard development will not be considered.

6.02 Development within the Dixboro Community will only be permitted where adverse impact to natural features is avoided. Extensive landscaping and preservation of natural features (woodlands, wetlands, lakes, streams and drainage ways), found throughout the defined study area, would be incorporated into development site plans. This type of buffering would also be used between land uses within the Community and surrounding agricultural or residential land uses.

6.03 Existing uses in the vicinity of the Dixboro Community should be protected from spillover effects of any proposed development within the site by vegetative buffering and screening around the periphery of the study area.

6.04 The Dixboro Design Review Board should continue to review proposed new buildings, additions to existing buildings, and exterior remodeling of existing buildings. The design process should continue to be coordinated with the Planning Commission's site plan review process. Site plan review should also recognize the guidelines herein.

The above text is as it appears in the PageMaker version.