



10405 Merrill Road
P.O. Box 157
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Supervisor Pat Hohl **Clerk** Mike Dolan **Treasurer** Jason Negri **Trustees** Chuck Menzies, Patricia Hughes, Nick Miller, Joanna Hardesty

PLANNING COMMISSION REGULAR MEETING

Wednesday, July 16, 2025 at 7:00 PM
Hamburg Township Hall Board Room

AGENDA

CALL TO ORDER

PLEDGE TO THE FLAG

APPROVAL OF THE AGENDA

APPROVAL OF MINUTES

1. Planning Commission Meeting Minutes, May 21, 2025.

CALL TO THE PUBLIC

2. Comment on items that are not on the agenda. The Commission will entertain public comments on agenda items as they come up for discussion.

OLD BUSINESS

3. Village Center Master Plan - Five Year Review (Continued)

NEW BUSINESS

ZONING ADMINISTRATOR'S REPORT



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Supervisor Pat Hohl Clerk Mike Dolan Treasurer Jason Negri Trustees Bill Hahn, Patricia Hughes, Chuck Menzies, Cindy Michniewicz

PLANNING COMMISSION MEETING

Wednesday, May 21, 2025, at 7:00 PM
Hamburg Township Hall Board Room

MINUTES

CALL TO ORDER

Commissioner Muck called the meeting to order at 7:00 pm.

PLEDGE TO THE FLAG

ROLL CALL OF THE BOARD:

1) **PRESENT:**

John Hamlin
Patricia Hughes
Victor Leabu Jr
Ron Muir
Jeff Muck, Chair
Joyce Priebe

2) **ABSENT:**

Deborah Mariani

APPROVAL OF MEETING AGENDA for tonight.

Approval Motion made by Commissioner Hamlin, seconded by Commissioner Priebe, to approve the agenda with a discussion of the compliance of 7749 E. M-36 site that was presented by Commissioner Hamlin. It was added under new business as item #4.

VOTE: MOTION CARRIED

APPROVAL OF THE MEETING MINUTES

Approval Motion made by Commissioner Priebe, seconded by Commissioner Muir, to approve March 19, 2025, Planning Commission Meeting Minutes as presented.

VOTE: MOTION CARRIED

CALL TO THE PUBLIC- No public response

OLD BUSINESS

None

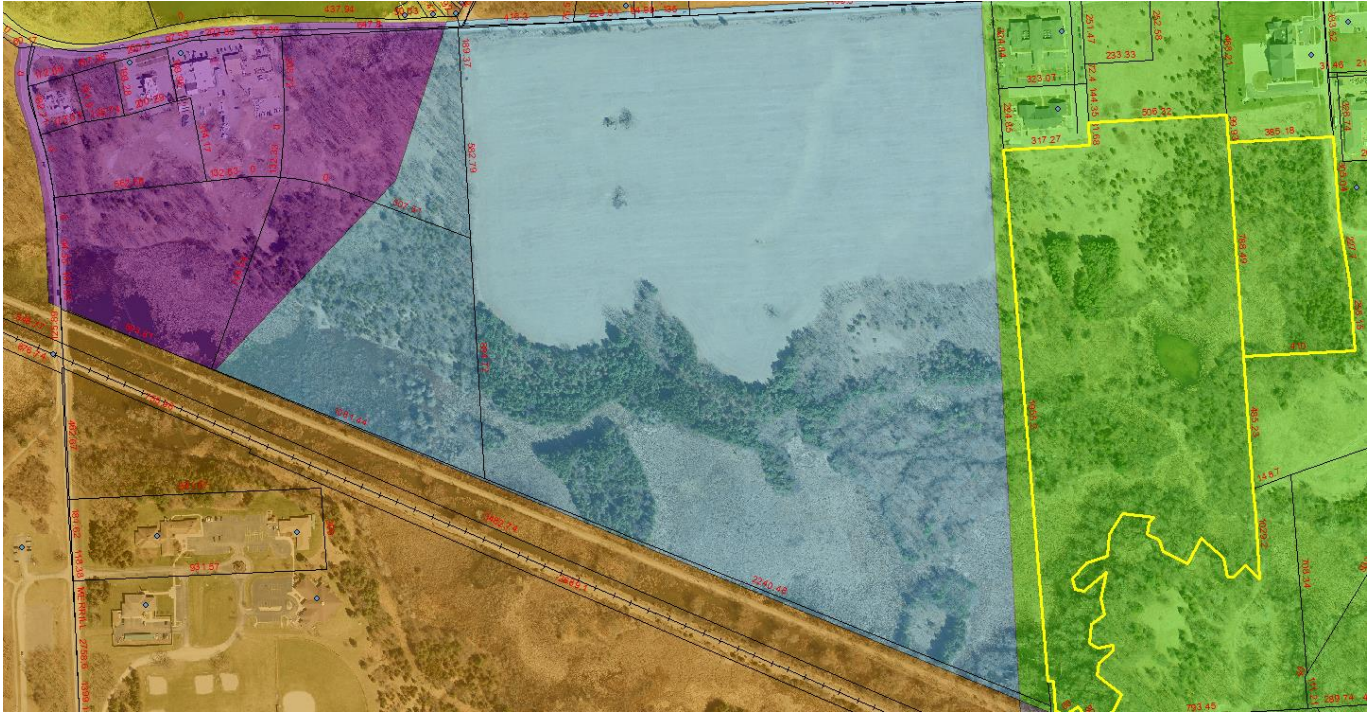
NEW BUSINESS

- **Conceptual Review New M-36 PUD, Tax ID# 4715-25-100-091 Hamburg, MI** which exists to the south of M-36 on 39-acres of vacant land, between the Hampton Manor Assisted Living and the Hamburg Township Fire Station to the east and two professional buildings to the west.

Chair Muck opened the public hearing to David, the Planning and Zoning Director. David presented his staff report to the PC board. David explained that the developer presented a site plan of this PUD which will consist of mixed housing. It has several two units, several four units and 69 single family residential units on 50 ft X 100 ft lots. The southern portion of this development consists mostly of wetlands and marshes that abuts the Lakeland Trails, which is a good potential feature here. The applicant provided a basic site plan, landscape plan, and stormwater management plans as well. The architecture design would be modeled like Regency Village. David said this conceptual review gives the Planning Commissioners the opportunity to review this development with regards to the Village Center Master Plan and making changes to that area plan. Chair Muck reminded the commissioners that there would be no motions or formal actions, just an opportunity to make comments and feedback to the developer.

Chair Muck welcomed the developers up to the podium to address the commissioners. Brent Levan from Boss Engineering was the first speaker. Brent explained the location of this development and the specifics mentioned above. He stated that this will be a walkable community with sidewalks on both sides of the streets within this development community that connects it to the other viable sidewalks outside this community. The roads within the development will continue the fire stations road further south and connect to the two professional building's road as well. Brent said that they will be talking to MDOT and the Drain Commissioner. MDOT will have to do a traffic study to see if they want some improvements to those western and eastern roads.

Chair Muck opened the meeting to the commissioners. Commissioner Hamlin asked a clarifying question of the developer about this community being the most western area of the Village Center Master Plan. Chair Muck said it goes all the way to Merrill Rd. Brent stated that he meant that this community is at the western edge of the Village Center (green) zoned district for the Village Center Master Plan. Village Center Map continues westward with Village Residential (light blue) and Community Service zoned district (purple) east of Merrill Rd. See the image below.



Commissioner Hamlin continued to ask, clarifying questions of David, about the PC having to approve the GPUD. David explained that this community is a GPUD because of the mixed residential types of housing. He said the developer will need a reduced parcel size to cluster those homes together at the north end of the parcel. Hamlin asked if the Village Center allows 10 units per acre. David said it is only for multifamily units. For single family units, they can get down to 10,000 sq ft only if they are community sewer. As for the east and west connecting road plans, by connecting to the east, people can access the Village Center Dr as well, for walking and driving needs. Hamlin asked about the southern road intersection of two homes. He wondered if they could eliminate one of the housing units to allow for a future road to any development west of this PUD. Brent said that he could create a 66-foot-wide gap for future development. Hamlin asked what percentage of these new units would be rented and what portion would be owner occupied. Brent stated that single-family homes would be sold. He said that they still hadn't decided if the multiunit housing would be rented or sold outright. Hamlin stated that there were 60 multi-units and 69 single-family units here. Hamlin asked where any recreational or park space would be put in this PUD. Hamlin asked if there would be a planned trail to get to the Lakeland Trail. Brent said that they have not done a detailed wetland delineation yet. After this study, they will have a better understanding of what kind of wetland exists here and then they could better plan for recreational aspects here. Hamlin reminded the developer about Hamburg's wetland setback requirements. Brent said that they will implement a buffer between the housing and the wetlands, once the delineation study has been completed. Hamlin asked David under the Village Center plan, how many multiunit could the developer get on 39 acres. David said they could outstrip this number of units with such a dense development. David said that they are trying to mimic the Regency Village layout with smaller lots for single family homes. Hamlin asked about what type of parking would be planned here. Brent said that they were thinking of a single-family unit with a two-car garage along with two car parking area in the driveway. They are considering either creating a visitor parking area or widening the street on one side to allow for additional parking for visitors. With the multi-unit area, they know from experience that they will need to create a visitor parking area.

Commissioner Priebe asked about their terminology of “usable open space” and that they don’t see a club house or a park for the development. She said that they expect to see these features there. Brent stated that they would implement a boardwalk trail through the wetlands, which will connect into the sidewalk network. There is an open area off the southern road where there are no planned units due to the close approximate to the wetlands. They might implement a gazebo and a boardwalk to overlook the wetlands. In the single-family units, there will be a wide mix of family types (families, single people, married couples, and seniors) who will decide to live here. They are considering a playground area here. Even in senior communities, there is a need for a playground for when grandchildren come to visit. It might not be a huge playground but something that will entertain children. The multifamily will have a different need for recreation. Some of the area along the M-36 frontage will need to be buffered from future commercial development along that strip of vacant land. Brent said he could imagine this area being dedicated to seating benches, gazebos, sidewalk network and boardwalks. Priebe reminded Brent that the PC would expect to see such recreational necessities for this development to get approved. Ron mentioned that the township owns 7 acres of land south of the wetlands by the Lakeland Trails that will give this development of access to connect to the trails there.

Chair Muck shared his parks and recreation background. He stated that he agreed with Hamlin and Priebe that the community will need to have some dedicated space for children. We don’t see young families taking a hike down to the township property by the trail. He recommended the developer consider parceling off a small area for a playground. Ron mentioned having park benches along the trail for people to be able to sit and rest while walking.

Commissioner Muir reiterated that the developer keeps an open, dedicated space to connect to future development down the road on the west side of this community. Muir mentioned that the Village Center Plan showed a road that ran from CVS to the Hardware Store. The developer mentioned that having such a straight connected road through there wasn’t always the best thing to keep traffic calm. Breaking up this connection will keep people from going 40 mph through Village Center neighborhoods. Brent stated that they would be willing to work with the township to ensure that the connecting road to the west was wide enough for other future developments according to our road standards.

Commissioner Leabu mentioned that he agreed that having such a connector road to the western vacant parcel would be helpful in attracting future development within the next 25 years. He agreed that they needed to have this connective road deeded. Ron stated that he did not think that a development would have an issue getting MDOT to approve two more curb cuts off M-36. Ron said currently there are no utilities in that parcel. Leabu said the idea for creating a connective road in the Village Center Master Plan was to keep people from constantly going back out to M-36. Leabu agreed with Brent that if this connector road was too nice of a straight shot, people would constantly speed through this area to get to the major fairs.

Trustee Hughes asked how many of the units were going to be one story and two stories. Brent said that they were still trying to determine how many levels the single-family homes would be. Brent said that there is a huge demand for single family ranches. Pat and David reminded their development that people are aging. They are selling their 2-acre parcel home because they don’t want to mow anymore. They don’t want two stories anymore. Ron mentioned that Regency Village sales consisted of 50% of Hamburg Residents that wanted to downsize and remain living in the township. Hughes said she was asking as a person who doesn’t want a second story home. Hughes asked about basements with these

units. Brent stated that it would be determined by soil studies. Priebe mentioned that many individuals who live near water can't have a basement due to the water table being so high.

Commissioner Leabu mentioned that 208 apartment units were approved for the Village Center, being named after the Lakeland Crossings that they are working to connect to. He mentioned that getting access to these trails is a big amenity. Leabu said it would be advantageous for this development to gain access to Lakeland Trails. Leabu mentioned using the 14 ft high street lighting called for in the Village Center Master Plan for the residential areas, rather than the 20 ft lights used for the connector roads. Leabu mentioned that the PC was given architectural control for Regency Village, so they developed a Plan Book for smaller houses with front porches, and 2 car garages set back 2 ft behind the home. Mitchell Builders sold the homes before they were finished building them. Ron said that they wanted to mirror what Mitchell Building did. Leabu said he would be willing to share their building plan book. Ron said he would appreciate them sharing this planning book. David told Ron that he had sent him those planning book images earlier.

Trustee Hughes also let the developers know that they were planning to review the Village Center Master Plan later in the meeting. She stated that roads were important, but she hoped that the amenities provided in this PUD development would include walkable as a top priority. She would like to walk from her home to CVS or a restaurant rather than take a car there. She stated that Lakeland Trail is nice, but it has become very busy with walkers and bikers alike. Brent mentioned that they were planning to provide sidewalks on both sides of the streets as well as street trees.

Commissioner Priebe mentioned that she is the Chair of the Zoning Board of Appeals. She mentioned to these builders that she had told the developers for Regency Village that she did not want to see them at the ZBA meetings to seek any variances since these were small lots. We want these homes to be desirable as they have built because we are not looking to give any variances in the future. Commissioner Leabu clarified that she doesn't want to receive 69 deck variances in the future. We want to state that they want what you see is what you get.

Commissioner Hamlin mentioned that the lots are small, they don't fit the requirements, but the density fits the requirements of Village Center zoning district. He said having small sellable single-family homes is much better for the township, than apartments would be. Hamlin said that he felt that this was the start of a good development. Trustee Hughes said it is good that no existing residents reside on either side of this proposed development as there was for the Lakeland Crossings, where people had a long time to get used to vacant land abutting their single-family homes. She said that this is a good way to do this type of development.

Chair Muck wrapped up this meeting by summarizing the Planning Commissioners' recommendations:

- Good starting plan with multiple housing options.
- Prioritizing access to the Lakeland Trails.
- Contemplating the open space recreational uses internally rather than focusing on the connecting township parcel. As the township, we would not want to propose to put anything that will require a lot of maintenance regarding vandalism. He recommended focusing on boardwalks only.
- Deeding a western connection.

2. Village Center Master Plan-Five Year Review. Discuss and review the Village Center Master Plan (VCMP) regarding future growth and development in the Village Area within the Township.

Chair Muck opened the meeting to David to discuss the Village Center Master Plan Review. David said that he listed the 5 general talking points that were highlighted at the March 12 PC Meeting. The first talking point was regarding the Village Center area size, and if the plan area is too large or too small? Is the plan area the right size? Muck said that he agreed with David that we have a lot of development proposed in this area so right now is not the best time to revise this area plan. He agreed that the talking points were a good starting point to have conversations regarding this Village Center Plan. Muck asked David if he got any comments from any of the Planning Commissioners. David said no. Muck asked the PC members to give their immediate feedback on these talking points from a high level.

Trustee Hughes stated that she spoke with David to better understand how the commercial aspect of this area plans mentioned buildings facing the road with parking spaces behind the structures. She mentioned the Citizen Planner Class that she took, where she learned about having bigger buffers along the roads with sidewalks that have grass on both sides of it. She mentioned that she thought it would be good if Chilson Commons did not sell the two lots that border M-36. She said that walkability and green space work well together.

Commissioner Muir stated that he feels like they are putting pieces together overtime. Tonight, we are playing with possible road connections. We made a certain agreement with a developer. If the chess pieces move toward the cambium all is good. Chair Muck asked Commissioner Hamlin if he had something to share. He said he had some notes. Hamlin said he felt the PC was too much of an enterprise. There are all these pages of details and instructions, like how to build a home. The master plan has many different zoning districts within its area plan, for example, *Village Residential 2* and *Village Residential 10*. All of this covers only these 1200 acres of our township. Hamlin feels that the PC could simplify the requirements of the Village Center immensely. Our township has been here for 190 years. Commissioner Leabu said that he doesn't favor revising the Village Center Area Plan. Leabu said they tried to envision the open space 25 years ago, in the outlying areas. Usually when a municipality tries to build a center, their government buildings are in that center. Ours are not. During this time, there was a proposed Busch's next to the Hardware store. The Village Center is still like it was when he was 5 yrs old, except there was more going on down there. Leabu said that the goal of the Village Center Area Plan was to create a walkable area. This new development presented tonight could be the first step in creating a walkable community. There are no communities in Hamburg where someone could walk anywhere. Leabu asked he doesn't mind simplifying the VCMP. Leabu asked Hamlin if he felt the density was too much. Hamlin clarified he doesn't have any issues with the density of this plan. He supports the walkable community with commercial and different types of residential. Hamlin said he feels the VCMP hasn't been helping them with their center development. The gas station going in doesn't follow the VCMP.

Chair Muck asked Commissioner Priebe if she had any comments. Priebe said as far as having control over the architectural stuff for a given development, it is through the PUD that the PC has some flexibility on such elements. The PC can say that we want this type of architecture for this PUD, and we have more say on such matters. Priebe stated that the PC had enough on their monthly meetings to do that they didn't have enough time to brainstorm and try to simplify the VCMP right now. Priebe looked at David and said that she is very interested in talking more about the Hall Road Zoning. She said that when David mentioned that the PC had some flexibility since the VCMP was written as it was, residential that is also industrial. Priebe said that she didn't feel the need to amend the VCMP right now. Both Muir and Priebe said that there really isn't much to add to the VCMP, only take away from it. Hamlin mentioned that they only need to have one type of zoning district in the Village Center

rather than 10 different zoning types in this area. Certain areas would need a special land use permit. With a four-way stop light at the gas station at M-36 and Hamburg Rd, there is vacant property across from there. He proposed that the township purchase this land. David told the members that Ronnie Hamana purchased that land to keep the competition out of this area.

Trustee Hughes is new to the Planning Commission. She mentioned that the Hoskins property could be used as a park. The Village Center should have sidewalks and streetlights. She also mentioned that the Historic District doesn't have many buildings in it. Hughes mentioned if more businesses are situated on the Haskins site, where will they park? Chair Muck stated the same thing. There will be 2200 new residents moving into Hamburg Township with apartments and townhomes. If we want to make this area walkable, where will they be walking to? We don't have a central park like Mumford, or a like Chelsea that got a million dollar grant to create a public gathering space. What are these new people going to do in the Village Center, where are they are going to congregate as a community? What are families going to do? What are kids going to do? There are no restaurants that are in the vicinity to walk to. We don't have a public gathering open space with playgrounds or amenities. They are not going to walk the Lakeland Trail to Manly Bennett Park. Brighton and Milford have a nice downtown area with many types of housing and many amenities (parks, restaurants and other shopping nearby). Hamlin suggested that everyone think and review these comments and maybe not make any decisions to not make any amendments to the VCMP. Muck suggested that everyone digest all of the comments from the meeting tonight, and in the minutes next month, and depending on the next one to two meetings, we can see the number of agenda items and see if we can revisit this discussion. David shared that he has met with the owners of the Haskins and the CVS Hamburg Village frontage properties. David suggested supporting Hamlin's recommendation to not stop this discussion of the VCMP. It would be good to know what type of commercial developments will be slated for these vacant parcels. Then we can look at these new developments in conjunction with public space. The PC can talk about this topic again in a few months.

Trustee Hughes suggested that the members think about Hall Road. We shouldn't have made the VCMP map fit when the storage units were being proposed. We don't know if the businesses along Hall Road will continue for years to come. They might get to a point where they will not be able to continue their business. We then can keep the flexibility to be able to do either residential or commercial in this area. Chair Muck asked David to bring this discussion back up in a few months. Commissioner Priebe asked Commissioner Hamlin to share his ideas for simplifying the VCMP. Leabu said it would be nice to say it was a good plan that was cutting edge, but it wasn't for Hamburg. Hughes said that this plan was created during a boom time. Leabu said it was.

3. Discussion of the compliance of 7749 E. M-36 site that was presented by Commissioner Hamlin.

Chair Muck opened the meeting to Commissioner Hamlin. He opened the meeting to Commissioner Leabu. Leabu said that the Flexible Space at 7749 E. M-36 site needed some architectural improvements. Amy Steffens required a front porch and Leabu required awnings over each entrance for this building. David just started working at Hamburg Planning and Zoning after Amy moved away and this is during COVID. It was difficult to meet in person with the owner and the builder to ensure they met all our zoning standards and architectural requirements. We didn't require any specific lighting or fixtures because we usually left up to the Zoning Administrator. Currently the lights that have been installed there break all our zoning regulations for commercial locations. There are no shields on the lights. There is a giant concrete parking lot without any grass islands in the center. How do we enforce these requirements and avoid this type of problem in the future. Hamlin stated that we are not lighting experts. We are not photometric professionals. This is like the traffic studies, and we rely on MDOT to make recommendations for us. This is not a good thing. As for the PC, we need to say that we approve said plan with the condition that it meets our zoning standards to be compliant. Hamlin stated that it is not a good thing to leave it in David lap; this is not good. Leabu stated that he did some research and found that you can still purchase the Village Center Master Plan light fixtures. They can do photometric study. Usually, we approve a certain type of

light fixture in the development lighting plan. Leabu said he doesn't remember seeing such a plan. Hamlin read that our ordinance states that before a land use permit is issued, the applicant must submit a photometric plan that shows the lighting intensity on the parcel. David said that Zander did this submittal. Leabu said that they did not approve the lighting fixtures. David said that he talked to Nick Zander today. He said who really knows how to read a photometric plan? Both his engineer and our engineer reviewed this plan; both approved that it met the requirements. For the photometric plan to work, the light fixtures need to be higher up which shoots light off site. This is not compliant with our ordinance. With lighting shields, he would have failed his photometric plan. It would not have illuminated the parking lot appropriately. We are operating at catch 22 with him. Once he gets in the awnings, they will tilt the lighting. There will be some areas in the parking lot that will not be lit up. Nick has not received his final or his CoO. He has no occupants, and they are still finishing the work there. The lights are set on timers to go off at 11pm. The lights must be off from 11pm until dusk.

Commissioner Priebe said that when she was appointed to the Planning Commission in 1981, the planner on staff had to review a development plan on the spot, at a meeting, without much review. When she worked at Brighton Township, they had a professional planner and engineer review all developmental plans. Now there is no one to review these plans. Hamlin said that when he worked at Ann Arbor Township, they had a planner, an engineer, a Zoning Administrator and an attorney at every PC Meeting. They were very careful with their conduct at each meeting. David let the PC members know that he is a professional urban landscape planner. Amy was a professional planner. Scott Pacheco was a professional planner. We don't have planning consultants. Hamlin and Priebe said that those reviewing the plans should make recommendations to the PC members on what things to look for or ask for with each development. David said that they could increase their Planning and Zoning Department but then it would make a developer's process more burdensome to have that many more eyes on their work and process. Trustee Hughes said that the US as a whole is saying that they need to get this permitting process quicker and easier than it is today. They are blaming the fact that there is not enough homes on this permitting process. There is a delicate balance needed here.

Chair Muck asked David if we have a firm or a consultant or a retainer that you can call up and ask for advice on complicated development. David said no. Muck asked if it would help David do this type of work. David said it depended on the workload. Conceptual reviews are required for every development now to help the developer get through this process. The past staff report templates that Hamburg Township has used for years are not very easy to read or intuitive. David recommended that the PC members need a more streamlined version of the staff reports. Many communities use consultants. Hamlin said that he didn't think we needed a planning consultant since he is a planner. Hamlin stated that he did not know about the lot sizes in the Village Center until he got to the meeting tonight. David said he doesn't find writing these staff reports any easier than the PC members reading through them. He tries to simplify them to make the language clear and concise. Muck said that he had conversations with Amy about issues in the staff reports. He recommended that staff point out red flags that they might want to focus on, with tough issues or problems with development.

Chair Muck asked the PC members if they recommend that David hire a consultant or another staff member when the Planning Department gets busy with land use permits and site plan reviews for new development in the township. Muck said Trustee Hughes can take this recommendation back to the Township Board for discussion for future needs. She said that the board is in the middle of Budget Hearing. Pat Hohl is leaving the board too.

To summarize this last point, David is working with Nick Zander to ensure he completes all the work that he needs to in order to get his Final CoO for his building.

Zoning Administrators Report:

David is cancelling next month's PC meeting due to a schedule conflict. There were no agenda items schedule yet anyway. We will be looking at some accessory structure ordinance tweaks in July 19 but we can plan to revisit the review of the Village Center Master Plan at August's meeting.

ADJOURNMENT

Approval motion was made by Trustee Hughes, seconded by Commissioner Hamlin, to adjourn at 8:38 pm.

VOTE: MOTION CARRIED

Respectfully submitted,

Lisa Perschke

Planning/Zoning Coordinator & Recording Secretary

David Rohr

Planning & Zoning Director

The minutes were approved as presented/corrected: _____

Commissioner Jeff Muck, Chairperson

2010

HAMBURG TOWNSHIP
LIVINGSTON COUNTY, MICHIGAN



VILLAGE CENTER MASTER PLAN

Updated 2020

McKenna
ASSOCIATES

**RESOLUTION TO ADOPT
THE
2020 HAMBURG TOWSHIP 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", written over a horizontal line.

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
Annette Koeble
Victor Leabu, Jr.
Joyce Priebe
Kathleen Kline-Hudson
Michelle Brunner
Lauren Tharp
Steve Pugsley

2010 Past Contributing Members

Allen Carlson
Philip Semprevivo
Howard Dillman
Andrew Eckman
Rod Danko
Jerry Janiga
Marcia Jablonski
Simon Ren
Pat Hagman

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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.

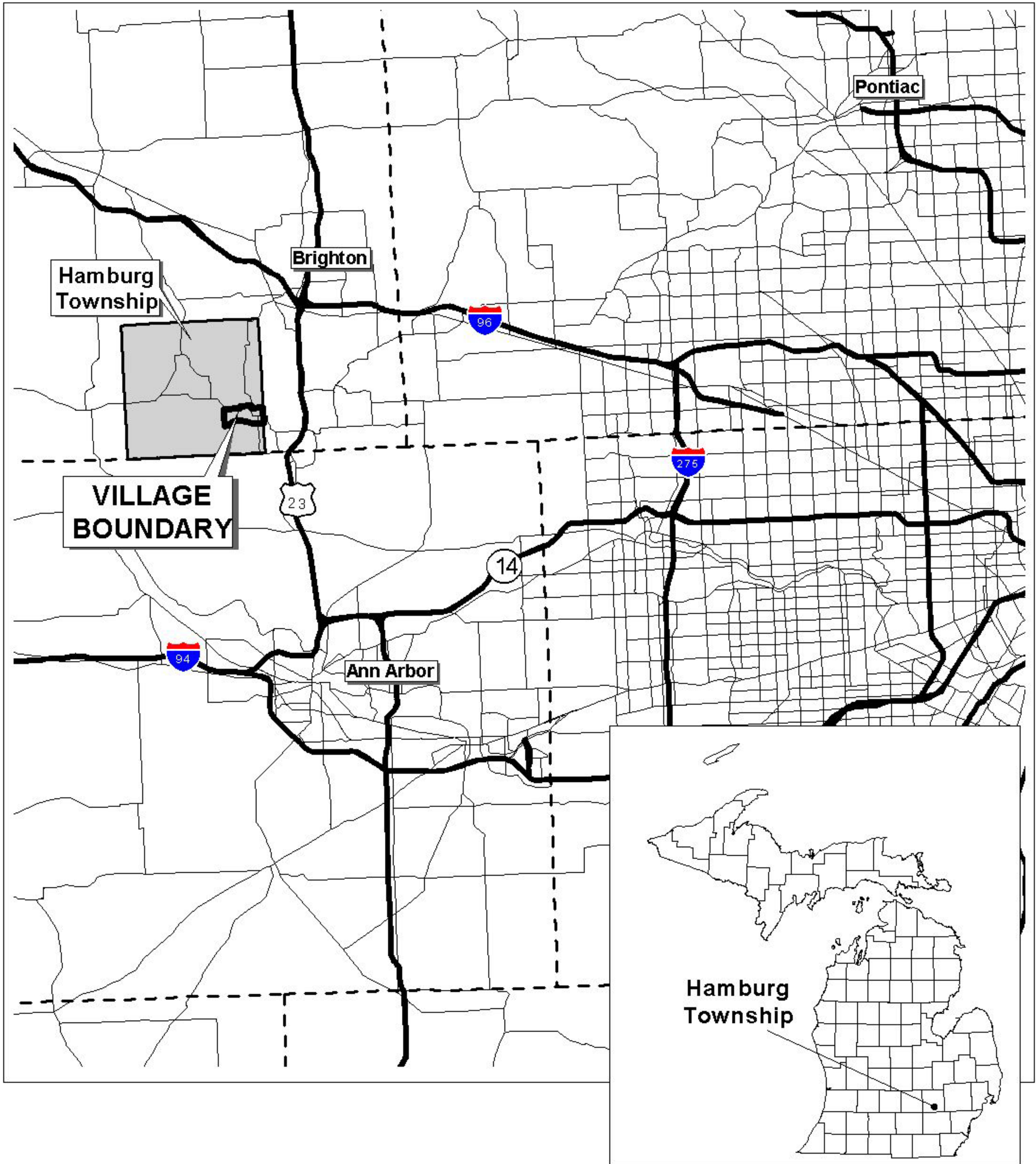
This plan will insure that the future development will result in the creation of a cohesive community center which will offer services which benefit the entire Hamburg community.

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

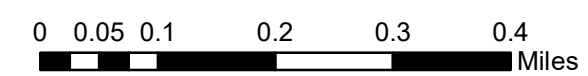
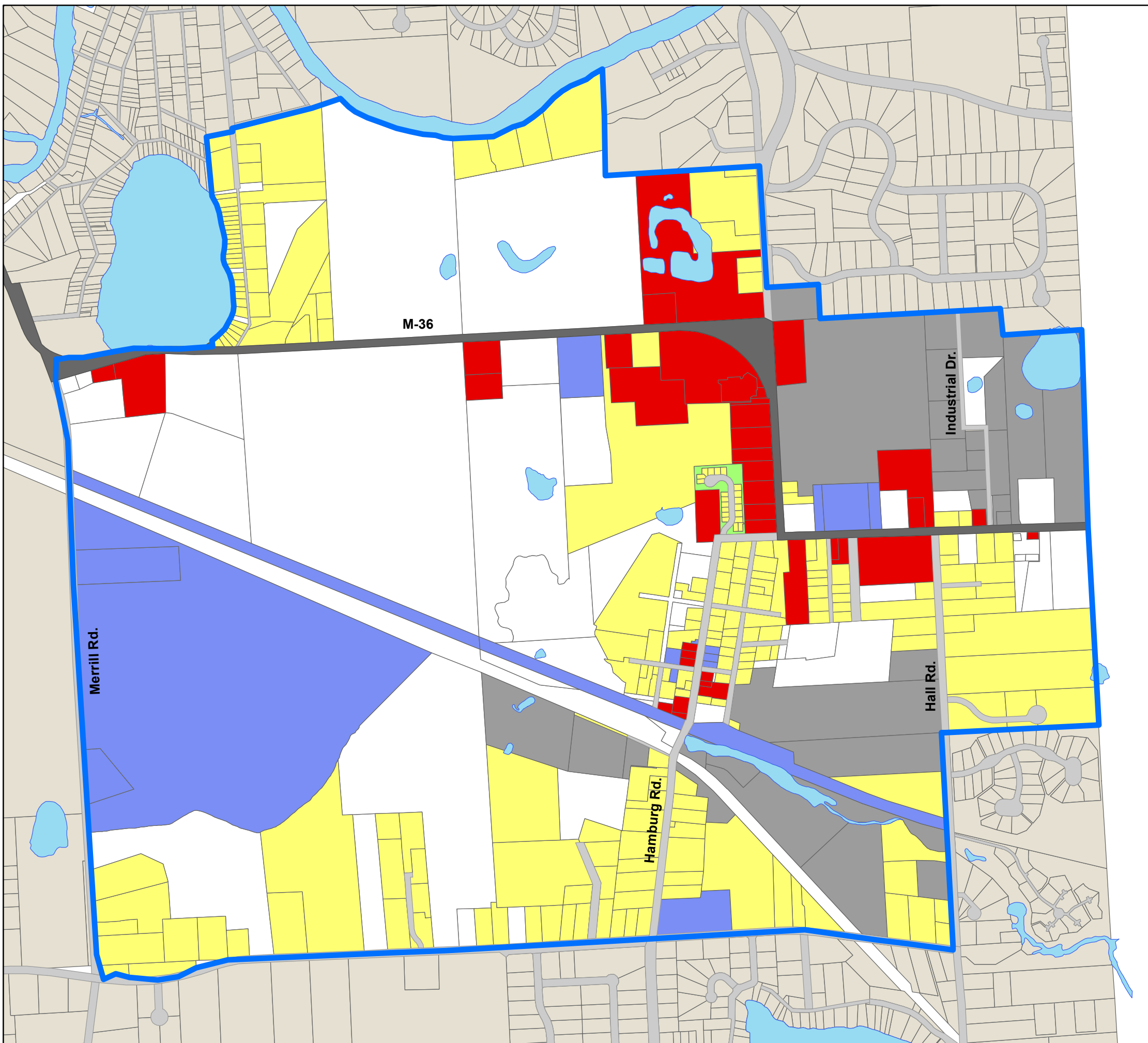
of land that were previously vacant; the Hamburg Eye Care building was developed on an 1.86 acre site off Veterans Memorial Drive (two additional building are still proposed on this site); the Hamburg Township Fire Station was built on a 5 acres site on Veterans Memorial Parkway; A 86 unit senior housing 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%

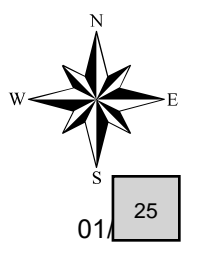
Map 2 Village Center Existing Land Use

Hamburg Township,
Livingston County, Michigan

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



Source: Hamburg Township, 2019



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

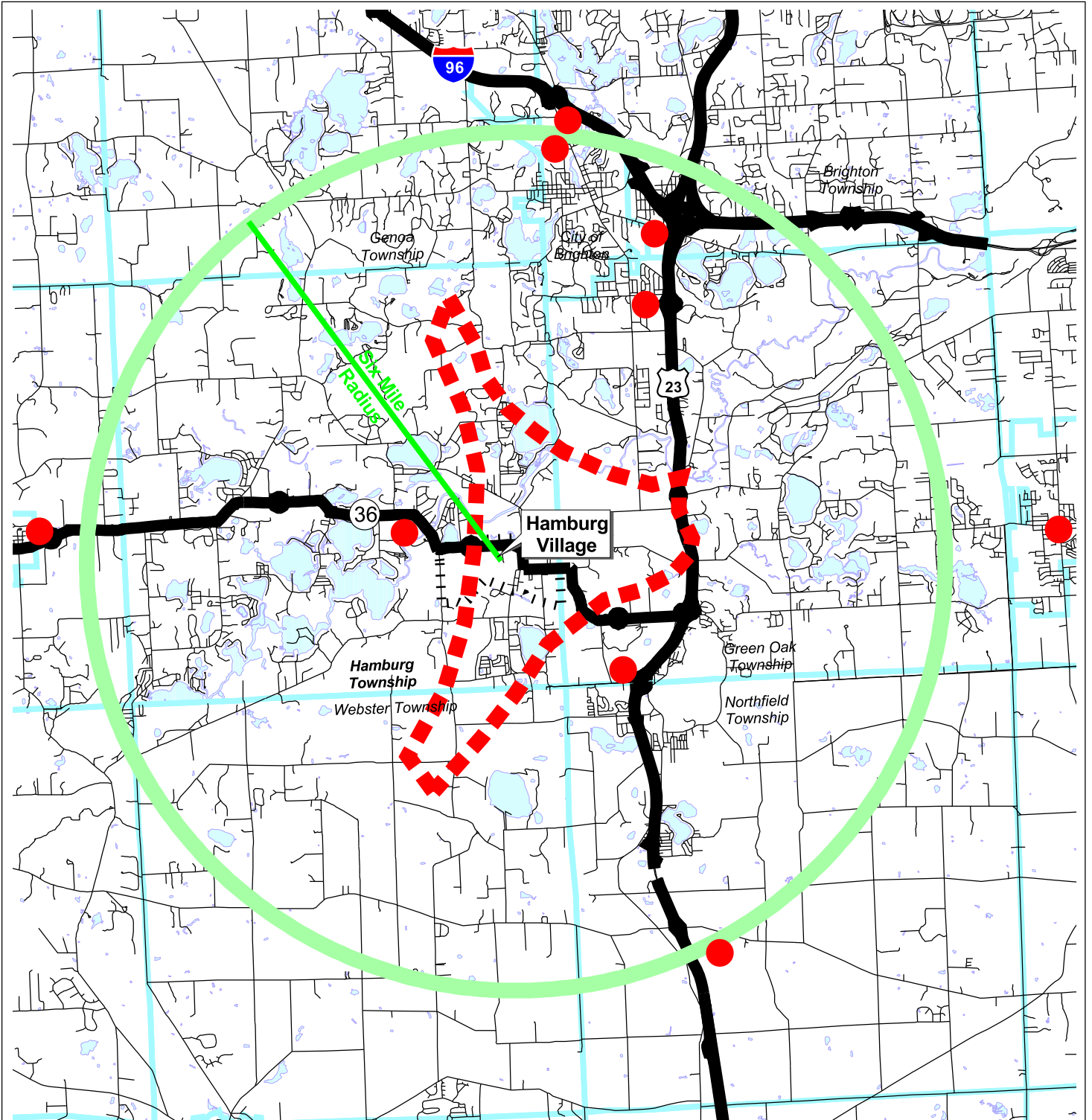
area based on access to other shopping centers. As the population in and around the Village increases, demand will increase.

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.

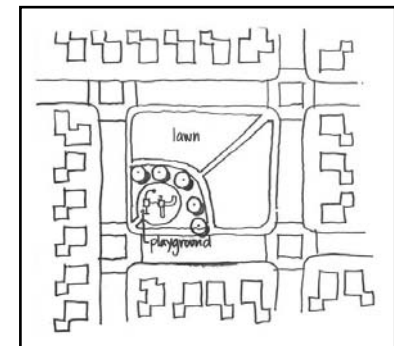
The development of these key design concepts was based on the results of analysis of existing conditions within the Village area, conversations with Township officials and administration, review of existing documents and plans, and the Township design charrette. This information was compiled together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

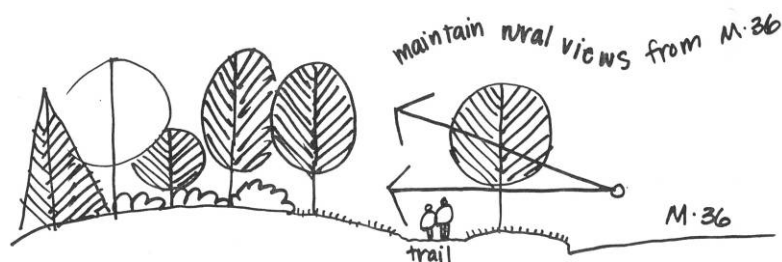
Within the Village area, the only current area of dedicated open space is Bennett Park located on Merrill Road. This well used facility includes soccer and baseball fields, a picnic area, playground, parking, restrooms, and a significant undeveloped, forested area with some lightly maintained trails 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.

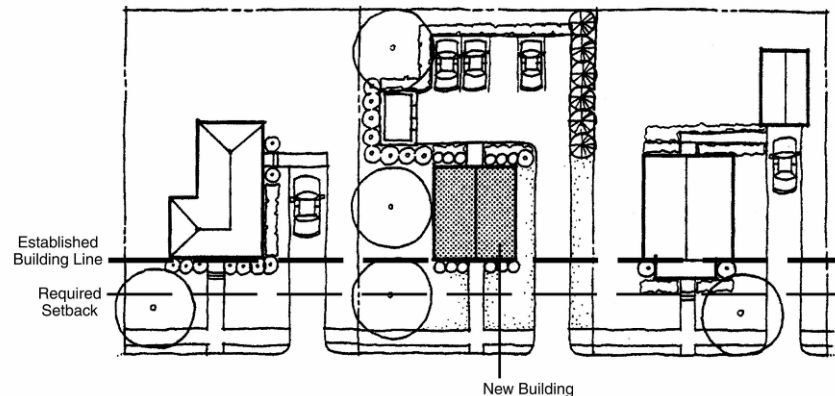


Heavy landscaping as a tool to separate M-36 from the Village.

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

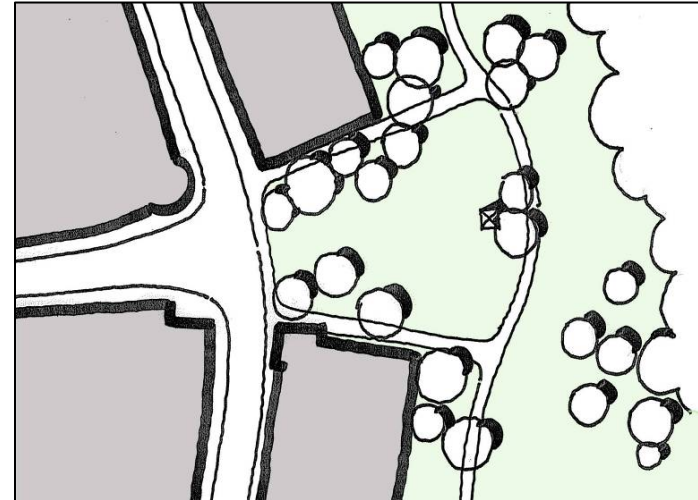
Open Space Network

Characteristics

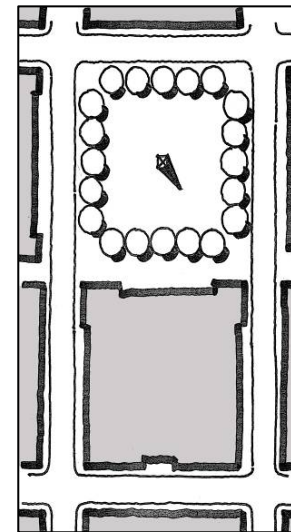
- Promote developments that reflect the Village's natural features and its traditional community patterns.
- Special attention should be paid to environmentally sensitive areas and trail design.
- Trails should not impact wildlife movement corridors, flood plains, wetlands or regional drainage systems.
- 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

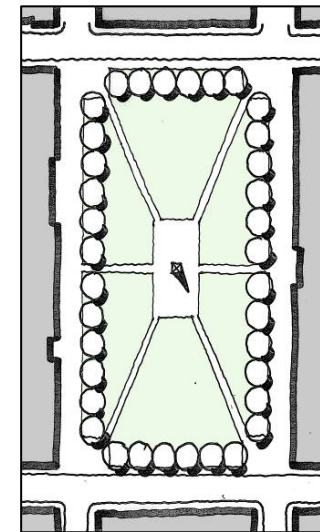
- Development adjacent to open space systems should front the open space with public access, while protecting the natural environment where desired.
- Edge treatment may be a combination of one-sided street frontage, open cul-de-sacs or integration with active parks, schools or other open space.
- Include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

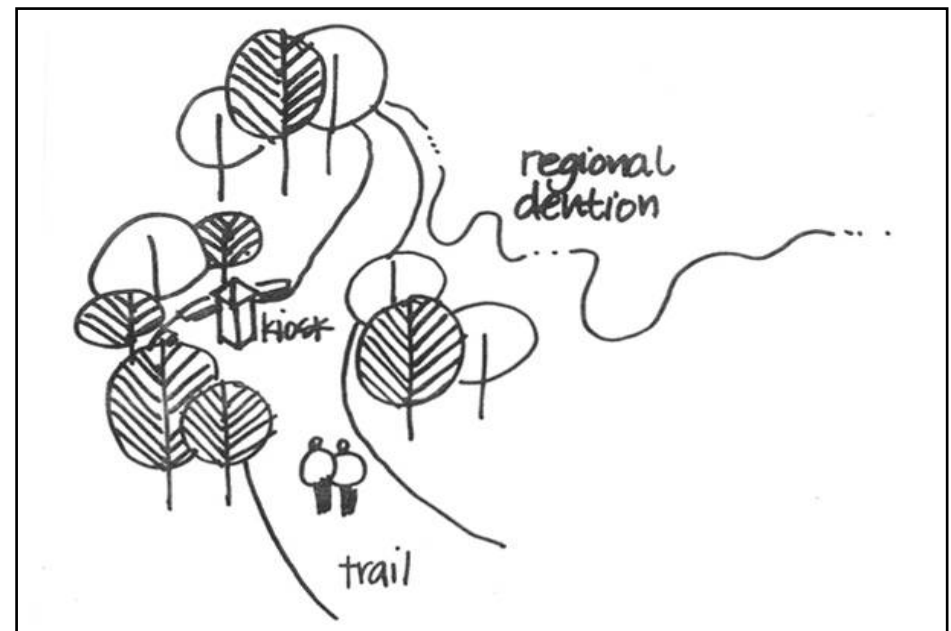
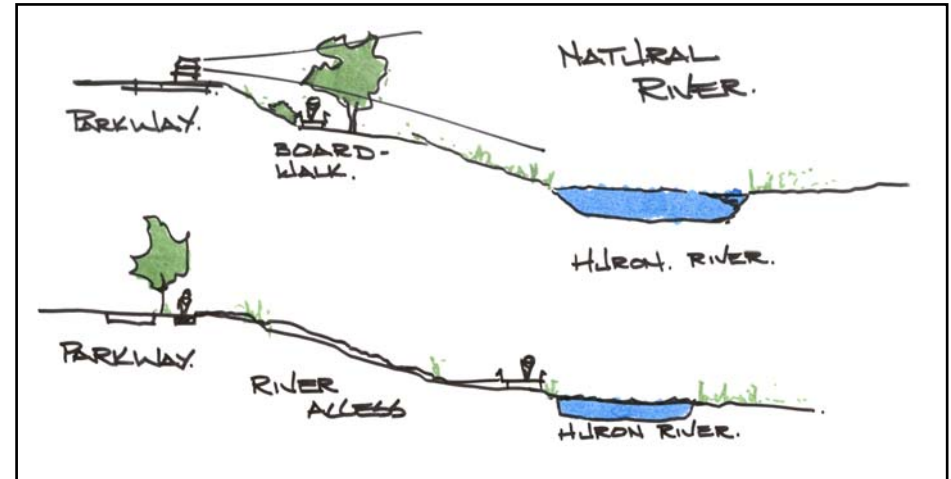


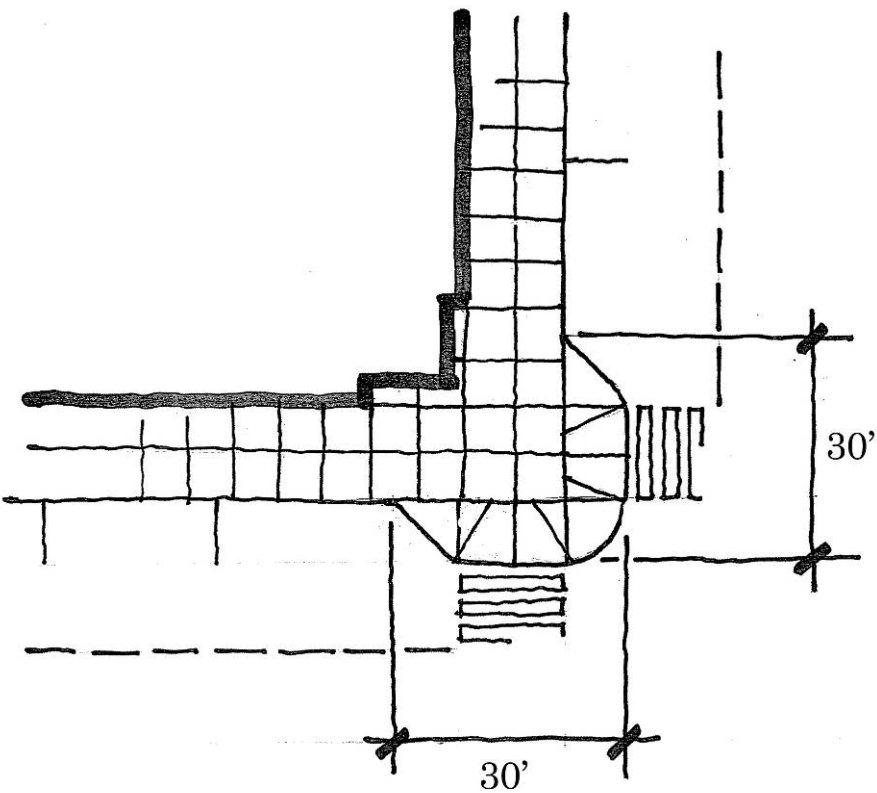
Chart 1: Open Space	VC	VG	VH/VT	VR 10	Industrial	Natural River
Village Square: The “Square” is an open space of hardscape and softscape that allows for public gatherings. It is a requirement to have lighting, signage, seating and provisions for public art, memorials and utility provisions for public 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

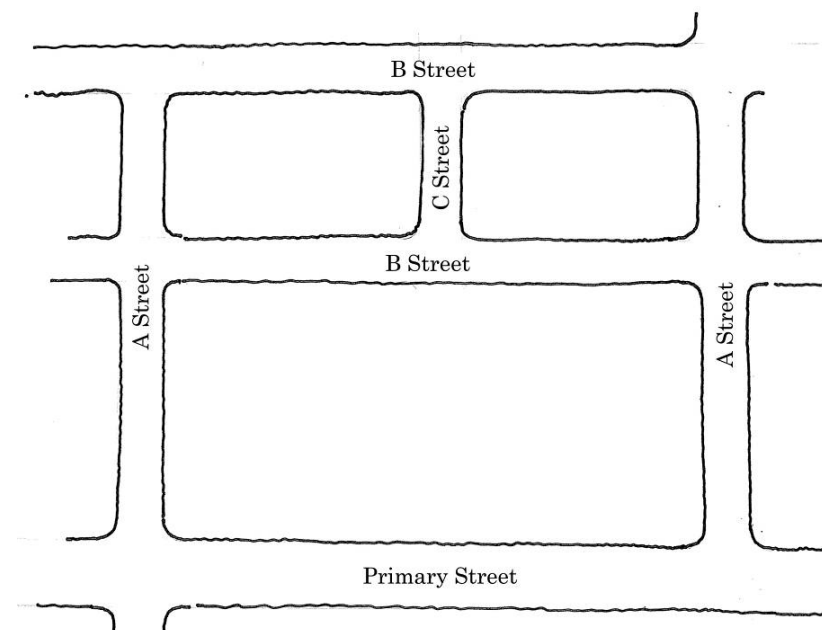
Interior Streets: All development in the Village shall occur along a fully developed interior street network. The street system located within parcels to be developed is referred to as the secondary street network, while public roads with a right-of-way width of 86 feet or greater are referred to as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

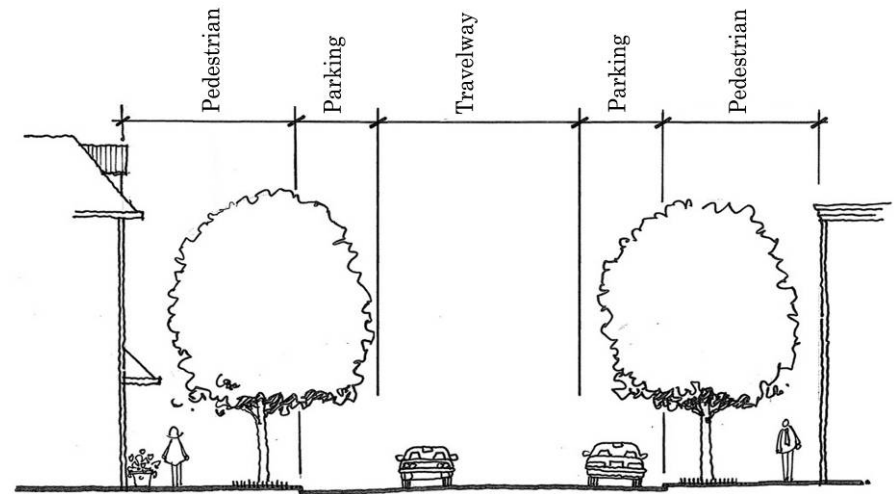


A-Street Locations: A-Streets shall be developed consistent with the locations shown on the Future Land Use Plan. The exact location of A-Streets on a particular site may be varied from those shown on the Plan to account for site-specific factors such as natural or man-made features provided that the 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.

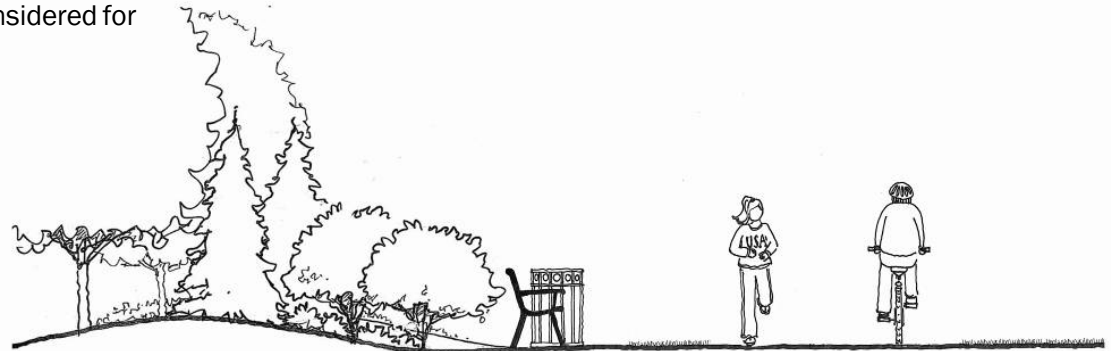
PEDESTRIAN WAY

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.

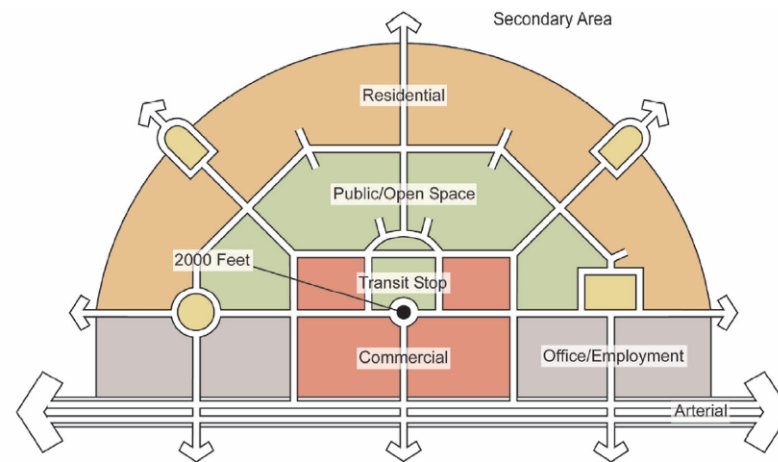
Often referred to as transit oriented developments or TODs, this pattern of development typically falls within easy walking distance of a bus or train station. A transit oriented development would provide a regional attraction with access to other destinations such as Ann Arbor, Howell, and Traverse 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.

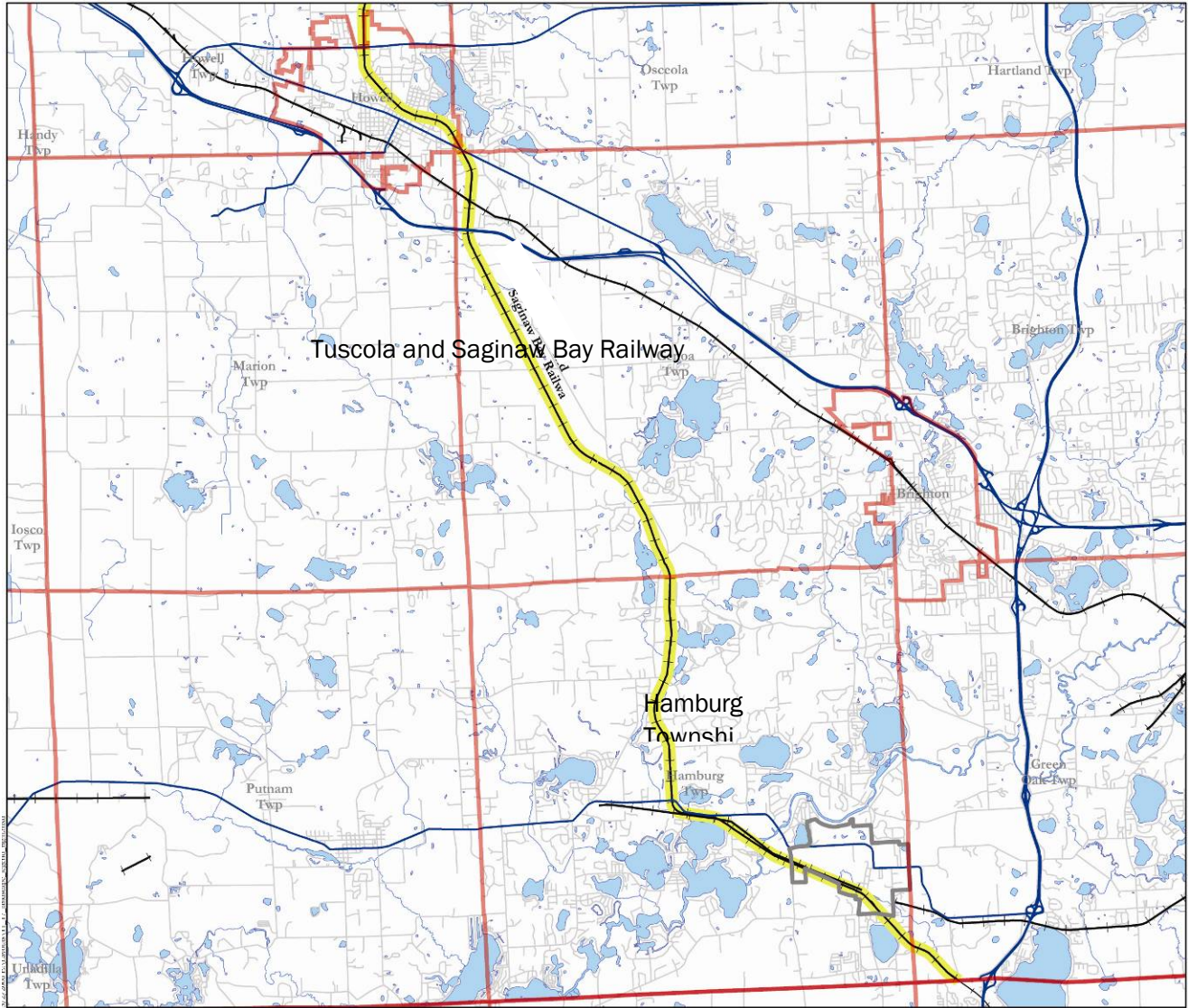
A second possible location would be near Merrill Road north of the Lakeland Trail. There is sufficient area here to accommodate parking and it is close to the Township facilities on Merrill Road.

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 ¼ 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



Railroad Line

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

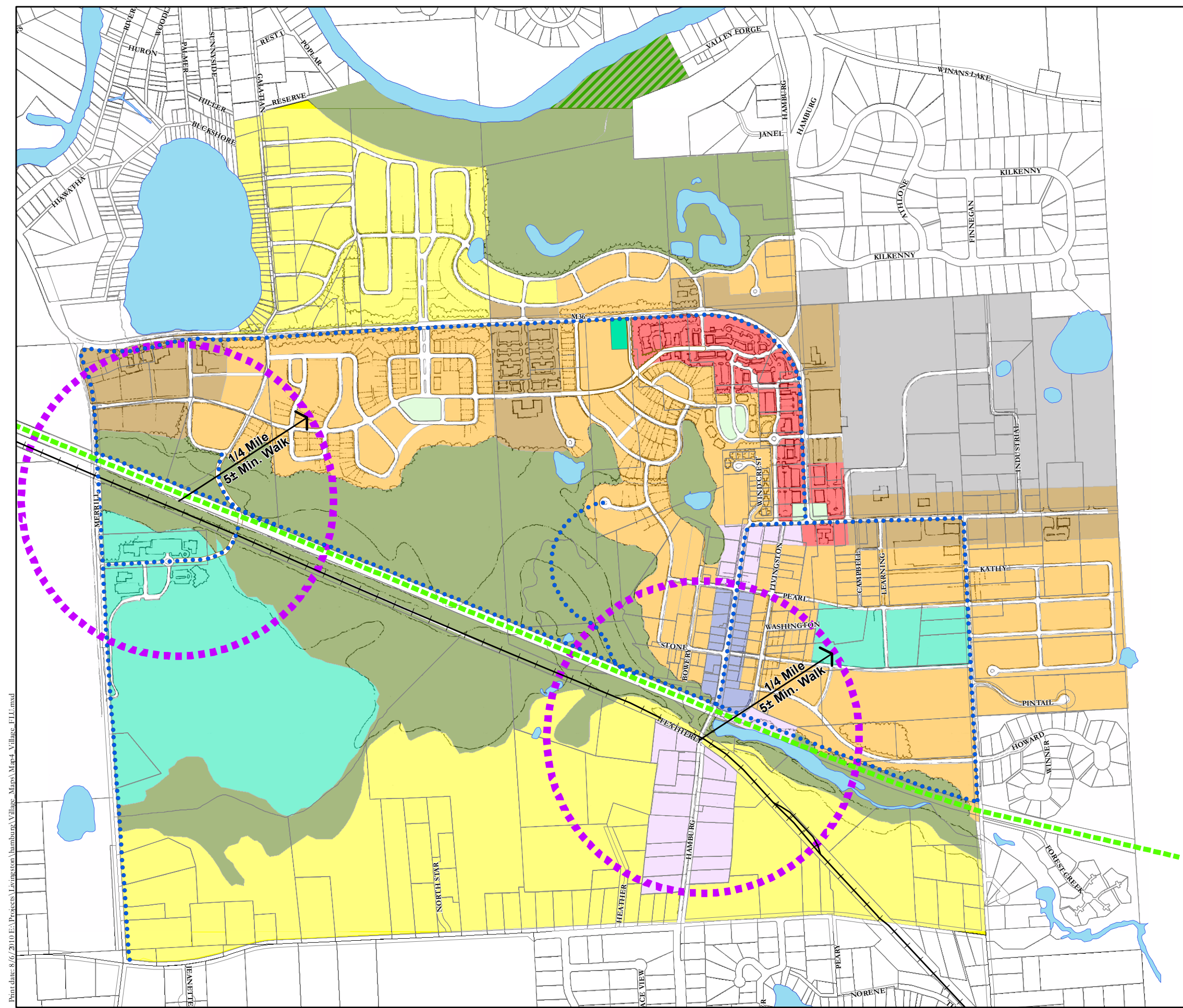
Map 4 Village Future Land Use

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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Feet



Print date: 8/6/2010 E:\Projects\Livingston\Hamburg\Map4_Village_FLU.mxd

III. District Types and Design Guidelines

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

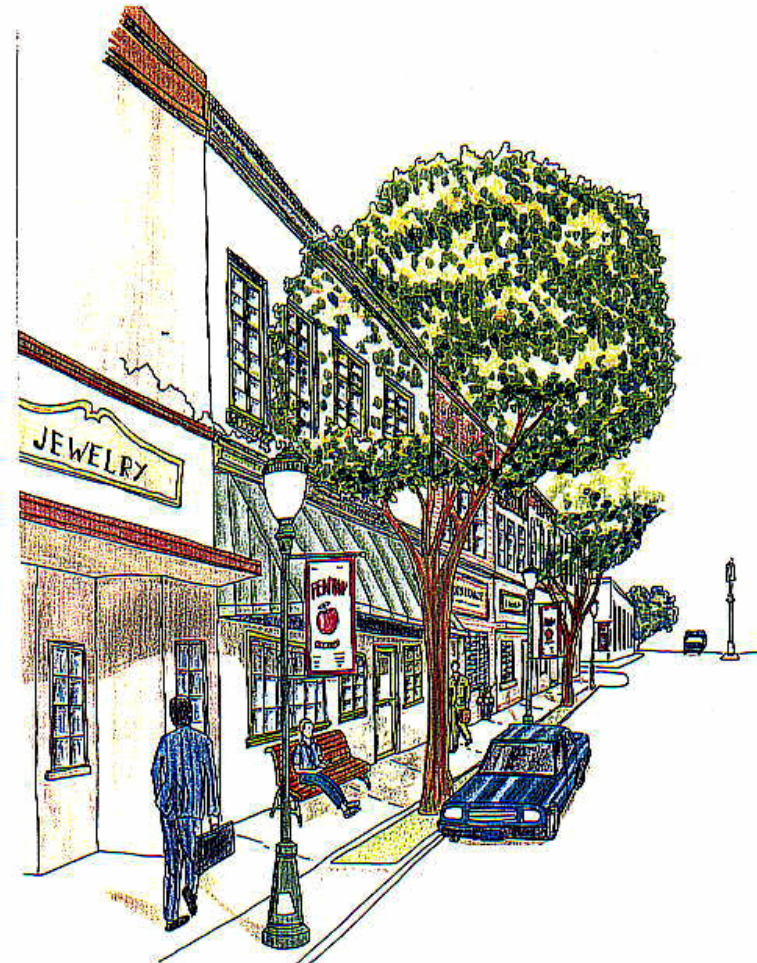
District Character

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.

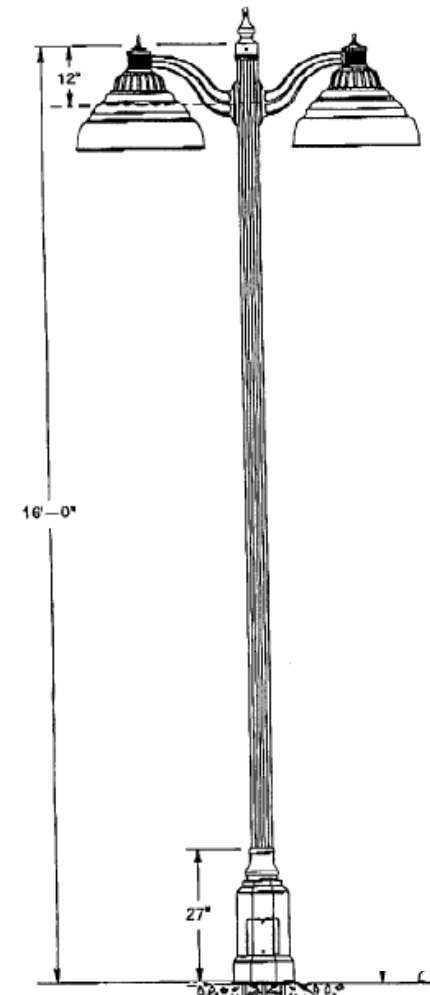
Street Trees: Street trees should be placed a minimum of 50' o.c. within tree wells (with grates or hard pack pervious material). There should be bulbouts with accent trees at intersections and mid-block crossings.

Intersections: Pedestrian crossings should be clearly designated with wide striping 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.

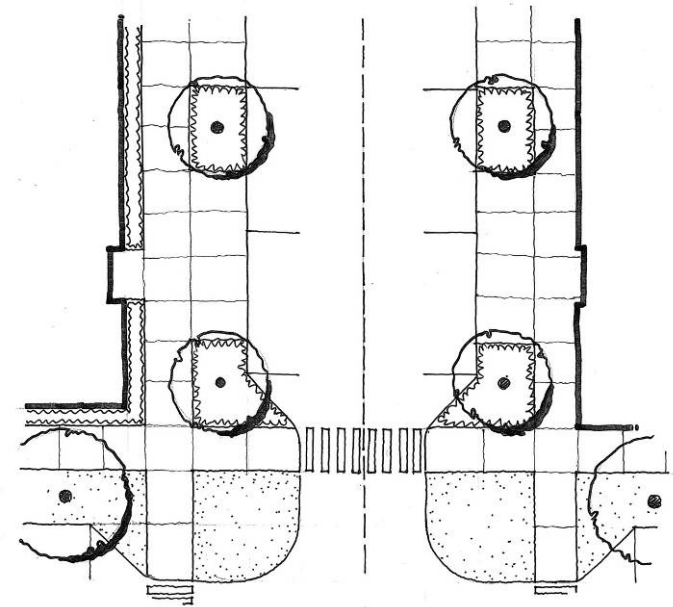
Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge.

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.

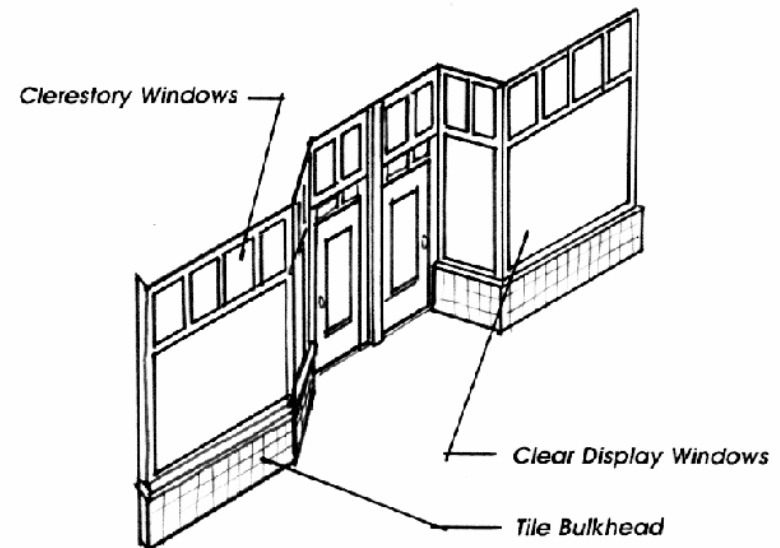


Height: A minimum one story height of 18 feet and a maximum overall height of 35 feet unless determined by the Township additional height is appropriate. Commercial buildings shall have a minimum first floor interior height of 12 feet although 15 is preferred.

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

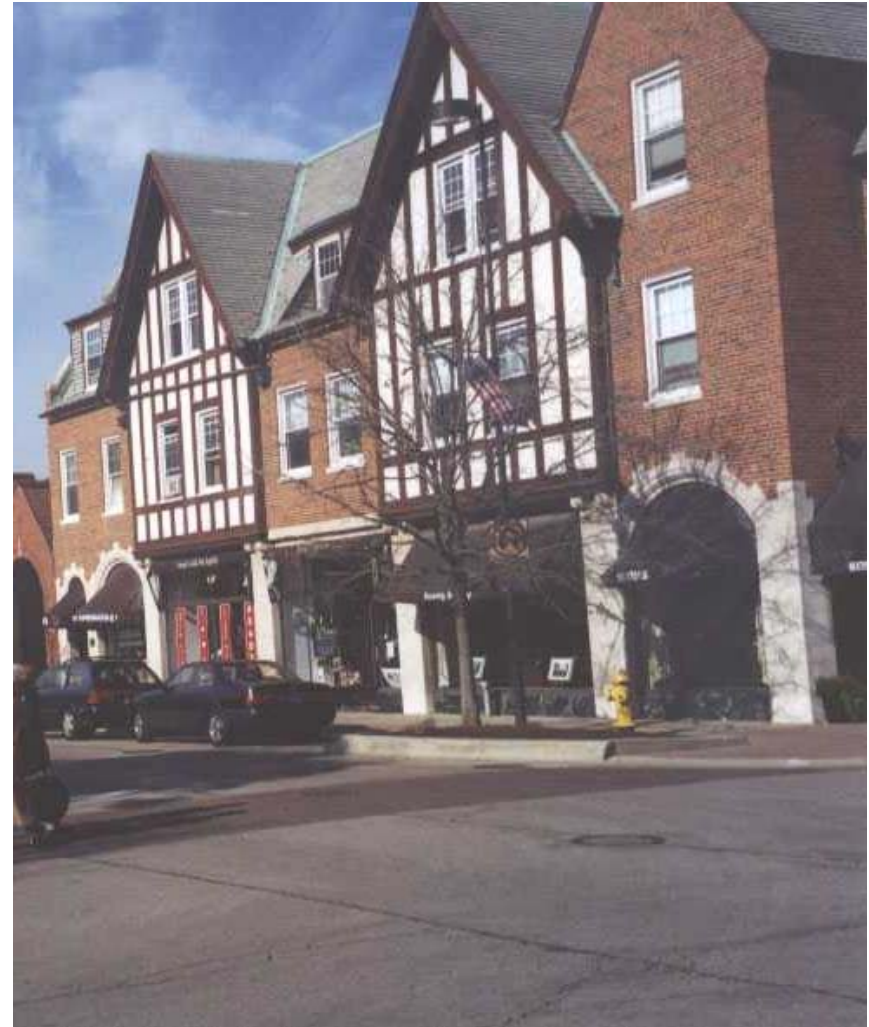
Façade Requirements: Three or more of the following methods of articulation shall be used to provide visual interest and create a human scale:

-
- 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.



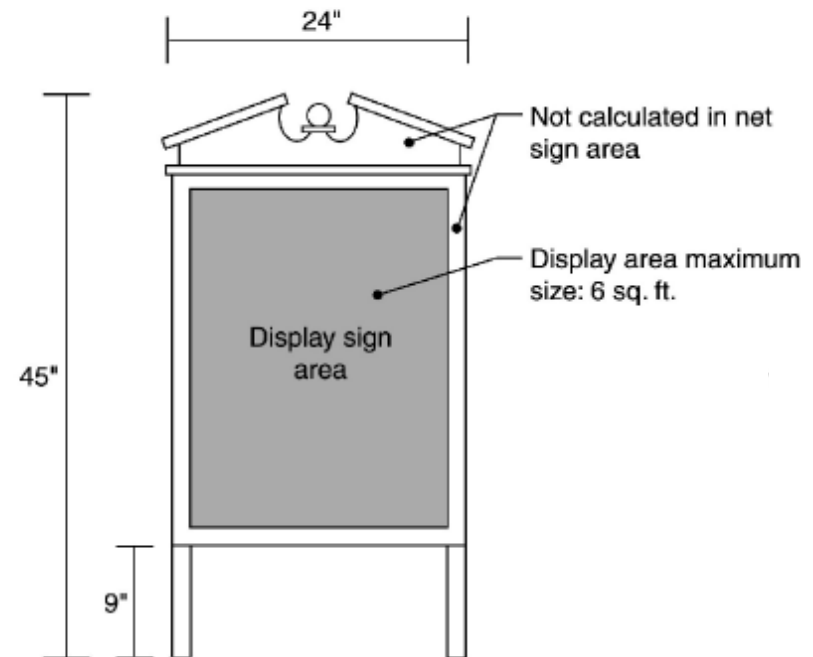
Projecting Signs: Signs shall project no more than 48 inches from the building face. Signs are limited to five square feet per side. Projecting signs shall be visually appealing with wrought iron mounting hardware.

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.

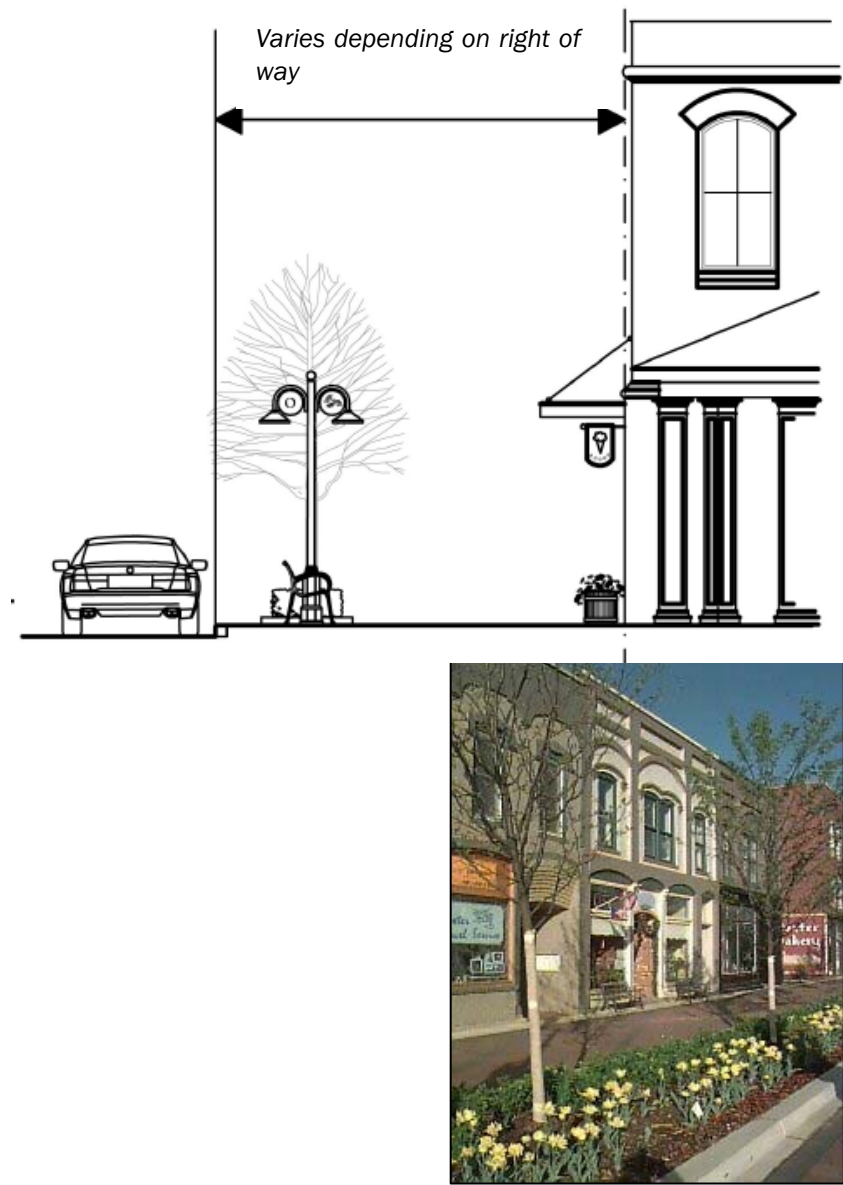
Lighting: Please refer to the VC/VG lighting standards.

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.

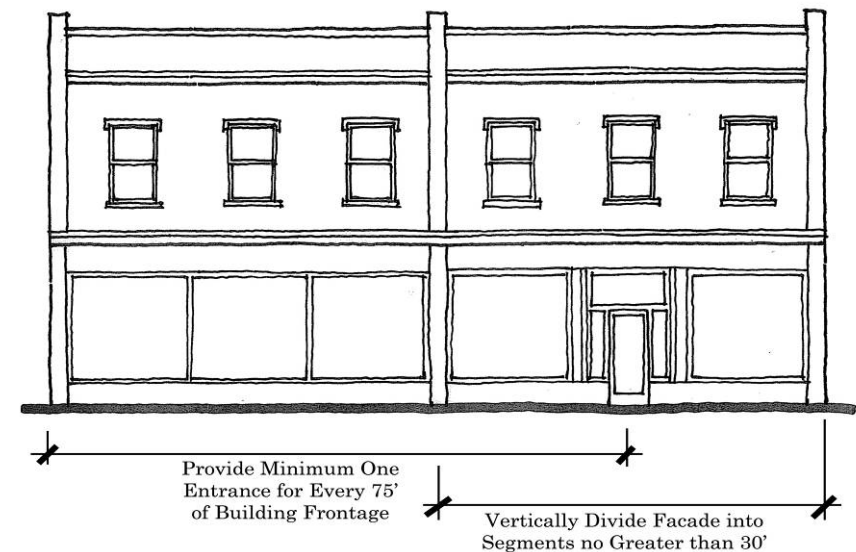
Setbacks: Setbacks will vary depending on existing improvements. All new construction, or renovations exceeding 50% of the floor area, shall provide a minimum six foot sidewalk. A six foot planting area is also required when possible between the pavement and the sidewalk. New commercial construction 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.

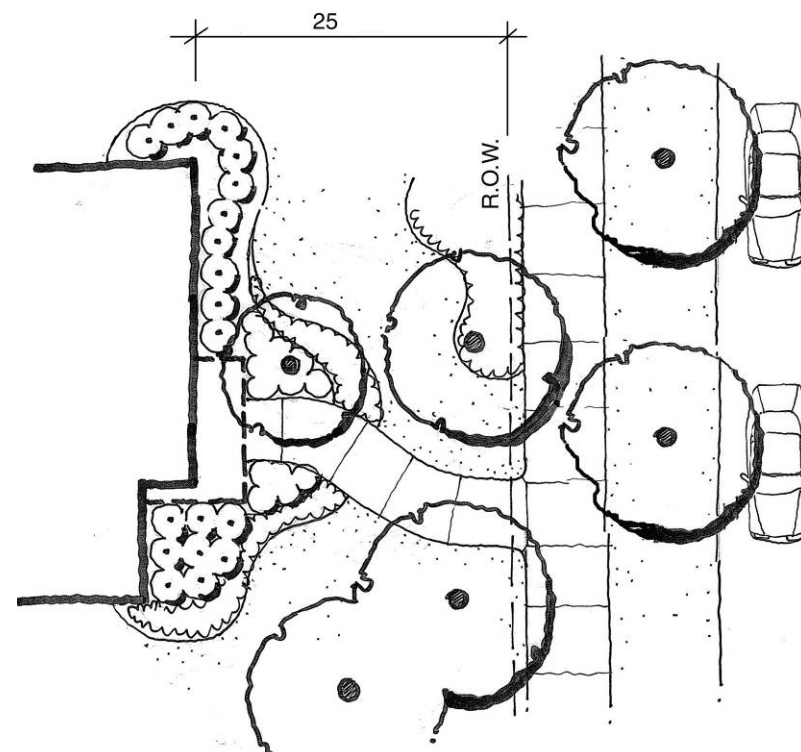
Lighting: Please refer to the VC/VG lighting standards.

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

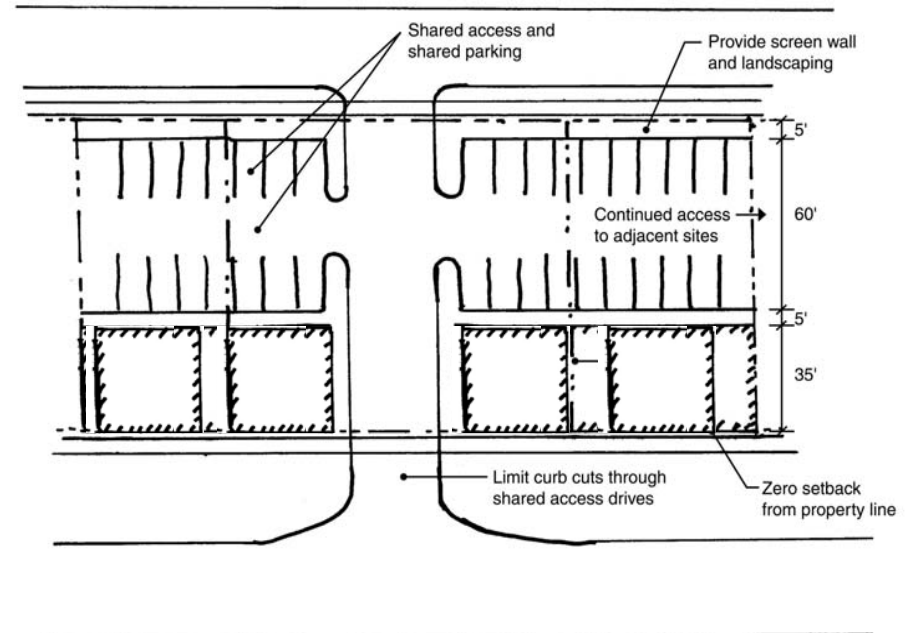
Buildings and site development should contribute to the historic nature of the area, define and frame Hamburg Road, while reinforcing the overall goal of creating a walkable district.

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

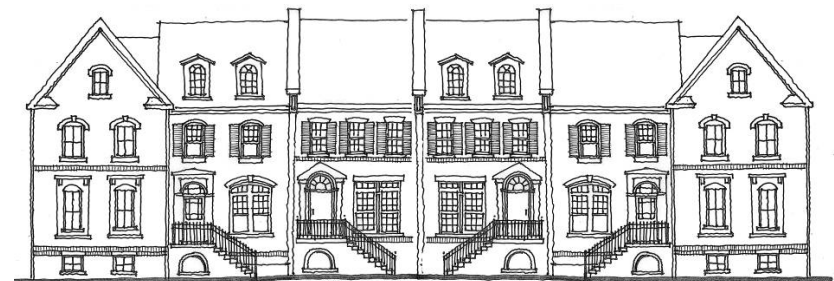
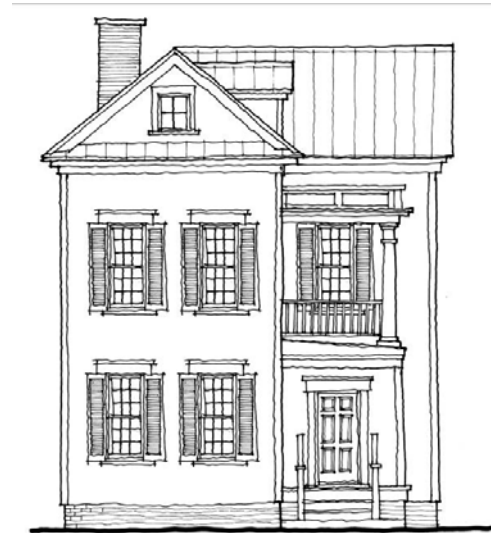
The purpose of the Village Residential Districts are to provide a variety of predominantly residential uses which include different housing opportunities while providing services such as parks, schools and convenience shops designed to encourage walking and biking minimizing the impact of the automobile. 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.

-
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- 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

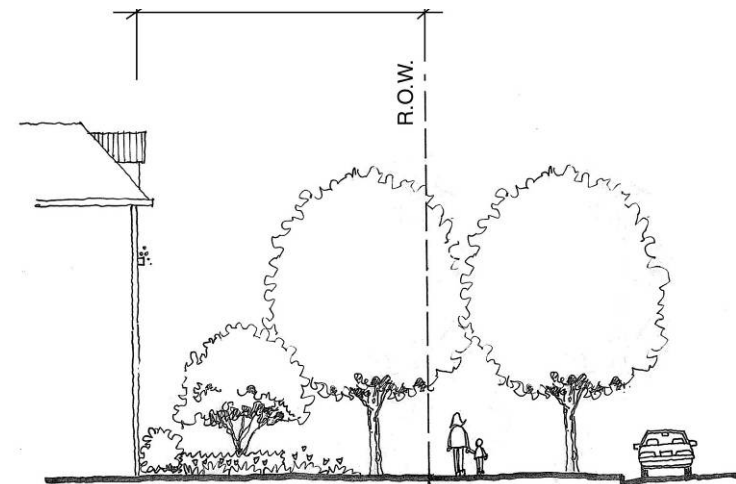
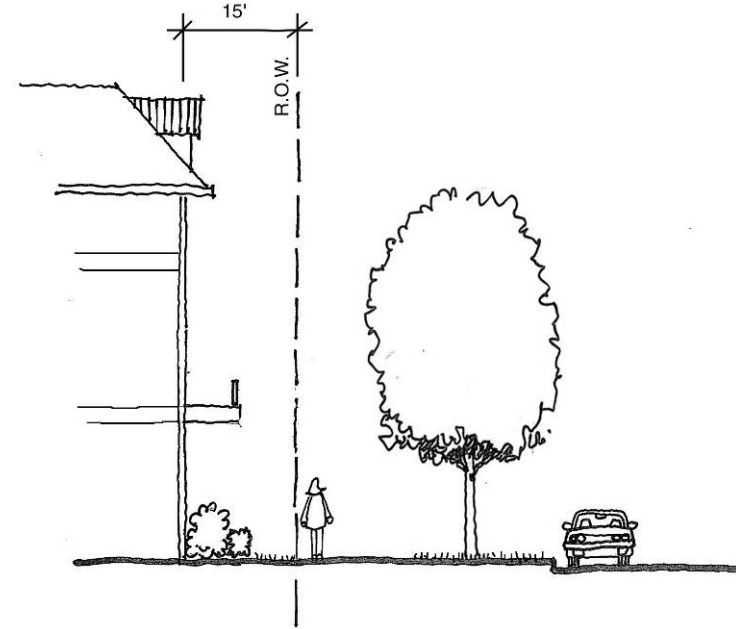
The following streetscape design improvements will help to enhance the pedestrian environment.

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.

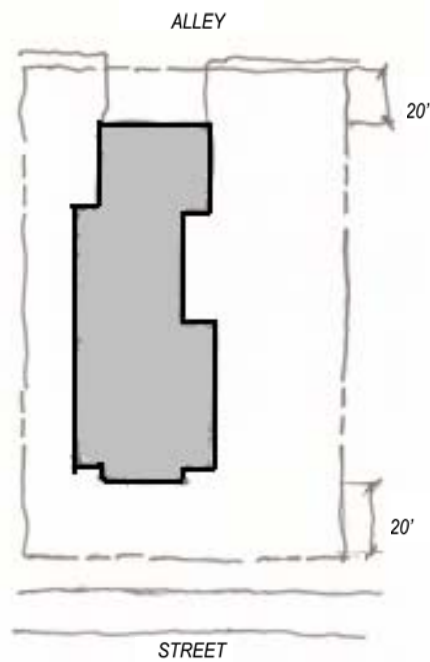


SITE PLANNING AND BUILDING TYPES

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.

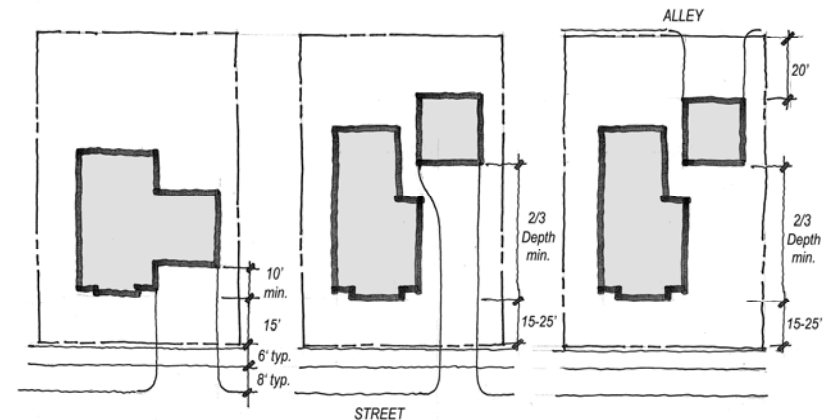
Open Space: Please refer to Chart 1 for appropriate open space provisions within the VR Districts.

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

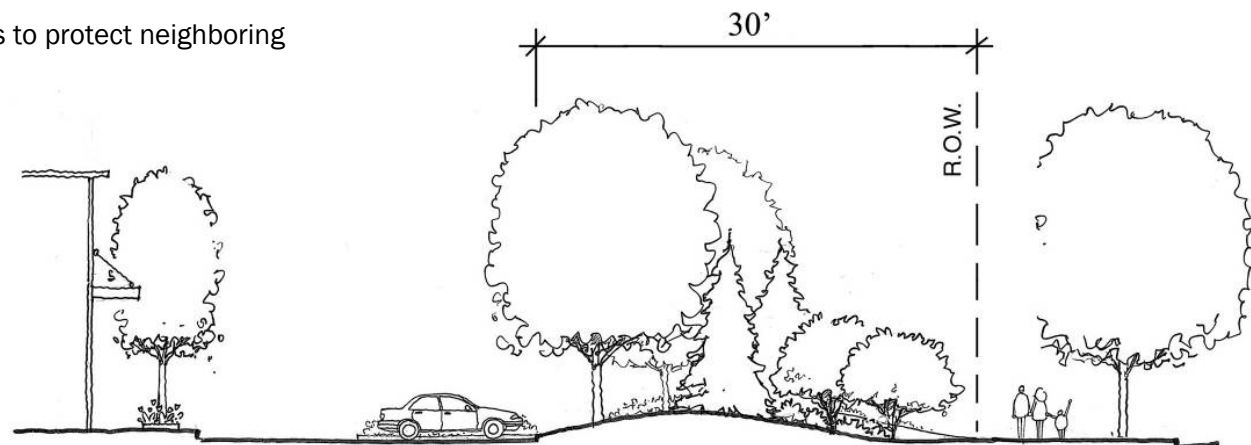
The Industrial District is intended to encourage innovative research, office, and light industrial uses, but at all times to protecting the neighboring residential districts from any adverse impacts. It shall also maintain the Village character by providing a walkable environment and utilizing high quality 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.
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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.

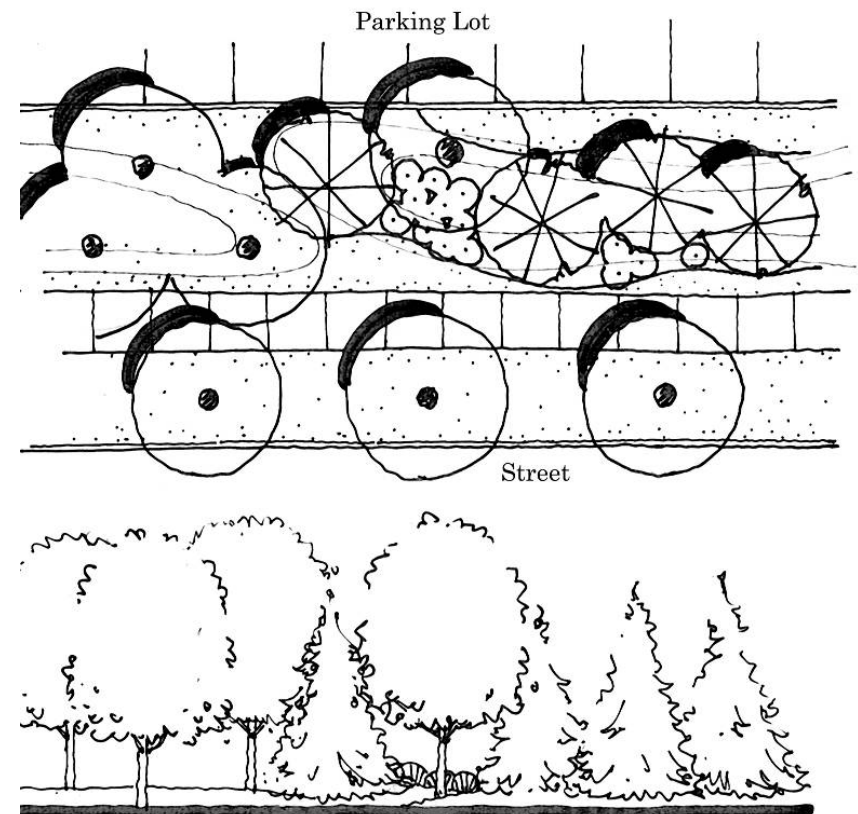
Lighting: Please refer to the VC/VG lighting standards.

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.

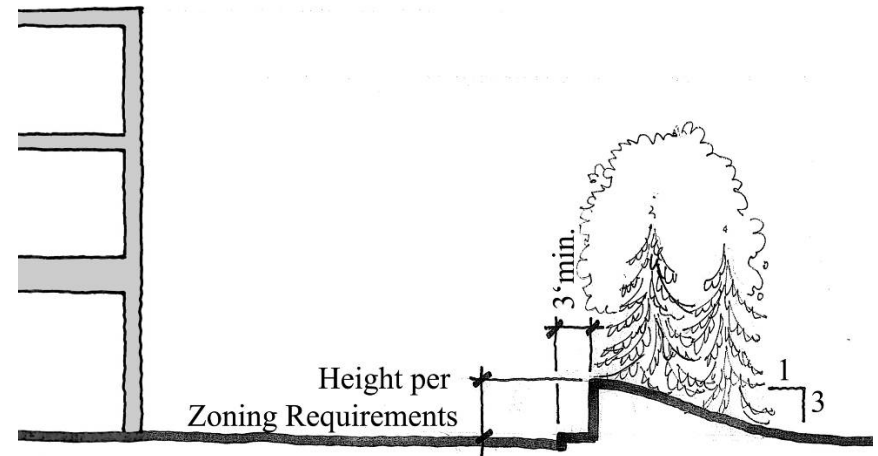
Parking: Attractive, landscaped parking areas should be located to the rear and sides of the building to encourage a pedestrian-friendly street edge.

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

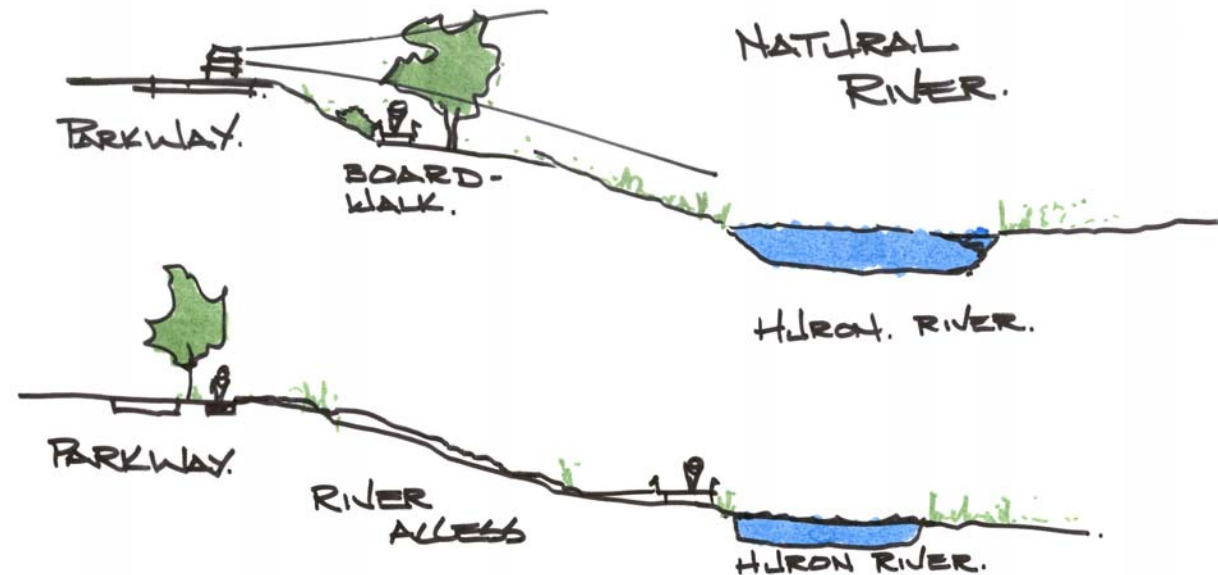
The following streetscape design improvements will help to enhance the pedestrian environment. These improvements may be waived or modified by the Planning Commission subject to the waiver modification requirements outlined in Section 9.0 of the zoning code.

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

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■ Significant Involvement

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