Shelby Township 2009 Master Plan Update

Draft: June 26, 2009

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Adopted by the:

Charter Township of Shelby Planning Commission: Charter Township of Shelby Board of Trustees:



235 E. Main Street, Suite 105 Northville, MI 48167 TEL 248.596.0920 FAX 248.596.0930

Acknowledgements

The participation and cooperation of community leaders and residents was instrumental in the preparation of the Shelby Township Master Plan. In particular, we acknowledge the efforts of the following individuals:

PLANNING COMMISSION

Jerome Moffit – Chairperson Mark Kassab – Vice Chairperson Phil Frame – Secretary Michael Thornton - Site Plan Review Chairperson Doug Wozniak – Township Board Representative Lisa Casali Janet Elliott Jim Randlett Diane Wessels

TOWNSHIP BOARD

Richard Stathakis – Supervisor Terri Kowal – Clerk Paul Viar – Treasurer Paula Filar – Trustee Michael Flynn – Trustee Lisa Manzella – Trustee Douglas Wozniak – Trustee

FORMER PLANNING COMMISSIONERS

We would like to acknowledge the efforts of former members of the Planning Commission who contributed to the development of this plan:

Christine Dearlove William Deyo Deborah Hodge Joseph Toia Paul Viar – Township Board Representative

TOWNSHIP STAFF

Glenn Wynn, AICP – Planning Director

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chapter one Introduction

This is a plan that seeks to create a community that is loved and cherished by its residents.

This is a plan that seeks to establish Shelby Township as the model for how communities are built in the 21^{st} century.

This is a plan about creating a place that its residents cherish and never want to leave.

SURVIVING THE DOWNTURN

It is a time of severe economic turmoil and distress at the time of writing of this introductory chapter. By the end of 2008 Michigan has officially been in a recession for 6 years, and the national economy has officially been in recession since December of 2007 – one and a half years at the date of adoption of this plan.

The roots of the current economic distress are varied and have been developing for some time. Some economists have posited that the national economy has not experienced any organic growth in over a decade, and that all apparent economic growth since the middle of the 1990's was as the result of increasing leverage in the financial system. This excess leverage began to unwind during 2008 with the collapse of asset prices underlying an increasingly complex and impenetrable system backed by arcane financial instruments such as collateralized debt obligations and credit default swaps. The result was a massive re-pricing of these instruments, which has led to a crisis of liquidity and the spectacle of government bailouts in the trillions of dollars for Wall Street institutions.

The culture of easy money being extended on generous terms to barely qualified borrowers had led to explosive growth and development during the 1995-2005 period. Such over-exuberant periods of money creation have occurred at regular intervals throughout history as financial innovations create new ways to speed up the flow and supply of money. It is during these periods that cities experience growth. In fact, **the history of cities is one of short periods of explosive growth followed by periods of stagnation.** This is because capacity grows at a much faster rate than intrinsic demand during boom times, and it takes a long time to absorb this excess demand. Shelby Township has developed during a long period of such growth in the Detroit metropolitan area.

A Local Example

The metropolitan Detroit area's growth is written in concrete, brick, and metal along the Van Dyke Corridor from 8 mile road to 26 mile road. The corridor has developed over a period of 60 years, steadily advancing northward as development crept from Warren into Sterling Township and finally into Shelby Township. While this growth initially occurred as a result of organic population increase, but in recent decades it occurred as a relatively stable population expanded into new areas. Shrinking household sizes and the desire for larger homes on larger lots led to an increase in the area of the Detroit region without a significant increase in population.

This lack of new population meant that, as the population moved northward, new commercial development was built along Van Dyke following the population. The pattern has consistently been for newer, more northerly shopping centers to be filled to occupancy, while older, tired centers slowly decline and die as vacancies increase. The large supply of vacant retail space along Van Dyke is sufficient to house enough retail space to support another medium size city.

The Era of Speculative Prototype Development

The Van Dyke example illustrates the model by which new development has occurred over the past 60 years. There were 18 standard real estate types (see the box below), and if a developer wanted to build one of these standard types, financing could easily be found to fund the project.

The standard real estate types did not respond to local conditions, and were not grounded in the character of the community. Rather, they were standard issue development prototypes that were repeated across the country. All were predicated on the assumption that the vast majority of visitors to a site would arrive there by car.

A Return To Traditional Methods of City Building

The inevitable result of periods of economic and monetary growth is the creation of excess supply, followed by a period of stagnation or retrenchment. Demand simply must catch up to supply before a new round of growth and expansion can occur. The length of retrenchment depends on the magnitude of the supply excess, and also upon the rate of growth in the economy.

When the supply of new building space increases far beyond a state of equilibrium, and when the moneycreating financial machine breaks down, funds to construct new speculative development disappear. This pattern has happened repeatedly for centuries in cities around the world. The result is that, during these times of retrenchment, development returns to a locally-driven model. In this locally-driven model a developer must bring significant equity in the project to the table to get funding for their project.

As of this writing it is unlikely that we will see another period of such explosive speculative growth for a decade, perhaps more.

Impacts on This Plan

It is likely that Michigan's economic troubles, which existed long before the onset of the current national recession, will continue after the national recession ends. New residential construction has been at a standstill in southeast Michigan for years due to a drastic oversupply situation. The Michigan economy must stabilize and begin to improve before there are any significant development pressures in Shelby Township or anywhere else in Southeast Michigan. Without economic growth, the region will continue to experience population loss. It seems like an obvious thing to observe that there is little demand for new housing when there is a declining population, but given the irrational market actions of the previous decade, it is an observation that probably bears consideration.

The great challenge that lies before us as we write this plan is not how to deal with mounting development pressures. Instead, the real question is: how can Southeast Michigan stabilize its economy and return to economic growth and prosperity? The old model of community and economic development using an urbanengineering approach focused on building larger roads and other "hard" infrastructure, and attracting industrial firms through tax abatements will no longer work. Regional and community development have largely focused on high-profile mega-projects and relentless expansion of the suburbs since the 1950's. Three decades of reaching for home-run economic development projects and failing to turn around Michigan's economy should be more than enough evidence that a succession of economic singles and doubles is a far more effective economic development technique.

An Alternate Vision for Community Building

Even in times of crisis and depressed overall demand for new development, there are always opportunities to be seized. To continue old sprawling and auto-centric development patterns in Shelby Township would be nothing more than an ill-fated last gasp of a passing era. If this plan facilitates the mindless construction of more soon-to-be vacant strip malls along Van Dyke Avenue, it will be an abject failure.

This plan is instead based on the assertion that quality of place is the most important quality a community can have.

So much of our built environment looks the same, no matter if you are in Shelby Township, Canton Township, suburban Nashville, Tennessee or Albuquerque, New Mexico. Undifferentiated places have no built-in competitive advantage against other communities, and such places do not offer their residents any great advantage in living there.

Being unique, authentic, identifiable, and walkable in today's undifferentiated development marketplace is a treasured asset. This is the reason that so many small towns that were developed over 100 years ago continue to be successful today – with local examples including Birmingham, Royal Oak, Plymouth, Northville, etc.

The intent of this plan is to be the necessary first step towards breaking the established, but literally and figuratively bankrupt development paradigms by which we have "built communities" for the past 60 years. Being able to distinguish Shelby Township as a unique place that offers a quality of place that nowhere else can will be the best, most successful economic and community development tool possible.

A Long Time-frame

Realizing the vision of this Plan will take a long time. It is possible that this plan may not be realized for 20, 30, or even 50 years. It will be difficult to remake a community when aspiring real estate professionals are changing the word "development" to "management" or "restructuring" on their resumes. Progress will be slow towards achieving the goals of this Plan in the near-term future, as the pace of new development or redevelopment will certainly be much slower than in recent years.

Township officials and residents must not expect quick and dramatic results. Eventually, however, things will stabilize, and if the Township remains steadfast through the difficult times and implements the vision of this Plan, it will create an economically and environmentally stable community that will stand the test of time, and will be a place that our grandchildren will be proud to call home.

CHALLENGES AND OPPORTUNITIES

Each master plan process must respond to challenges that exist in the community and those anticipated over the time frame encompassed by the plan. Observations by the Planning Commission and the public are important in identifying and defining the scope of these issues.

This section is a summary of background information presented in Chapter Two. The following are the most significant planning challenges that will face the community during this planning process. These challenges are addressed in Chapter Four goals and objectives and in the succeeding chapters of the plan.

Preserving Open Space and Natural Features

Shelby Township has an historic identification with the community's natural features. The Township's symbol as a tree reflects this identification. Often there is an impression by the public that this identification is more symbolic than real and that the preservation of open space and natural features should be a more important priority in the planning and development process.

The Township's most significant concentration of natural features including, woodlands, wetlands, and flood plains occur along the Clinton River that cross the northeast and southwest portions of the community.

The main branch of the Clinton River extends from the Dequindre and 23 Mile Road intersection southwest to the City of Utica has been under public ownership for decades. For many years this open space corridor was owned and operated by the State of Michigan as the Rochester-Utica Recreation Area. In the mid-1990's, the property was acquired by Shelby Township and renamed River Bends Park. The preservation of this open space has continued under the Township's ownership. Improvements introduced the Township have significantly expanded public access to this park.

Land along the Middle Branch of the Clinton River in the north central and northeast portions of the Township is privately owned and largely undeveloped. The Planning Commission has an opportunity to influence how this land is developed in a way that is consistent with the goal of preserving open space and natural features. Innovative design techniques that allow owners to realize the development potential of the their property while at the same time preserving natural features needs to be explored in later chapters of the master plan.

Planning for a Diverse Housing Market

The township's land use pattern is dominated by detached single family homes on individual lots at an

average density of approximately two units per acre. This development pattern reflects market preferences and demographic trends that dominated the housing market for the past 50 years.

The township's changing demographic profile suggests that the continued demand for this type of housing may no longer be supported to the same degree that it has in the past. The planning commission may be confronted with a more diverse housing market and range of housing options. Alternative forms of housing may have a different template and higher densities than those that exist in the community.

The challenge presented to the Planning Commission is to respond to these new residential products and projects in a manner that respects the integrity of existing single family neighborhoods, preserves privacy, minimizes opportunities for nuisances and maintains property values. The preparation of design standards and policies for this new development will be necessary to properly evaluate new residential models.

Upgrade Older Retail Corridors

The township has two main retail corridors (Van Dyke and Auburn Road) that feature development patterns that do not fully conform to accepted planning and zoning practices. Many of these sites include excessive or improperly placed driveways, minimal landscaping, excessive signage and unattractive architecture). The planning challenge facing these two commercial corridors is to bring them into compliance with current development practices.

This can be accomplished by applying current zoning standards on a site-by-site basis as new development and redevelopment opportunities present themselves. The Downtown Development Authority (DDA) represents another vehicle for initiating improvements. The DDA and the Planning Commission need to establish a partnership in addressing these challenges and opportunities.

Limit Further Reductions in the Industrial Tax Base

Since the current plan was adopted, the township rezoned multiple parcels of land from light or heavy manufacturing designations to residential classifications. These changes responded to an increased demand for residential development and a perception that the amount of land zoned for industrial purposes far exceeded future demand.

Current economic conditions suggest that these premises may no longer be applicable. The surplus of vacant residential sites suggests that further down- zoning of industrial property may no longer be necessary or appropriate. The Township also needs to conserve land properly located for industrial purposes to generate tax base and jobs.

Coordinating Land Use and Transportation

A common concern expressed regarding development in the Township is the lack of adequate coordination between land development and road improvements. This problem is partially attributable to jurisdictional issues. The Township has control over land use and zoning patterns, while the Road Commission of Macomb County has authority over road improvements and access to individual sites.

Continued and improved coordination between the county and the township during the site plan review process can result in a better understanding of access concerns. It may also lead to improved timing of road improvements needed to support new development. The township's recent adoption of zoning amendments requiring the submission of traffic studies will improve our collective understanding of the impact of new development and measures that can be taken during the approval process that can alleviate these concerns.

Defining Township Character

The pattern of development in the Township never fully resulted in the creation of a well-defined historic downtown or central business district. The township's land use pattern is largely consistent with development patterns in other southeast Michigan communities that experienced significant population and housing growth over the past 50 years.

The preparation and adoption of the Shelby Center Design Plan in 1999 represented an effort to reverse this trend and create a more well-defined development focal point near the intersection of 24 Mile Road and Van Dyke. New retail and residential development that was approved near this intersection is beginning to establish this enhanced character. Improvements to the municipal campus site have the potential to reinforce this identity. Additional identity enhancements may be possible through coordinated improvements planned by the Downtown Development Authority.

Planning and development challenges rarely remain stable for extended periods of time. While providing a development framework for the future, the master plan must be flexible and responsive to new opportunities. This analysis of challenges and opportunities is intended to identify and frame the big issues facing the community. Subsequent chapters of the plan will offer more details explaining how the Township can respond to the challenges and opportunities.

chapter two Existing Conditions

INTRODUCTION

The master plan process consists of several steps each of which is important to the completion of the plan. The sequence of these components is also relevant to the success of the process. These steps are broadly identified in the flow chart shown below.



This chapter presents a review of existing conditions in the Township that will influence the master plan alternatives presented in later stages of the planning process. Before we can realistically make decisions on acceptable future land use options we need a common understanding of conditions that exist in the community at a specific point in time. The four existing conditions sections – regional analysis, physical features, existing land use, and population characteristics - accomplish this objective.

The first report, **regional analysis**, considers Shelby Township's position in Macomb County and the larger Southeast Michigan region and the extent to which the community's geographic setting influences future development options. The report identifies other governmental agencies that have authority over planning decisions that may impact the Township. It also considers the planning and zoning policies of adjoining communities and the extent to which they may influence future development along our common boundaries. The next two reports consider the Township's physical setting taking into account natural features and existing land use. These factors frequently make an important contribution to the visual character of the community and the quality of life for the residents who live there.

The **physical features report** considers the Township's natural endowment of woodlands, wetlands, topography and floodplains. These features often present barriers or limitations to development. Properly managed, they can be successfully preserved and integrated into new development proposals.

The **existing land use report** recognizes that future development patterns are influenced by the arrangement of existing uses and their relationship to each other. This report offers a snap shot of current development in the Township on a parcel-by-parcel basis.

The concluding report moves away from the physical setting and influences described in the first three chapters and considers the **population characteristics** of the people who live in the township. These characteristics include growth trends, age characteristics and household composition, and have a significant influence on housing preferences which in turn impact land use patterns. This section examines the Township's demographic profile and how national trends may impact land use options in the future.

Collectively these reports paint a picture of the township as it exists today. The observations recorded in the reports represent the physical and social context within which the master plan will be prepared. They also provide a factual reference point for considering future planning policies and recommendations.

REGIONAL SETTING

Development patterns and opportunities are influenced by many factors. Shelby Township's location in Macomb County and the larger Southeast Michigan region has a significant influence on current land use and development patterns. These patterns are further influenced by the development policies of communities that share a common boundary with Shelby Township.

The master plan process gives the community an opportunity to articulate a future vision for the Township. It is important to recognize, however, that we are not starting with a completely blank canvas and that some development trends may be outside of our ability to either influence or control. The purpose of this chapter of the plan is to better understand these issues and how they may influence future development alternatives.

Regional Growth Patterns

Shelby Township's growth has been shaped by development trends that occurred in Macomb County during the past five decades. For example, the township is located in the path of the Van Dyke/Mound Road corridor that extends in a northerly direction from the City of Detroit. Shelby Township fully participated in the wave of population and household growth that occurred during the last 50 years as a direct result of its position in the region along a major highway corridor.

Southeast Michigan Council of Governments (SEMCOG)

Michigan lacks a regional government structure that directly controls land use, development or zoning policies of local communities. The regional government structure operated by SEMCOG has a less direct, but never-the-less important role in shaping regional planning policies.

SEMCOG is a membership organization encompassing the seven county region. The organization's principal responsibilities are summarized below.

- SEMCOG supports local planning through its technical, data and intergovernmental resources.
 SEMCOG's plans improve the quality of the region's water, make the transportation system safe and more efficient, revitalize communities and spur economic development.
- As the region's designated Metropolitan Planning Organization, SEMCOG is responsible for the region's transportation planning process.

- Under the federal Water Pollution Control Act and the Clean Air Act, SEMCOG is the designated planning agency for both water and air quality.
- SEMCOG is responsible for specific housing and land use planning elements as authorized by the U.S. Department of Housing and Urban Development.
- As the Michigan State Single Point of Contact, SEMGOG reviews federal grant applications for a variety of local, regional and state projects in relation to regional plans and policies.

Coordinating the regional transportation planning process is one of SEMCOG's most important planning functions. SEMCOG maintains a 25-year long-range vision for transportation. This plan is called the 2030 Regional Transportation Plan for Southeast Michigan (RTP). It serves as a guide for developing a transportation system that is accessible, safe, and reliable and contributes to a higher quality of life for the region's citizens. The plan's policies, initiative, and projects are implemented by SEMCOG and its partners. Projects to be implemented in the near term are required to be in the region's shortrange transportation program.

The Transportation Improvement Program (TIP) is a list of transportation projects receiving federal funding in southeast Michigan. The TIP represents the priorities of cities and the transportation agencies responsible for implementing the region's long range transportation plan. The long range plan documents the future development of the transportation system. For a community or agency to receive federal highway or transit funds, the project must first be included in the long-range plan. To get in the TIP, projects pass through a rigorous technical review that determines the impact on the community's air quality, environment and population.

The TIP contains transportation projects for the years 2008 through 2011. As of July 2007, the list includes approximately 540 projects totaling \$1.8 billion from the Michigan Department of Transportation, the five major transit agencies, cities, villages and the county road commissions in the seven-county region. A list of projects impacting Shelby Township contained in the RTP and TIP are summarized in Table 2and Table 1 on the following page:

Year	Road	Limits	Description
2011-2015	Hayes	21 ¹ / ₂ Mile to 23 Mile	Widen from 2 to 5 lanes
2006-2010	Dequindre	Long Lake to Auburn	Widen from 2 to 5 lanes
2026-2030	M-59	Crooks to Ryan	Widen from 4 to 6 lanes
2006-2010	Van Dyke	23 Mile to 26 Mile	Widen from 2 to 5 lanes
2011-2015	23 Mile	Ryan to Mound	Widen from 2 to 5 lanes
2016-2020	Mound	Shelby to 26 Mile	Widen from 2 to 5 lanes
2006-2010	26 Mile	Van Dyke to M-53	Widen from 4 to 6 lane blvd.
2006-2010		River Bends Park	Bike path
Source: SEMCOG			

Table 2. SEMCOG Long Range Transportation Plan Projects Impacting Shelby Township

Table 1. SEMCOG Transportation Improvement Plan Projects Impacting Shelby Township

Year	Road	Limits	Description
2006	Hayes	M-59 to 211/2	Widen from 2 to 5 lanes
2008	Dequindre	Long Lake to Auburn	Widen from 2 to 5 lanes
2007	M-53	At 23 Mile intersection	New loop ramp
2007	26 Mile	Van Dyke to M-53	Widen from 4 to 6 lane blvd.

Source: SEMCOG

Road Commission of Macomb County

Long Range Master Plan

In April 2005, the Road Commission of Macomb County adopted a new Long Range Master Plan that considers county-wide transportation needs through the year 2030. The last master plan prepared by the Road Commission was completed in 1982. This plan includes not only planned road right-of-way widths but also assists the county in identifying projects to be planned, improved and/or expanded within the plan's time frame.

The plan divides the proposed transportation into three categories: short, mid-term and long-range recommendations. It also distinguishes between several categories of improvements. Recommendations that are applicable to Shelby Township are summarized in the following Table 3:

Table 3. RCMC Long Range Master PlanRecommendations

SHORT-TERM RECOMMENDATIONS (2004-2010)			
County-Wide	Develop an access management plan.		
	Review residential street standards.		
	Develop standards for pedestrian improvements and access in road design.		
	Develop standardized procedures for traffic impact studies.		

	RCMC and local communities.	
Road Widening	Widen 26 Mile Road from Van Dyke to east of M-53 to six-lanes.	
Intersections	Auburn Road and Dequindre Road	
	26 Mile Road and Mound Road	
MDOT	Add one lane of travel in each direction on M-59 between M-53 and I-94; include acceleration and deceleration lanes.	
	Widen Hayes Road from M-59 to $21\frac{1}{2}$ from 2 to 5 lanes.	
MID-TERM RECOMMENDATIONS (2010-202)		
Road Widening	Widen 21 Mile between Van Dyke and North Ave to 5 lanes and raise classification to minor arterial	
	Widen 26 Mile to a 4 lane blvd from Romeo Plank to east of Jewell Road; and a 6 lane blvd from east of Jewell Road to east of M-53.	
MDOT	Widen M-53 from 18 Mile Road to M-53 from 4 to 6 lanes	
LONG-TERM RECOMMENDATIONS (2020-2030)		
Road Widening	Widen 26 Mile from a 6 lane blvd to east of Shelby Road and a 4 lane blvd from Shelby Road to west of the park entrance and 4 lanes to Dequindre	
MDOT	Widen M-53 from 4 to 6 lanes from 23 Mile to 26 Mile	

Conduct coordination meetings between the

Source: Road Commission of Macomb County

26 Mile Road Corridor Study

Several years ago the Road Commission completed a study of the 26 Mile Road corridor the purpose of which is to alert the commission to potential environmental impacts that could arise from the widening of 26 Mile Road from Dequindre Road on the west to County Line Road on the east.

The road improvements will include widening of the road to a five-lane road, a four-lane boulevard or a six-lane boulevard. This project also includes the replacement of bridges; construction of drainage systems; wetland mitigation, right-of-way acquisition and public park relocation.

The report notes that the widening will not occur at one time, but rather is divided into 15 separate projects. The schedule and details of the widening projects that impact Shelby Township's frontage on 26 Mile Road are shown in the following Table 4:

Table 4. 26 Mile Road Corridor Study Recommendations

Project Number	Existing Road	Proposed Road	
and Sections	Geometry	Geometry	Build Year
Van Dyke to M- 53	4 lane blvd	6 lane blvd	2007
M-53 to Jewell	2 lanes +	6 lanes	2007
Jewell to Schoenherr	2 lanes	4 lane blvd	2011
Schoenherr to Hayes	2 lanes	4 lane blvd	2028

Source: Road Commission of Macomb County

The purpose of this planning project is to prepare a transportation system of Macomb County for approaching urbanization. The 26 Mile Road corridor serves the fasting growing area of the county. Planning for appropriate roadway improvements will help avoid significant social, economic and environmental impact that would likely occur if transportation improvements were delayed until the urban development takes place. Other purposes of the study are to:

- provide additional capacity for future traffic
- reduce traffic congestion at key intersections
- maintain or reduce the number of crashes in the corridor
- facilitate the movement of goods across the northern half of the county
- improve access to and from M-53
- replace two structurally deficient bridges
- minimize social, economic and environmental impacts

The preferred road cross sections though Shelby Township include a four lane road from Dequindre east to the Stony Creek Park entrance, a four lane boulevard at the park entrance, a six lane boulevard from the park to Jewell Road and a four lane boulevard from Jewell Road to Hayes Road.

The report assesses the impact of these proposed road improvements on Shelby Township. It suggests that property on the south side of 26 Mile Road in Shelby Township is nearing build-out development. The property in sections 1 and 2 in the northeast portion of the Township are predominantly undeveloped. The proposed widening of the road may influence future development patterns in this portion of Shelby Township. Appropriate development options will be considered at later stages of the planning process.

Local Planning Influences

Shelby Township is directly impacted by the planning and zoning policies of the six communities that share a common boundary with the Township. Master plan land use recommendations and zoning patterns along these common boundaries are summarized below. The common boundary that Shelby Township shares with these communities is also noted.

Washington Township (26 Mile Road from Hayes to Dequindre)

Both the master plan and zoning map for Washington Township reflect similar land use patterns along 26 Mile Road. They also reflect a very diverse land pattern. East of Jewell Road the development pattern consists largely of single family with some multiple anticipated at the intersections of Hayes Road and Jewell Road. The most intense development is anticipated between Mound Road and Jewell Road which includes a substantial quantity of both commercial and multiple family development. West of Mound Road, the development pattern proposes lower density single family. The only exception to this pattern is the TRW facility west of Mound Road which is both planned and zoned for industrial purposes.

Macomb Township (Hayes Road from M-59 to 26 Mile Road)

Single family is the most common planning and zoning pattern along Hayes Road. Deviations from this pattern occur at the intersections of 24 Mile Road, 23 Mile Road, 22 Mile Road and 21 Mile Road all of which feature land that is planned and zoned for commercial development. Several of these commercial intersections propose multiple family surrounding the retail which provides a transition to the abutting single family.

The Hayes Road frontage from 22 Mile Road north to just beyond 23 Mile is planned to primarily accommodate regional retail and office development. The Township recently approved a 100,000 square foot retail complex at the southeast corner of 23 Mile Road and Hayes Road.

Sterling Heights (Hayes to Schoenherr and Dequindre to Merrill)

The common boundary between Shelby Township and Sterling Heights is interrupted by the City of Utica. Between Schoenherr Road and Hayes Road, both the zoning map and future land use map propose commercial development. This is consistent with the current development pattern that encompass Lakeside Mall and the out-lot development on the periphery of the mall.

Sterling Heights is currently in the process of upgrading the infrastructure supporting Lakeside Mall. This project includes improved vehicular access, road resurfacing, lighting, landscaping, sidewalks and signage. These improvements are intended to enhance the image of this retail center. A special assessment district is being used to raise funds for these improvements.

West of the City of Utica the future land use and zoning pattern is more diverse. Between Merrill and Mound Road the zoning and land use patterns include industrial, single family and retail. The retail pattern continues on the west side of Mound for a distance of one-half mile. Multiple family extends the remaining one-half mile to Ryan. Between Ryan Road and Dequindre, the land use and zoning pattern includes retail, multiple family and a transitional (flexible) designation at the Dequindre Road intersection.

City of Utica (irregular boundaries)

The zoning pattern between the M-53 freeway and Schoenherr is zoned for commercial and mixed use purposes. Between the freeway and Van Dyke, the zoning pattern includes multiple family and single family development. Both sides of Van Dyke are zoned for commercial purposes. West of Van Dyke, the zoning pattern is more diverse and includes multiple family, two family and industrial.

Utica's master plan was adopted in 1990. The future land use map includes a community business designation at the northwest corner of Schoenherr Road and M-59. The remaining land between Schoenherr and the M-53 freeway is planned for a mixed use development including retail, corporate offices and hotels among other uses.

Between the freeway and Van Dyke, the common boundary is predominantly planned for single family purposes with an area for multiple family abutting the freeway right-of-way. The Van Dyke frontage is planned for retail purposes. West of Shelby Road, the common boundary is planned for a mixture of residential, transitional and open space future land uses.

Utica recently obtained a commitment for grant funds that will allow for the construction of a pedestrian path that will connect to the existing path in River Bends Park in Shelby Township. This path is part of a much larger pedestrian network along the Clinton River valley.

City of Rochester (Dequindre Road from south of 24 Mile Road to north of 25 Mile Road)

This boundary is planned and zoned for single family purposes. A more mixed land zoning and planning pattern is evident near the intersection of Parkdale and Dequindre. This includes Research Office Technology, public and semi-public uses, open space and a special project area.

City of Rochester Hills (Dequindre Road from M-59 north to the Clinton River and from 26 Mile Road south for approximately one-half mile)

The master plan and zoning pattern along this common boundary consists primarily of single family south of Hamlin Road with commercial at the intersection of Auburn Road and the M-59 interchange. From Hamlin north to the Clinton River the master plan proposes a landfill planning area and mixed use development. This area is zoned for industrial and single family purposes. The common boundary proximate to the Clinton River is planned for open space. North of the Rochester city limits, the common boundary is planned and zoned for single family purposes.

Rochester Hills is currently in the process of conducting feasibility studies for the realignment of Dequindre Road between Hamlin Road and Avon Road. The initial alignment under consideration would straighten the road and require the construction of a new intersection at 23 Mile Road. This alignment would also require the construction of a new bridge over the Clinton River.

Regional Setting Conclusions

While regional planning and development factors clearly influence development patterns in the Township, these conditions do not control development. As a home rule community in Michigan, the township has fully control over its own planning and zoning decisions.

The most significant regional planning influences occur relative to transportation planning which falls within the jurisdiction of the Road Commission of Macomb County and the Southeast Michigan Council of Governments. Multiple road improvements are planned within the time frame of this master plan update that may influence land use and development policies offered in later stages of the planning process.

The Township is also influenced by the development policies of surrounding communities. For the most part, these policies are compatible with those found in Shelby Township. Some potential areas of concern are offered below.

- Washington Township allows for more intense development from the M-53 freeway east to Jewell Road. This includes a mixture of commercial and multiple family zoning. Multiple family zoning is also permitted at the intersection of 26 Mile Road and Hayes Road. The planning and zoning pattern on the Shelby Township side of 26 Mile Road anticipates low density residential development with office and local retail at the Jewell Road intersection (southwest corner only).
- Sterling Heights proposes a modestly more intense development pattern on the south side of the M-59 Freeway west of Mound Road. This impact, however, is diminished by the wide freeway right-of-way. The planned enhancements to Lakeside Mall may offer opportunities for similar improvements to the regional retail uses on the north side of Hall Road between Schoenherr and Hayes Road.
- Few land use compatibility issues are evident along the common boundary between Utica and Shelby Township. One possible exception is in the mixed use area between Schoenherr Road and the M-53 freeway planned and zoned for mixed use development. This area backs up to single family development in Shelby Township. The proximity of these different uses and the absence of additional buffering presents some compatibility concerns.

Utica's planned construction of a pedestrian path along the Clinton River will extend recreation opportunities for River Bends Park users and provide for more continuity in this regional path system. The City's central business district and the Downtown Development Area along Van Dyke provides an opportunity to transition to the Van Dyke DDA in Shelby Township.

- The City of Rochester proposes a more intense zoning and future land use pattern at the intersection of Parkdale (24 Mile Road) and Dequindre. This may influence future development options for vacant land at this intersection in Shelby Township. For example the Research, Office and Technology area south of the Onyx ice arena is the anticipated future home for a large construction company currently located further west in the city.
- The landfill planning designation in Rochester Hills, north of Hamlin Road may present an opportunity for similarly influenced land in Shelby Township. This planning category recognizes the unknown development potential of and mitigation measures that will be necessary to develop former landfill parcels. It also anticipates the need to provide flexible land use options. The master plan notes that extensive study will be required to determine appropriate and feasible land uses for these former landfill sites.
- The realignment of Dequindre Road could improve traffic patterns and provide additional access to township owned property to the east. This project will require considerable cooperation and coordination with multiple local, county and state agencies which have some jurisdiction over road and environmental issues.

PHYSICAL FEATURES

Natural features contribute to the character of the community and its attractiveness. Preservation of these features can also enhance the community's quality of life. Too often, natural features are viewed as barriers to development. The township needs to look for creative ways to integrate physical features into the development process.

This chapter of the master plan considers those physical features that occur in the Township. These include topography, soils, floodplains, wetlands, woodlands and protected wildlife. The following discussion will address how each of these features has potential to impact development, the location of the features in the Township and what measures may be needed to assure their preservation in the future.

Topography

Topographic conditions can influence land development patterns including site location and orientation, and the design of buildings, roads and utilities. The eastern twothirds of the township share Macomb County's relatively level topography. Areas with the most topographic relief include Stony Creek Metropark in the northwest portion of the township and along the Clinton River corridor that crosses the southwest portion of the community. The location of these areas with steeper slopes in public parks will assure their long term preservation.

Soils

Soil characteristics influence the ability of land to support various land uses including roads, buildings, utilities and agriculture. Four specific soil features influence their ability to support different land uses. These include the following:

- Bearing Capacity (the ability to support the weight of buildings or roads.
- Erosion Potential (the susceptibility of the soils to erosion hazards)
- Drainage (the capacity of soils to transit or receive water)
- Resource Value (the economic worth of soil for agricultural purposes or as a fill or mined material).

Shelby Township's soil characteristics were identified as part of a larger county-wide soil survey conducted in 1967 by the U.S. Department of Agriculture. Categories of soils with different characteristics and physical properties were identified as part of this survey. Eight of the nine soil classifications found in the county are present in Shelby Township. Two of these classifications cover extensive areas of the Township. These two classifications and their general characteristics are identified below.

- Oakville-Boyer-Spinks Association. This category is characterized by level to hilly, well-drained soils that are coarse textured or moderately coarse textured. These soils have a slight limitation for residential and recreational uses in level and gently sloping areas. In steeper areas, the limitations for street and building construction are severe.
- Wasepi-Au Gres Association. This category covers much of the eastern half of the Township. Soils in this category are comprised of nearly level to gently sloping, coarse textured or moderately coarse textured poorly-drained soils. Due to a seasonally high water table, these soils present severe limitations for residential use and road construction.

The soil characteristics of a site have the potential to influence the development of individual sites. The applicability of these characteristics to specific development proposals will typically be considered by the township engineer and building department during the site plan review process. Soil related concerns most commonly occur in the areas of the township that were previously used as landfills. Most of these sites are located in the southwest portion of the Township.

Floodplains

To participate in the National Flood Insurance Program, the Federal Emergency Management Agency (FEMA) has identified floodplain areas and established flood-risk zones within those areas. The Township's floodplain map was updated by FEMA in 2006.

Land within the 100-year floodplain has a one percent chance of being flooded within any given year. Development in a floodplain can result in flood damage to abutting land and structures. Restrictions in the floodplain can cause flooding in upstream communities. Due to the potential impact of individual sites on floodplains, it is critical that site plan review procedures include appropriate standards to consider the impact of floodplains on new development proposals.

Significant floodplains exist along the Main and Middle Branches of the Clinton River. Smaller floodplains exist proximate to the Harris, Longstaff, Decker, Dunn and Banister Drains.

Wetlands

Wetlands serve many important functions that need to be recognized in the development and land regulation

process. Wetlands serve as storm water holding areas to reduce flooding; provide for the settling of sediments and pollutants from storm water runoff; reduce stream bank erosion caused by storm water runoff and provide a habitat for fish and wildlife.

Existing wetlands in the Township are scattered throughout the Township with the largest concentration located along the Clinton River corridor. Wetlands that exist within the Township are classified by the National Wetlands Inventory as forested, scrub-shrub and emergent. The majority of wetlands in the Township are forested wetlands, which are characterized by woody vegetation less than six meters tall such as true shrubs, young trees (saplings) and trees that are small or stunted because of environmental conditions. Emergent wetlands are usually dominated by perennial plants for the majority of the growing season in most years.

Because they are a valuable environmental resource, wetlands of five acres or more or smaller wetlands hydrologically connected to larger wetlands, are under the jurisdiction of the Michigan Department of Natural Resources. As development occurs within the Township, the continued protection of wetland resources is needed.

Woodlands

There are a significant number of woodland areas within the Township. While scattered throughout the community, the largest tracts of woodlands are located within the Clinton River corridor, the M-53 corridor and throughout the northeast corner of the Township. Wooded areas add a great deal of natural beauty to the Township. In addition, they provide valuable wildlife habitat, serve as windbreaks, provide visual and audio screening, replenish oxygen and aid in the absorption of rainwater and aquifer recharge. This can be particularly important in a community that still relies on individual wells for domestic water in some areas.

Shelby Township regulates tree preservation and removal through a separate woodland ordinance. The requirements of this ordinance apply during the land development process. Typically the ordinance requires an inventory of trees to assess whether or not there are mature trees on site that could be successfully incorporated into a development proposal. Before trees are removed from the site protective fencing is required to assure the preservation of protected trees. Replacement trees may also be required to partially offset the loss of trees required for the development of the site.

State Protected Wildlife and Vegetation

The Michigan Natural Features Inventory identifies a variety of state-protected plant and animal species in Shelby Township. The plant and animal species listed in the following tables as endangered or threatened are protected under state law. The table also lists species of "special concern". While these species are not protected under state law, they have been identified as rare or their status is uncertain. Many of these species are noted as such because of their declining populations in the state.

Table 5. State Protected Animal and Plant SpeciesPresent in Shelby Township

STATE PROTECTED ANIMAL SPECIES						
Common Name	Status	Section(s)				
Long-eared owl	Т	30				
Spotted turtle	Т	18,29,35				
STATE PROTECTED PLA	NT SPECIES					
Common Name	Status	Section(s)				
Side-oats grama grass	Т	1				
Edible Valerian	Т	1				
Leadplant	SC	11				
Missouri Rock-Cress	SC	12				
Stiff Gentian	Т	13				
Gattinger's Gerardia	E	13				
Downy Gentian	E	13				
Showy Orchis	Т	14				
Goldenseal	Т	25				
Gingseng	Т	25				
False Hop Sedge	Т	29				
Lake Cress	Т	33				
Clinton's Bulrush	SC	34				
Richardson's Sedge	SC	34				
Panicled Hawkweed	SC	34				
Heart-Leaved Plantain	E	34				
Key: E - Endangered T - Threatened SC - Special Concern						

Source: Michigan Natural Features Inventory

While the specific location of these protected species is not released for protection purposes, the general distribution of these plants or animals in the Township is identified by section number. There is no federallyprotected plant or animal species within Shelby Township.

Physical Features Conclusions

A community's physical features represent nature's contribution to Township's environment. For many reasons, not all communities share the same endowment. Physical features can either enhance or limit development opportunities. Far too often, these features were viewed as obstacles to development that needed to be overcome with engineered solutions. The land use planning and regulatory framework needs to shift towards a more preservation and enhancement position emphasizing creativity and imagination in successfully integrating the natural environment into new development. Preservation and development do not need to be considered mutually exclusive concepts.

There have been no significant changes to the Township's physical features since they were last inventoried approximately five years ago. Nor do all of the natural features discussed in this report present the same limitations or opportunities. The most significant features that need to be considered in the planning and development review process include floodplains, wetlands and woodlands. These features typically occur together in Shelby Township along the two branches of the Clinton River that cross the community.

The main branch of the Clinton River crosses the southwest quadrant of the Township. Most of the land abutting this branch of the river is in public control and developed for recreation purposes. This feature will help assure its long-term preservation.

More significant new preservation opportunities exists in the northeast corner of the Township where the middle branch of the Clinton River traverses sections 1 and 2. Existing development in both sections is predominantly located along the major road frontages leaving the interior acreage undeveloped. Land use options considered for these two square miles in later chapters of the plan need to carefully and creatively evaluate how existing natural features found in these area can be preserved and protected during any future development.

The master plan should also be sensitive to the preservation of other sites with less extensive natural features located elsewhere in the community. A commitment to the preservation of the Township's natural features will enhance the quality of life for all residents and the community's image as a whole.

EXISTING LAND USE

Introduction

The character of a community is influenced by many factors, not the least of which is the use of land, the arrangement of land uses and their relationship to each other. Land use influences a community's image and quality of life. Existing land use patterns also provide a base for considering current and long-range planning decisions.

This chapter of the master plan describes current land use patterns based on a survey conducted in the spring of 2008. The survey was conducted using 2005 aerial photos and the Township's GIS system. Field surveys of individual sites were conducted as necessary to verify accuracy. The results of this survey were transferred to individual section maps and a composite Township base map.

The remainder of this report describes each of the eleven individual land use categories that were mapped. This analysis describes the location and distribution of each category and how they may influence future development opportunities.

Land Use Categories

The arrangement of the different classifications of land in the Township is based on an overall structure that is more than 200 years old. The Township's boundaries and geographic framework is a product of the Northwest Ordinance of 1787. This federal statute established a uniform system of land division into the grid-like pattern that we have become familiar with. This system was devised to assist in the eventual settlement of the vacant interior portions of the United States. Townships created as a result of this process were subdivided into 36 onemile square divisions known as sections.

Shelby Township is organized based on this overall framework and comprised 22,260 acres or 34.8 square miles. The customary 36 square mile township geography is interrupted by the City of Utica along the Township's southern boundary.

Single Family Residential

Detached single family homes on individual lots comprise the Township's single most prevalent land use category. In 1990, single family development comprised 22 percent of the Township's total land area. That percentage has obviously increased over the past 18 years. Platted subdivisions represent the most common form of single family development. Other single family homes occur as individual lots arranged along major roads.

The most significant concentration of single family development occurs in the northwest quadrant of the township and in the eastern one-third of the community between the M-53 Freeway and Hayes Road. The Township's predominantly single family development pattern is interrupted by the Van Dyke retail corridor, the 23 Mile Road industrial corridor, the M-53 Freeway and the Clinton River Valley.

Multiple Family Residential

Attached units sharing common walls represent a diverse land use category. Multiple family development vary significantly in size, density, ownership and form. There are approximately 67 individual multiple family developments in the Township. Most of these projects are located proximate to major roads and frequently share a common boundary with abutting single family neighborhoods. The largest concentrations of multiple family units are found along West Utica Road in the southwest quadrant of the Township, in the northwest quadrant along Shelby Road and Dequindre Road and in the southeast quadrant along 22 Mile Road.

Mobile Home Parks

Shelby Township contains three mobile home parks with a combined land area of 293 acres and a total of 1,550 units for an overall density of 5.3 units per acre. The two largest mobile home communities are located in the east-central portion of the Township east of the M-53 Freeway between 22 Mile Road and 23 Mile Road. The Township's remaining mobile home neighborhood is located on Dequindre Road south of Hamlin Road.

Commercial

Existing land use surveys frequently make a distinction between several different categories of retail businesses including neighborhood, strip, shopping center and general. These categories have different land use requirements and location preferences. For the purpose of this survey, all retail development was included in a single land use classification.

Commercial land uses may be found throughout the community with several obvious concentrations. These include the Van Dyke corridor, Hall Road, and Auburn Road. Other concentrations are evident at the intersection of major roads throughout the community.

The Van Dyke corridor contains the most diverse range of retail development that includes free-standing businesses and planned centers of various sizes. "Big-Box" retail centers relying on a regional market area that extends outside of the Township are located along Hall Road (between Hayes Road and Schoenherr Road); at the intersection of 26 Mile Road and Van Dyke and at the intersection of the M-53 Freeway and 23 Mile Road. A new "big-box" retail complex was recently approved at the northwest corner of 23 Mile Road and Hayes Road. Existing retail development at the intersection of major section line roads is primarily intended to serve the need of adjoining neighborhoods.

Office

This land use category includes medical and administrative office buildings, banks and day care businesses. There is no large concentration of professional offices in the Township. Most offices occupy free-standing sites along the Van Dyke retail corridor and at the intersection of major roads. Many office buildings are located near residential neighborhoods and provide an appropriate and compatible transitional land use.

Two larger medical office complexes are currently under construction in the Township. The first of these is on Schoenherr Road south of 23 Mile Road and includes two three-story structures containing and combined floor area of 117,000 square feet. A two-story medical office building is also under construction on the south side of 26 Mile Road east of Van Dyke. This building contains 58,000 square feet.

Industrial

The industrial land use category includes sites where materials are processed, fabricated, assembled or manufactured. Sites used for outdoor storage and building contractors also fit into the industrial category. Approximately 1,270 acres of land is currently being occupied for industrial purposes. This represents nearly six percent of the township's total land area.

More than one-half of the township's industrial land is located along the 23 Mile Road corridor between the M-53 Freeway and Hayes Road. This corridor is approximately one-half mile in depth. The single largest industrial site is the Visteon manufacturing facility at the southeast corner of 23 Mile Road and Mound. This site encompasses approximately 168 acres of land. The anticipated closure of this facility in the near future may result in a significant loss of industrial land in the township.

Other prominent, albeit smaller quantities of developed industrial land are evident on Mound Road, south of 26 Mile Road, 22 Mile Road between Ryan Road and Shelby Road and the east side of Ryan Road between Hamlin Road and Auburn Road.

chapter two

Public

Parks, schools and other government operated facilities are included within this land use category. Parks and schools comprise most of the land classified for public use. The township operates twelve park sites that collectively occupy approximately 1,300 acres of land.

The single largest park site is the River Bends park complex. Several separate parks comprise this large recreation facility that extends along the Clinton River valley from Dequindre Road on the west to the City of Utica limits on the east. This site alone encompasses 962 acres of land or nearly 70 percent of all township parkland

The next largest Township recreation site is the Cherry Creek Golf Course and municipal complex in the geographic center of community. These connected facilities occupy approximately 200 acres of land.

Utica Community Schools operate 14 school sites in the Township with a combined land area of 300 acres. These sites range in size from five acres to 57 acres. These sites are distributed throughout the community and generally have direct access to a major road. Most of these schools are also proximate to established residential neighborhoods.

Semi-Public

Land uses in this category include churches and private parks. The later of these two uses consist primarily of preserved wetland and woodland areas in the middle of existing subdivisions. Most of the churches in the Township are located in close proximity to residential neighborhoods.

Private Recreation

These uses are characterized by preserved natural areas or recreation lands that are in private ownership. These lands are typically held in common ownership by the members of a condominium association or subdivision, and the legal form of ownership may be as a limited common element within the condominium or subdivision.

Water

Existing water features in the Township consist of small lakes in residential subdivisions that also serve as storm water retention basins. There are also several larger lakes in the southwest quadrant of the Township that were created as a result of mining or extractive operations. The Township's other water features consist of the Clinton River and tributary channels. These water features comprised approximately 316 acres of land in 1990. The quantity of land occupied by surface water has not likely changed appreciably since the last survey was conducted.

Land Use Summary

The following Table 6 lists the aggregate area of the land use areas shown on the existing land use map. Single family residential is the largest land use category. While Shelby Township is transitioning into a built-out community, undeveloped lands are still the second largest land use category.

Table 6. Land Use Summary

LAND USE CATEGORY	ACRES
Single Family Residential	7,914
Vacant	5,195
Public	2,000
Industrial	1,451
Multiple Family Residential	1,232
Shopping Center Business	871
Mobile Home Park	292
Semi Public	239
Private Recreation	207
Office	182

Note that right-of-way and water areas are not included in the above Table 6.



existing land use

Shelby Township, Macomb County, Michigan

Base Map Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 7a. and Shelby Township GIS, 2008 0 2,000 4,000 Draft Feet Draft ASSOCIATES A/27/09

Land Use Trends

The composition of the township's overall land use inventory and pattern has not changed significantly since the last survey was conducted in 2002. The updated existing land use map reflects a continued evolution of the current development pattern.

Since 2002, there has been a continued development of platted subdivision lots principally in new residential projects in the eastern and northern portions of the Township. The most significant new residential development occurred in Section 21 on the former Packard Proving Ground site. The Central Park Planned Unit Development encompasses 175 acres of land that was vacant during the last survey. Another new residential development in the southwest quadrant of the Township converted an outdoor recreation facility into a residential community.

New retail and industrial development occurred in the Township over the past five years. Most of this new development took place along the established nonresidential corridors of Van Dyke and 23 Mile Road.

POPULATION CHARACTERISTICS AND TRENDS

Introduction

Land use patterns are influenced by many factors. Not all of these factors are physical in nature. Population characteristics and trends exert a powerful and often overlooked impact on land development trends and preferences. This chapter of the master plan explores these characteristics for the purpose of better understanding how they shaped current township land use patterns and how they may influence land use development in the future.

The report begins with a broad assessment of demographic trends on a macro basis. These broader trends provide the context for what occurs at the local level. The balance of the report examines how these trends manifest themselves at the local level.

Selected demographic indicators that will be examined include population and household growth trends, household characteristics, building permit activity, age characteristics, population projections and income. The conclusion of the report offers some indicators regarding how these trends may shape future land use patterns in the Township.

Housing is the single largest consumer of land in Shelby Township. Residential development patterns frequently define a community's character. It also creates a demand for other land uses. Because of this relationship, the following analysis of demographic trends examines these characteristics in the context of demand for different forms of housing. The impact of these trends on other land uses will be introduced as appropriate.

The Big Picture¹

Five fundamental demographic trends will significantly affect housing demand over the coming decades:

- The aging of the baby boom generation.
- Explosion in the number of young households
- Changing household composition
- Continuing high levels of immigration
- Growing ethnic diversity.

Aging Boomers

Members of the baby boom generation were born in the years following the Second World War (1946 to 1964). This generation is the single largest in U.S. history and dramatically influenced the entire economy for the past 50 years. Not the least of these influences is the impact that this generation had on housing choices and settlement patterns.

The demographic profile of the U.S. population will change more dramatically over the next 20 years than at any time since the 1970's. After having been dominated by young families for a number of decades, U.S. society is evolving to where every five-year age group younger than 75 will be of roughly equal size. In 2000, for the first time in the nation's history, more than half of U.S. residents were at least 35 years old.

The increase in the number of empty-nest, pre-retirement households represented by people in the age group 55 to 64 group will prove to be one of the most significant market factors for residential developers over the next 20 years. The number of households headed by a person aged 65 and older will grow by 2.9 million between 2000 and 2010. After the first wave of baby boomers reach age 65 in 2011, an explosion in the number of elderly households will occur.

Housing developers targeting the senior market must take into account a diversity of housing preferences, among which a number of niches can be identified, including:

- amenity-rich retirement communities with rental or for-sale units catering to active and relatively affluent households;
- affordable rental communities offering limited supportive services;
- fully equipped apartments offering congregate meal plans, activities, and services catering to seniors who are able to live independently;
- assisted-living facilities catering to frailer elderly persons who do not stand in need of skilled nursing services; and
- facilities offering skill nursing services.

Explosion of Young Households

Throughout the first decade of the 21st century, much of the demand for family housing will come from Generation X (born between the years of 1965 and 1976). Although a smaller group than the preceding baby boom or the succeeding Generation Y, the Gen X-ers are well into the process of staring families and buying homes. For families with school age children, the quality of public schools and recreation opportunities will continue to strongly influence location decisions. Non-family Gen X households tend to

¹ Urban Land Institute, Housing for Niche Markets: Capitalizing on Changing Demographic Preferences; 2005, pages 9-23.

be more footloose than their parents, basing their housing decisions on a location's lifestyle amenities and convenience.

The formidable Generation Y (born between the years of 1977 and 1994) accounted for 26 percent of the nation's population in 2000. Gen Y-ers are different in almost every way from their baby boomer parents. For example, they are more diverse. One in three members of this generation is not Caucasian; one in four lives in a single-parent household; three in four have working mothers. This generation has the potential to increase the demand for multiple family housing. Between 2004 and 2010 four million Americans will turn 18 each year. Not since the baby boom generation in the 1970s has so many people entered adulthood annually.

Table 7 illustrates changes in each generation's share of the total population over the 2000-2030 period. The generational shift will inevitably alter development preferences and expectations.

Table 7. Generational Share of Total Population, U.S.,2000-2030

Generational	Decades						
Categories	2000	2010	2020	2030			
Next Generation	0%	0%	7%	20%			
Millenials	7%	20%	25%	25%			
Generation Y	26%	25%	24%	22%			
Generation X	17%	16%	15%	13%			
Baby Boomers	28%	25%	22%	17%			
Depression & WWII	13%	10%	6%	3%			
Silent Generation	9%	4%	1%	0%			
Total:	100%	100%	100%	100%			

Source: Urban Land Institute

The Changing American Household

A combination of factors, especially people living longer, declining birth rates, later and fewer marriages, and higher divorce rates, have dramatically altered the size and composition of American households which are smaller and more diverse than ever before.

In 1970, 40 percent of all households were married couples with one or more children. By 2000, this share had plummeted to 24 percent and by 2025 it is expected that this percentage will decline to only 20 percent. Married couples without children are now the most common type of household in the nation. They constitute 28 percent of all households. This share is expected to increase to 31 percent by 2025. See Table 8.

Table 8. Household Trends, U.S., 1970-2025

Household		Decades	
Classifications	1970	2000	2025
Married Couples with Children	40%	24%	20%
Married Couples w/o Children	30%	28%	31%
Other Families with Children	5%	9%	8%
Other Families w/o Children	6%	7%	8%
Singles Living Alone	17%	26%	28%
Other Families	2%	6%	5%
Total:	100%	100%	100%

Source: Urban Land Institute

The second largest household type is people living alone. Married couples with children are the third most common household type followed by other families with children. One of the fastest growing types of households is other non-families which includes unmarried partners and roommates.

Immigration

Immigration will continue to be an important driver of housing demand in the years ahead. Immigrants accounted for more than one-third of population and household growth in the 1990's. Overall, more than one in ten households is headed by a person born outside of the United States.

Compared with native-born households, average immigrant households differ dramatically in composition and size. Immigrant families are larger and multiple generations often live under one roof.

Ethnically Diverse Population

America is becoming an increasingly diverse nation racially and ethnically. Non-Hispanic whites accounted for 76 percent of the nation's population in 1990. This percentage is expected to decline to 68 percent by 2010. The fastest growing minority population is Hispanics which itself is not a homogeneous ethnic group.

Minority households on average are younger and larger than white households. Families make up a relatively larger share of Asian and Hispanic households many of which contain five or more people. Minority households are expected to play a major role in shaping housing product and creating demand for existing and new housing in the coming decades.

Summary

The nation's demographic profile is changing. To an increasing degree, the U.S. population is older and more diverse. These changing characteristics, however, are not uniformly experienced by all regions of the country. The next section of this report examines Shelby Township's

population characteristics and the extent to which the trends are being experienced in the Township.

Shelby Township Population Characteristics

Shelby Township has experienced relatively consistent population growth trends over the past five decades. Table 9 shows an average ten year increase of 11,689 persons in the township over the 1960-2006 period. The ten year period between 1990 and 2000 showed the single greatest increase of more than 16,500 new residents. Population forecasts from both the U.S. Census Bureau and the Southeast Michigan Council of Government (SEMCOG) show increases since 2000 although at a reduced rate from previous decades. The population growth trends experienced by the Township during the past 50 years are similar to the trends for neighboring central Macomb County communities.

Table 9. Shelby Township Population, 1960 - 2006

Year	Population	Growth
1960	14,114	
1970	29,467	+15,353
1980	38,939	+ 9,472
1990	48,655	+ 9,716
2000	65,159	+16,504
2006	74,140	+ 8,981
2008	72,559	+ 7,400
Average Grow	th per Decade:	+11,689

Source: U.S. Census Bureau

Household Growth Trends

Household growth trends are an increasingly more important indicator than absolute population increases. At the local level, households generate property tax revenues regardless of how many people live in the household. Households also generate a demand for durable goods as well as energy and utility services all of which stimulate local and regional economic growth. Local governmental services are also impacted by household growth trends especially the need for public utilities (water supply and sewage disposal), police and fire services and solid waste disposal among. The number of households also influences traffic levels and the need for road improvements.

Shelby Township experienced consistent household growth over the past 40 years with an average increase of 5,361 households per decade (see Table 10). The biggest increase occurred between 1990 and 2000 when the Township added 7,650 households. Estimates and forecasts for 2006 (U.S. Census Bureau) and 2008 (SEMCOG) reflect continued increases in the number of households of 3,345 and 4,364 households respectively.

Table 10. Shelby Township Households, 1970-2008

Year	Households	Growth
1970	7,405	
1980	11,308	+3,903
1990	16,836	+5,528
2000	24,486	+7,650
2006	27,831	+3,345
2008	28,850	+4,364

Source: U.S. Census Bureau

Building permit activity in the Township since 1990 provides another indicator of household growth activity (see Table 11). During the eighteen year period between 1990 and 2007 the township issued nearly 12,000 new building permits. Nearly 40 percent of these permits were issued during a during a five year period between 1994 and 1998. Twice during this period the number of permits exceeded 1,000. Permits for single family homes and duplexes accounted for 60 percent of these permits.

Table 11. Building Permit Activity, Shelby Township,1990-2007

Year		SF/2F	Multiple	Total
1990		407	66	473
1991		363	212	575
1992		391	365	756
1993		396	280	676
1994		498	552	1,050
1995		500	257	757
1996		578	595	1,173
1997		504	284	788
1998		525	209	734
1999		500	77	577
2000		429	39	468
2001		267	150	417
2002		361	244	605
2003		356	92	448
2004		615	269	884
2005		295	382	677
2006		94	301	395
2007		62	193	255
	Total:	7,141	4,567	11,708

Source: Shelby Township

Household Characteristics

The household composition trends discussed earlier have influenced the profile of the Township's population (see Table 12). For example, in 1990 family households comprised 79 percent of all households. By 2000 this proportion declined to 73 percent. Current population estimates from the Census Bureau for 2006 show a further decline to 67 percent. During the ten year period between 1990 and 2000, nonfamily households increased their share of the population from 20 percent to 26 percent with another increase to 32 percent based on the 2006 population estimates. Since 1990, family households increased by 40 percent with nonfamily households growing by 166 percent. The percentage of female and male headed households has not changed significantly since 1990.

Table 12. Household Characteristics, Shelby Township,1990-2006

Household	1990		2000		2006		
Categories	No.	%	No.	%	No.	%	
All Households	16,836		24,486		27,831		
Family	13,457	79	17,935	73	18,855	68	
Non-Famiy	3,379	20	6,551	27	8,976	32	
Female	1,261	7	1,793	7	1,578	6	
Male	469	3	811	3	770	3	

Source: SEMCOG

The size of the average household in Shelby Township has changed significantly in the last 30 years (see Table 13). In 1970 the size of the average household was nearly four persons household. By 2000, this dropped to 2.65 persons per household. This largely parallels the trends for the county as a whole, although the size of the average household in the county is slightly lower than the Township.

Table 13. Household Size, Shelby Township and Macomb County, 1970-2008

Year	Shelby Twp	Macomb Co.
1970	3.97	3.63
1980	3.42	3.00
1990	2.89	2.68
2000	2.65	2.52
2006	2.65	2.51
2008	2.51	2.40
Source: SEMCOG		

Age Characteristics

The age profile of a community's population is a significant demographic variable that influences the need for many public planning purposes, including: school enrollment, the size of the workforce, services for the

elderly, and recreation planning. Age trends as noted earlier also influence housing choices and land use development patterns.

The continued aging of the nation's population is one of the most significant trends observed in recent census results. The aging of the baby boom generation, lower fertility rates and longer life spans contribute to this trend. Since 1970 the median age of the nation's population increased from 28.3 years to 35.3 years. Similar trends are evident for both Macomb County and Shelby Township both of which exceed 36 years of age. Projections for 2006 suggest show a continued increase to 38.2 years for Shelby Township (see Table 14).

Table 14. Median Age, Shelby Township, Macomb County and U.S., 1970-2006

		Macomb	
Year	Shelby Twp	County	U.S.
1970	22.1	24.6	28.3
1980	26.7	29.1	30.0
1990	32.6	33.9	32.9
2000	36.6	36.9	35.3
2006	38.2	38.4	36.4

Source: SEMCOG

By reviewing the various age categories that comprise the Township's population it is possible to determine how various segments of the population have changed over time and which groups made the largest contribution to the community's population increases.

Over the past three and one-half decades the proportion of the Township's population comprised of pre-school and school aged children declined from nearly 45 percent of the population to 24 percent. During this same period residents between the ages of 21 and 64 increased from 48 percent of the population to 61 percent. Persons over age 65 increased from only three percent to ten percent during this same period (see Table 15).

Table 15. Population by Age Cohort, Shelby Township, 1970-2006

Age	1970		1980		1990		2000		2006	
Group	No.	%								
-5	3186	10.8	2591	6.6	3083	6.3	4044	6.2	4103	5.5
5-17	10055	34.1	11196	28.7	9154	18.8	12175	18.6	13916	18.7
18-20	1181	4.0	2279	5.8	2376	4.8	2304	3.5	2634	3.5
21-44	9708	32.9	14435	37.0	19528	40.1	23421	35.9	25172	33.9
45-64	4371	14.8	6899	17.7	10913	22.4	16350	25.0	20310	27.3
65-74	655	2.2	987	2.5	2455	5.0	4037	6.1	4797	6.4
75+	311	1.0	552	1.4	1146	2.3	2828	4.3	3208	4.3
Total	29467		38939		48655		65159		74140	
Source: SE	MCOG									

Population Projections

Projections of future population and household levels provide a basis for anticipating future land use and community facility demands. Realistic estimates of future population growth are necessary to appropriately managed and directed as development occurs. Failure to anticipate growth will leave the community unprepared, while over estimating growth can stretch a community's financial resources.

The Southeast Michigan Council of Governments prepares forecasts of population and household growth for all of communities in southeast Michigan. Projections are available through 2035. Table 16 presents SEMCOG's projections for Shelby Township. Continued growth is forecast over the next 30 plus years, although at lower rate than occurred in previous decades.

Table 16. Population and Household Projections, ShelbyTownship, 2000-2035

	Popula	tion	Househ	olds
Year	Number	Increase	Number	Increase
2000	65,159		24,486	
2005	70,761	5,602	27,356	2,870
2010	75,198	4,437	28,818	1,462
2015	77,264	2,066	29,698	880
2020	78,985	1,721	30,312	614
2025	80,673	1,688	31,577	1,265
2030	82,426	1,753	32,827	1,250
2035	85,177	2,751	34,127	1,300

Source: SEMCOG

Conclusions²

In the past approximately two-thirds of all new housing consisted of single family homes. The continued aging of the population and changing household preferences suggest that new housing will no longer follow the template that dominated housing development in this country in previous decades. In fact, the demand for single family homes on detached lots may exceed demand for an extended period of time. These changes may result in greater density and more variety in housing product.

The trends identified in this chapter will not likely affect all regions of the country uniformly. These changes will probably occur on a gradual and incremental basis. These trends also need to take into account the land use context of Shelby Township which is predominantly a community of single family homes on individual lots. Increases in density and changes in housing product need to address compatibility concerns, protect property values, maintain privacy and minimize the potential for nuisances.

² Arthur C. Nelson and Robert E. Lang, "The Next 100 Million"; <u>Planning</u>, January 2007

chapter three Goals and Objectives

INTRODUCTION

A series of public input initiatives were conducted during the planning process to ensure that the Comprehensive Plan reflected the vision of township representatives, residents, and business leaders. These initiatives included an online public forum and public input workshop for the residents of the township. These public input initiatives indicated that residents and business owners are proud of Shelby Township and its high quality of life, but that more remains to be accomplished.

The public input sessions also identified characteristics, and development types or trends within the community that should be encouraged or discouraged.

The purpose of the Comprehensive Plan is to guide the township in future land use decisions. The results of the Existing Conditions Analysis in Chapter 1 and of the community visioning process have been used to create the following vision statements. These statements encompass the township's values and desires.

- To improve all aspects of the physical environment of the township.
- To promote the general health, safety, and welfare of township residents by making the township more self-sustaining, functional, attractive, and supportive of the residential, business and civic activities that together comprise Shelby Township.
- To promote the public interest or the interest of the community at large, rather than the interests of individuals or special groups within the community.
- To facilitate the democratic determination and implementation of community policies governing physical development. The plan is based on the township's recognition of the Planning Commission as responsible for determining land use policies, with the opportunity for public and Township Board participation during the planning process and prior to the adoption of the plan.
- To effect political and technical coordination in community development policies.
- To bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the community.

- To provide a set of land use goals based on longrange considerations to guide the making of shorterrange objectives affecting the physical development of the community.
- To provide an understanding of the community's overall long-range growth pattern and goals which incorporate economic, physical, and social considerations.
- To recognize that Shelby Township is approaching build-out, and will increasingly need to focus its land use decisions on optimizing remaining development and redevelopment while recognizing opportunities for improvement of existing conditions within the township.
- To recognize that Shelby Township has a relationship with Macomb County and the region. There is a need to coordinate land use, infrastructure, transportation and natural features policies with these communities where impacts extend beyond the township's corporate boundaries.

GOALS AND OBJECTIVES

The preceding vision statements set the overall policy for land use decisions in the township. Based upon these vision statements, the following goals and objectives were created. These terms are defined as follows:

Goals are broad descriptions based on community desires for the future. Goals are long term ends toward which programs or activities are directed.

Objectives are specific and measurable intermediate ends that are achievable and make progress toward achieving a goal, and consequently, realize the community's vision.

Strategies are steps that are necessary to achieve the stated objective.

Summary of Goals

The Comprehensive Plan's goals are:

- 1. **Community Character:** Establish a distinct identity for the Township as a unique, identifiable and sustainable place within the region.
- 2. **Residential Development:** Create and protect strong neighborhoods that endure as diverse, attractive and hospitable places in which to reside.
- 3. **Retail and Office Development:** Improve the quality and vitality of the Township's commercial districts and corridors.
- 4. Industrial Development: Encourage the continued development of high-value industrial and technology uses as a source of high-paying jobs and positive revenue for municipal services.
- 5. **Economic Development:** Promote a diversified and growing tax base and economy.
- 6. **Natural Features & The Environment:** Preserve the remaining natural areas in the Township, including woodlands, wetlands, flood plains, stream corridors and wildlife habitat.
- 7. **Civic & Cultural Facilities:** Develop quality cultural and civic facilities at prominent locations in the Township.
- 8. **Parks & Recreation:** Pursue the continued development and implementation of a regular cycle of 5-year recreation plans.
- 9. **Transportation:** Develop a safe and efficient multimodal transportation system.
- 10. **Public Services:** Provide first-tier emergency and public utility services to Township residents.

COMMUNITY CHARACTER

Community character is defined by factors including the built environment, natural features and open space, types of housing, infrastructure, and the type and quality of public facilities and services.

Shelby Township has gradually lost most of its agricultural character over the previous decades, but has not yet established an identity that is uniquely its own.

Goal: Establish a distinct identity for the Township as a unique, identifiable and sustainable place within the region.

Objective #1: Develop a Town Center combining residential, commercial, and public uses at 24 Mile & Van Dyke.

Strategies

- Promote implementation of the Shelby Center Plan
- Work with the DDA as a partner to implement the Shelby Center Plan
- Revise Township regulations to effectively manage the development of Shelby Center as a cohesive and properly designed place.
- Ensure the availability of adequate utility services to support the creation of a vibrant township activity center.
- Work with the Road Commission of Macomb County and individual developments to create a properly designed and pedestrian-friendly street area within Shelby Center.
- Promote the development of cultural venues in the Shelby Center area.

Objective #2: Retain the natural character of Shelby Township as a key component of community identity

- Incorporate natural systems into the township's neighborhoods and network of parks
- Protect wildlife corridors by clustering development where natural features do not exist

- Create wildlife corridors where none exist to connect important natural features areas
- Objective #3: Create land use patterns that integrate new and infill development with existing development, integrate uses, and provide community selfsufficiency and quality of place.

Strategies

- Examine the Zoning Ordinance to allow for and create incentives for a closer proximity of uses
- Incorporate design controls into the Zoning Ordinance to ensure that an integration of uses results in well-designed, pleasant places
- Revise zoning regulations for properties along major street corridors to improve the appearance and function of new development

Objective #4: Create a sustainable community able to withstand uncertain future energy supplies and prices.

Strategies

- Examine the Zoning Ordinance for opportunities to permit and encourage distributed energy generation.
- Promote land use patterns that reduce dependence upon automobile trips.
- Advocate energy efficiency in municipal government activities.
- Encourage or incentivize the development of green buildings and neighborhoods that meet applicable LEED standards (or another appropriate green building certification such as EnergyStar).

RESIDENTIAL DEVELOPMENT

Demand for new housing units is created by household growth. Demographic projections indicate that the bulk of household growth over the 2008-2030 period will come from one and two person households, generating a different demand for housing.

Goal: Create and protect strong neighborhoods that endure as diverse, attractive, and hospitable places in which to reside.

Objective #1: Identify neighborhood areas as the basis for future planning efforts

Strategies

- Identify neighborhood areas based on walkable distances – typically no more than a half mile in diameter for denser neighborhoods or a mile in diameter for more rural neighborhood areas.
- Focus neighborhood planning efforts towards identifying and protecting the unique character of each neighborhood area.
- Establish the neighborhood as the fundamental basis and consideration for the future planning and development of the township.

Objective #2: Provide diversified housing opportunities that accommodate the needs of residents at all stages of life

- Revise zoning regulations to permit the development of a range of compatible housing types and price levels that can bring people of diverse ages and incomes into daily interaction.
- Examine the viability of small and attached units other than prototype suburban garden apartments.
- Encourage affordable home-ownership opportunities.
- Locate attached and smaller housing units within a walkable distance to commercial service areas.

Objective #3: Provide walkable access to services and recreation within each neighborhood

Strategies

- Strive to ensure that many activities of daily living occur within walking distance of neighborhoods to allow independence for those who do not drive, to reduce the number and length of automobile trips, and to conserve energy.
- Require the provision of functional open space in development site plans as necessary to serve residents.
- Provide walkable access to retail services by planning for strategically located neighborhood commercial centers complimented by a network of pathways connecting these centers to residential areas.

Objective #4: Improve pedestrian infrastructure

Strategies

- Complete the pedestrian sidewalk/multi-use pathway system
- Ensure that all new development in the Township residential, commercial, and industrial includes sidewalks along streets
- Maintain sidewalks in a safe and attractive condition

RETAIL & OFFICE DEVELOPMENT

Shelby Township's retail corridors have developed on the suburban model, where newly constructed centers attract tenants from older centers, leading to vacancy and marketing problems in older commercial areas. Linear commercial corridors along major thoroughfares do not create discrete, identifiable centers of commercial activity.

Goal: Improve the quality and vitality of the Township's commercial districts and corridors

Objective #1: Promote the redevelopment of the Van Dyke Corridor

Strategies

- Encourage the redevelopment of existing nonresidential areas over the development of greenfield sites.
- Encourage redevelopment to include mixed-use, multiple story buildings rather than strip development.
- Evaluate the Zoning Ordinance to determine if it includes too much corridor retail zoned land.
- Identify areas where exclusive office areas are appropriate, particularly adjacent to sensitive residential neighborhoods.
- Establish a consistent streetscape design plan along Van Dyke with the DDA.

Objective #2: Promote the development of neighborhood service districts that provide basic retail services for the convenience of residents

- Identify appropriate locations for neighborhood service nodes that allow for a mixture of small-scale retail uses, office uses, and higher-density residential uses.
- Establish design controls to ensure that neighborhood service nodes have a pedestrian scale, and do not merely permit additional strip mall development.

- Ensure that each neighborhood service node is consistent with and respects the existing or planned character of the neighborhood area in which it is located.

INDUSTRIAL DEVELOPMENT

Shelby Township relies upon its industrial base as a source of revenue for municipal services, as well as jobs for the community's residents. Industrial growth must be sensitive to its impact on the community's neighborhoods and thoroughfares.

Goal: Encourage the continued development of high-value industrial and technology uses as a source of high-paying jobs and positive revenue for municipal services.

Objective #1: Promote industrial development that is sensitive to potential impacts on adjoining or nearby residential areas.

Strategies

- Require appropriate screening of industrial activities to protect residential character.
- Introduce transitional uses or open space between industrial parks and residential neighborhoods.
- Objective #2: Prevent traffic impact from industrial development from reducing the level of service on Township thoroughfares below acceptable levels.

Strategies

- Plan for industrial development in corridors designed to handle employ and shipping/receiving traffic
- Ensure proper connection between industrial service roads and the regional highway network, avoiding routes adjoining residential neighborhoods.

Objective #3: Relocate non-conforming industrial uses out of retail and residential areas to planned industrial parks.

Strategies

- Follow aggressive enforcement policies to limit adverse impacts of non-conforming industry until relocation can be achieved.
- Search for incentives that can be offered to assist non-conforming industrials in reaching a decision to relocate to planned industrial parks.

ECONOMIC DEVELOPMENT

A healthy Township economy depends upon an employment base providing dependable jobs to residents and a well-balanced tax base providing the Township with the necessary financial resources to provide a comprehensive range of municipal services.

- Goal: Promote a diversified and growing tax base and economy.
- Objective #1: Create and environment that nurtures and supports locallygenerated economic development and the creative economy in Shelby Township

- Explore the creation of a community-supported incubator for start-up businesses.
- Support entrepreneurial activity through education and small business assistance programs to enhance small business growth and development.
- Create partnerships with local universities to generate spin-off development in the township.
- Work to provide the culturally stimulating, diverse and vibrant community atmosphere that attracts entrepreneurs and small growth businesses.
- Redevelop the Visteon site as a creative commons, including space for start-up, small, and mature businesses on the site to grow and retain businesses as they grow in Shelby Township.
chapter three

Objective #2: Promote the development of highvalue non-residential development that generates additional professional and technical job opportunities

Strategies

- Review zoning standards and policies to move away from speculative construction of generic industrial buildings and warehouses that typically attract low wage paying industries.
- Ensure that high technology and research oriented industries will find a corporate campus setting in which to locate near symbolic neighbors.

NATURAL FEATURES & THE ENVIRONMENT

Shelby Township is blessed with significant natural features assets. These assets are irreplaceable if lost, and demand preservation for their inherent value and for the enjoyment of future generations.

Goal: Preserve remaining natural areas in the Township, including woodlands, wetlands, flood plains, stream corridors and wildlife habitat.

Objective #1: Incorporate natural features and resources within development plans for new residential neighborhoods, parks and recreation facilities, and non-residential development areas.

Strategies

- Encourage resource preservation by allowing transfer of residential densities.
- Provide open space, nature reserves, and wildlife corridors as features of township parks development.
- Promote the maintenance of wildlife habitat corridors through adjoining residential and non-residential developments.

Objective #2: Protect natural features though the creation, maintenance and preservation of programs and policies that guide development.

Strategies

- Monitor and protect wetlands and natural features.
- Evaluate existing efforts and, where necessary, implement additional regulatory and maintenance programs to protect the Clinton River corridor from degradation.
- Plant and maintain diverse native species to protect against the negative impact of invasive species.

CIVIC & CULTURAL FACILITIES

Shelby Township has begun developing its cultural and civic facilities, but more remains to be done if the Township is to offer a full range of facilities and events appropriate for its growing population.

Goal: Develop quality cultural and civic facilities at prominent locations in the Township.

Objective #1: Develop public and cultural facilities at prominent and accessible locations.

Strategies

- Design civic and cultural buildings to have a substantial physical presence commensurate with their importance to the community.
- Locate buildings close to the street with a strong architectural character.
- Use civic and cultural buildings as important neighborhood and community landmarks.
- Connect civic and cultural buildings to nearby development to support and enhance their impact on the community.
- Continue implementing the Civic Center component of the Shelby Center plan.
- Develop a new Township library with sufficient building size and modern services.

Objective #2: Improve and coordinate the use of public facilities in order to more efficiently and effectively serve the needs of a growing community.

Strategies

- Evaluate the potential of the outdoor amphitheatre and park to host one or more major events, in addition to a summer concert series.
- Work with the DDA to create a series of signature events highlighting Shelby Township's assets and to create common awareness of community gathering spaces.
- Plan for multiple and flexible use of civic and cultural facilities in the Township to increase usership and value for residents.

PARKS & RECREATION

Shelby Township continues to pursue plans for state of the art parks and recreation facilities and programs to serve all segments of its population in a manner that is physically convenient to its neighborhoods.

Goal: Pursue the continued development and implementation of a regular cycle of 5-year Recreation Plans.

Objective #1: Evaluate the service areas of the Township's existing parks and orient new park development toward under-served neighborhoods.

Strategies

- Target new park site acquisition to under-served areas.
- Seek out sites for new parks that can incorporate a natural feature or protect an important natural resource.

TRANSPORTATION

As Shelby Township continues to grow, its network of County Roads is in danger of falling behind the community's safety and capacity needs.

Goal: Develop a safe and efficient multimodal transportation system.

Objective #1: Accommodate growth while improving traffic flow and access management.

Strategies

- Work with the Road Commission for Macomb County and individual developers to implement safety and capacity improvements consistent with the anticipated impact of all major new developments.
- Monitor innovative road improvements, such as three-lane conversions and roundabouts, for problem areas and as models for future improvements.
- Develop, adopt, and reach agreements with other agencies on a Context Sensitive Solutions policy for all roads in Shelby Township.

Objective #2: Improve transportation options that support a healthy lifestyle.

Strategies

- Encourage and support the use of public transportation by promoting the use of existing services and planning for the development of additional services.
- Encourage increased bicycle usage and safety by creating marked bikeways throughout neighborhoods and along major streets.
- Create non-motorized connectivity between neighborhoods.
- Make walking or bicycling feasible transportation alternatives in the Township by promoting appropriate land use patterns and providing the physical infrastructure necessary to support these activities.

PUBLIC SERVICES

Provide a level of public utility and emergency services that are consistent with the community's needs and that establish the Township as one of the region's premier residential and business locations.

Goal: Provide first-tier emergency and public utility services to Township residents.

Objective #1: Provide police, fire, and emergency medical services at a level consistent with the Township's needs and in a fiscally responsible manner.

Strategies

- Evaluate response times, distances to the nearest station, natural and man-made obstructions to service, and similar factors when siting new facilities.
- Consider providing satellite service facilities in areas where an increased presence would increase effectiveness.

Objective #2: Properly time utility expansions so that development pays its fair share of the cost.

Strategies

- Time development approvals to coincide with the logical extension of the Township's utility systems.
- Require developments to bear their fair share of system costs, such as providing adequate on-site storage for storm water, or extending sewer and water mains to the next abutting property line.

chapter four Community Character Plan

INTRODUCTION

Purpose of the Plan

The purpose of the community character plan (referred to herein as "the plan") is to identify how different parts of Shelby Township should look and function. Master Plans commonly include a future land use plan that identifies appropriate uses for different parts of the community, and will also establish basic density requirements. However, there is much more that goes into creating community character than just use and density. Other important factors include the look and feel of streets, how buildings look and function, how uses relate to each other, and the overall intensity of use.

The community character plan recognizes that there are many contexts that exist in Shelby Township – the traditional small town context near the City of Utica, the suburban neighborhoods found throughout the community, the major retail corridor contexts along M-59 and 26 Mile Road, the varying commercial/office context along Van Dyke Avenue, etc. Each of these areas has a different combination of design, use and density that create the different contexts.

The purpose of this community character plan is to identify all of the component parts that add up to create character, not just use and density.

Michigan Planning Enabling Act

The plan is intended to encourage the use and development of lands in accordance with their character and adaptability, to ensure that uses of land are situated in appropriate locations, to ensure that new development and buildings respect Shelby Township's existing character and support the creation of the intended character, and to facilitate the health, safety and welfare of the community.

The plan recognizes the need to balance the vested interest of existing residents and businesses, reasonable and realistic future expectations of land owners, conservation of important natural features, and the maximization of quality of place. The plan is a commitment to create a coherent and comprehensive development pattern that will result in practical, productive, and sustainable growth and development in Shelby Township.

COMPONENTS OF THE COMMUNITY CHARACTER PLAN

The plan establishes a number of character and neighborhood areas and then offers recommendations for design, use, and density characteristics for each neighborhood area. The components include:

Land Use: What uses are appropriate within the character area.

Buildings: How the building looks and functions and where it is located on the lot.

Design: How lots are designed, and how lots relate to each other and the public realm.

Land Use

Land use is still an important component of the plan. Each character area has a recommended range of uses that are appropriate within that context. This component of the plan will be familiar to anybody who has worked with a use-focused Master Plan in the past.

Buildings

With few exceptions, land uses always occur within a building. The design and appearance of the building can have as much of an impact on the character of the community as the use itself. For example, a retail use can be accommodated within a single purpose one-story strip mall building or within a multiple-use two story main street building. The use is the same, but the design of the building creates a completely different character.

The plan therefore identifies a number of typical building types that are appropriate for housing different kinds of uses in different neighborhood areas.

Design

Physical design characteristics are the third factor in creating community character. These design characteristics determine how lots are assembled into blocks; how streets look and function; where supporting development features such as parking, lighting, and landscaping are accommodated on the lot; and where and how large parks should be.

INTRODUCTION TO CHARACTER AREAS AND NEIGHBORHOOD TYPES

The plan is organized into context and character areas. Context areas are broad descriptions of how a large area that includes more than one neighborhood is supposed to function. The purpose of context areas is to separate the community into different areas that are separated by distinct development patterns, natural features, major transportation corridors, etc. Each of these context areas will have unified characteristics that identify them as a distinct place, even though the different neighborhood.

Context Areas

There are four different kinds of context area:

- Conservation Areas
- Suburban Areas
- Township Areas
- Special Purpose Areas

Conservation Areas

Conservation areas are parts of the Township that are still largely undeveloped and that contain important natural features. Preserving the existing natural features and retaining some of the rural characteristics of these areas is the primary consideration.

Suburban Areas

Suburban areas are the most common kind of character that exists in the Township. This character area is typified by single purpose use areas, single family subdivisions, and corridor commercial development.

Suburban areas are designed to accommodate the automobile, and nearly all trips and tasks of daily living in a suburban area require the use of a car. Design considerations in suburban areas are based on meeting the needs of automobile transportation – wide, fast roads; large parking lots; and buildings that are legible from cars moving at high speeds. Uses can also be separated by large distances because of the mobility offered by automobile.

Village Areas

Village areas are intended to be walkable, traditional neighborhood areas. Recent planning efforts in the Township have begun to lay the groundwork for developing new Village areas. Village areas are designed at a pedestrian scale, with the needs of automobiles being a secondary concern.

Designing at a human scale requires that the size and layout of Township areas be based on how far a person will walk to reach services, and that all design decisions keep the comfort and convenience of the pedestrian as the primary consideration and the needs of the automobile as a secondary consideration.

While Village areas are intended to be walkable and designed at a human scale, some accommodation must be made for automobiles when the overall community is largely suburban, as Shelby Township is. Village areas will tend to be isolated pockets of urbanity within a larger, car-dependent area, which means that most patrons and residents of Village areas will still depend on the car to get to and from many of their daily destinations.

Special Purpose Areas

Special purpose areas are areas that are dedicated to a single, dedicated purpose. Typically, an area can only be a special purpose area if it does not include residential land uses. The two major single purpose areas identified in this plan are regional commercial areas and industrial areas.

Neighborhood Types

There are three basic types of neighborhood that are the foundation for the character plan:

- Neighborhoods
- Centers
- Corridors

Each character area in this plan is a neighborhood, a center, or a corridor.

Neighborhoods

Neighborhoods are the backbone of the larger context area. A neighborhood is an area of similar uses that displays unified design features. Neighborhoods are most often dominated by residential land uses, but a mixture of uses can be appropriate in some neighborhoods, particularly in the Township context areas.

Centers

Centers are gathering places located within a neighborhood or at the edges of adjoining neighborhoods. Centers offer access to retail, services, civic institutions and facilities. Centers can also include offices and places of employment.

The design and intensity of centers will depend on the purpose of the context area in which it is located. In conservation areas, centers will offer only daily service commercial uses and have the character of a cross roads hamlet that is very limited in size and scale. In village areas centers will have more of a main street character and can include a wide range of retail, office, entertainment, civic, and residential uses. Centers should blend into surrounding neighborhood areas. This means that streets should continue from the center into the surrounding neighborhood area instead of building walls to separate neighborhoods from centers.

Corridors

Corridors link context areas, neighborhoods, centers and the community together. The scale and character of the corridor will depend on its use and location. Corridors can be natural or man-made, and include river corridors, wildlife corridors, utility corridors, or transportation corridors.

The most common kind of corridor in Shelby Township are transportation corridors, which are intended to be designed and function differently depending on the character area in which they are located.

The Clinton River corridor is another important corridor within the community. River Bends Park is an important community asset that is both based around and protects the Clinton River corridor in Shelby Township.

CHARACTER AREA DESIGN GUIDELINES

Character areas are the foundation of the character plan. Character areas are defined by combining the context and neighborhood type. Table 17 on page 37 lists recommended design guidelines for each Character Area. Detailed descriptions for each Character Area are presented on pages 44 through 71.

The Character Area Design Guidelines table identifies dimensional and design characteristics for each character area. These design guidelines relate primarily to physical characteristics such as street design and layout, building location and mass, and how the building relates to the street.

The following is a description of each of the items in the Character Area Design Guidelines table:

Appropriate Uses

Appropriate uses for each Character Area are identified in the specific description for each character area.

SF: Single Family Residential

MFA: Multiple-Family Residential (apartment) where units may be stacked over each other and accessed from interior hallways.

MFT: Multiple-Family Residential (townhouse), where entrances to each unit are directly accessible at first floor level on the front façade, and where units are separated by vertical, but not horizontal partition walls.

OFF: Office, professional or medical

LC: Local Commercial services intended to serve nearby neighborhoods.

CC: Community Commercial services intended to serve the needs of Township residents.

RC: Regional Commercial services, which are large-scale and parking intensive uses intended to serve a regional population.

MU: Mixed Use, where nonresidential uses are located on the first floor and residential or nonresidential uses are located on upper floors.

I: Industrial land uses.

P: Public uses, which for the purposes of this master plan include semi-public, public, and civic uses. Examples include schools, places of worship, municipal buildings, parks, etc. Public uses should be located on sites that have frontage on designated collector or thoroughfare roads.

MH: Manufactured Housing.

Block Size

Blocks determine how pedestrian friendly an area is. An area can only be walkable if blocks are sized based on pedestrian mobility, and if sufficient connections are provided within and between adjacent neighborhoods, subdivisions, developments, etc.

Block Perimeter refers to the minimum linear distance it will take a pedestrian to walk around a block and arrive back at the point of origin by traveling entirely on dedicated pedestrian pathways such as sidewalks. Such sidewalks should usually be located along a street, but in some instances dedicated pedestrian pathways may be provided independent of a street to complete a block perimeter.

Block Length refers to the length of any one face of a block between intersecting streets or between an intersecting street and a dedicated through-block pedestrian pathway.

Lot Dimensions and Density

Minimum lot area and **minimum lot** width should be familiar to anyone who has dealt with zoning in the past. These are recommended minimum width and areas for lots in each character area.

Frontage in build-to area is a measure of the ratio of building width to lot width measured in the build-to area. A build-to area exists when there is a minimum and a maximum setback requirement. In some character areas it is important to create a "streetwall" of buildings along the street to create an interesting and inviting pedestrian environment. So, for instance, when there is a recommended frontage of 60%, a building would have to have its front façade in the build-to area for a minimum width of 60 feet on a 100 foot lot.

Maximum density refers to the maximum recommended number of residential dwelling units per acre.

Maximum attached dwelling unit percentage is the maximum recommended percentage that attached dwelling units can be of all dwelling units in a development or character area. This guideline is intended to ensure that certain areas contain a mixture of housing types to create the desired character, and also to promote the integration of housing unit types within developments instead of segregating housing types into separate clusters in the Township.

Building Setbacks

The building setback requirements should also be familiar to anyone who has worked with zoning in the past. The

setback guidelines identify recommended setbacks from both arterial and local streets.

Arterial streets are any mile road, Hayes, Schoenherr, Jewell, Van Dyke, Mound, and Dequindre Roads.

All other streets in the Township are considered local streets for the purposes of meeting the setback guidelines.

The **setback from adjacent one-family residential district** guideline is applicable when certain non-residential character areas abut one-family residential character areas. This specific guideline will ensure that adequate separation exists between automotive-oriented development and one-family neighborhoods.

Building Height

These are the maximum recommended building heights.

Private Frontages

The private frontage is the area between the front lot line and the building itself. How the private frontage is treated is a significant component in defining the character of a particular area. Please refer to Table 18 on page 39 for a description of recommended private frontages.

Street Design

The street design guidelines are recommendations for local street design. These guidelines will ensure that streets are designed at a pedestrian scale.

Table 17. Character Area Design Guidelines

	CONSERVATION CHARACTER AREAS			SUBURBA	N CHARACT	ER AREAS		VILLAGE CHARACTER AREAS		SPECIAL PURPOSE AREAS									
	Conservation Neighborhood	Hamlet	Low Density Neighborhood	Moderate Density Neighborhood	Local Commercial Center	Community Commercial Center	Mixed-Use Corridor	Single Family Neighborhood	Mixed Residential Neighborhood	Redevelop- ment Area	Center	Gateway Corridor	Regional Commercial	Industrial	Industrial Improvement	Office	Recreation and Natural Features	Multiple Family	Manufactured Housing
Appropriate Uses	SF, P	SF, MFT, OFF, LC, MU, P	SF, P	SF, P	LC, MU	CC, OFF, MFT, MFA, MU	MFT, OFF, LC, CC, MU, P	SF, P	SF, MFT, P	SF, MFT, MFA, OFF, LC, MU, P	SF, MFT, MFA, OFF, LC, MU, P	MFT, MFA, OFF, LC, CC, MU, P	RC	I	I	OFF	Р	MFT, MFA	МН
Block Size																			
maximum block perimeter	3,500 ft.	2,400 ft.	3,500 ft.	3,000 ft.	n/a	2,200 ft.	none	2,400 ft.	2,200 ft.	2,200 ft.	2,000 ft.	none	none	none	none	none	none	2,400 ft.	none
maximum block length	1,200 ft.	850 ft.	1,200 ft.	900 ft.	n/a	800 ft.	none	900 ft.	900 ft.	800 ft.	700 ft.	none	none	none	none	none	none	900 ft.	none
Lot Dimensions and Density											-								
minimum lot area	10,000 sq. ft.	n/a	15,000 sq. ft.	10,000 sq. ft.	12,000 sq. ft.	n/a	n/a	6,000 sq. ft.	6,000 sq. ft.	n/a	n/a	n/a	5 acres	20,000 sq. ft.	20,000 sq. ft.	12,000 sq. ft.	n/a	n/a	5,500 sq. ft.
minimum lot width	60 ft.	n/a	80 ft.	70 ft.	n/a	n/a	n/a	55 ft.	55 ft.	n/a	n/a	n/a	300 ft.	100 ft.	100 ft.	80 ft.	n/a	n/a	n/a
frontage in build-to area	n/a	70%	n/a	n/a	n/a	n/a	60%	n/a	70%	75%	80%	65%	n/a	n/a	n/a	n/a	n/a	n/a	n/a
maximum density	1 du/acre	6 du/acre	2 du/acre	3.5 du/acre	-	10 du/acre	8 du/acre	6 du/acre	12 du/acre	no maximum	no maximum	no maximum	n/a	n/a	n/a	n/a	n/a	8 du/acre	6 du/acre
maximum attached dwelling unit %	15%	40%	0%	0%	0%	100%	100%	0%	60%	100%	100%	100%	n/a	n/a	n/a	n/a	n/a	100%	0%
Building Setbacks																			
arterial street minimum maximum	40 ft. no maximum	15 ft. 30 ft.	40 ft. no maximum	40 ft. no maximum	15 ft. 25 ft.	15 ft. 150 ft.	10 ft. 25 ft.	30 ft. no maximum	20 ft. no maximum	10 ft. no maximum	10 ft. no maximum	10 ft. 25 ft.	50 ft. no maximum	25 ft. no maximum	20 ft. no maximum	15 ft. no maximum	n/a	20 ft. no maximum	50 ft. no maximum
local street minimum	25 ft.	5 ft. 20 ft	30 ft.	25 ft.	5 ft. 20 ft	5 ft. 15 ft	5 ft. 20 ft	10 ft. 25 ft	5 ft. 25 ft	0 ft. 15 ft	0 ft. 10 ft	5 ft. 20 ft	n/a n/a	25 ft.	20 ft.	10 ft.	n/a	10 ft.	20 ft.
side (one)	5 ft.	none	8 ft.	7 ft.	10 ft.	none	none	5 ft.	5 ft.	none	none	10 ft.	40 ft.	5 ft.	5 ft.	none	n/a	15 ft.	10 ft.
side (total of both)	12 ft.	none	20 ft.	15 ft.	20 ft.	none	None	12 ft.	12 ft.	none	none	10 ft.	80 ft.	5 ft.	5 ft.	none	n/a	30 ft.	20 ft.
rear	35 ft.	25 ft.	35 ft.	35 ft.	25 ft.	25 ft.	25 ft.	35 ft.	35 ft.	20 ft.	20 ft.	25 ft.	45 ft.	20 ft.	20 ft.	20 ft.	n/a	35 ft.	35 ft.
from adjacent one- family residential district	n/a	20 ft.	n/a	n/a	20 ft.	25 ft.	25 ft.	n/a	n/a	35 ft.	75 ft.	25 ft.	100 ft.	100 ft.	100 ft.	30 ft.	n/a	75 ft.	75 ft.
Building Height																			
minimum	1 story	1 story	1 story	1 story	1 story	1 story	1 story	1 story	1 story	1 story	1 story, but 2 stories recommended	1 story	1 story	1 story	1 story	1 story	n/a	1 story	1 story
maximum	2 stories	2 stories	2 stories	2 stories	2 stories	3 stories	3 stories	2.5 stories	2.5 stories	3 stories	4 stories	2.5 stories	2 stories	2.5 stories	2.5 stories	2 stories	n/a	2.5 stories	2 stories
Recommended Private Frontages (see Table 18).	lawn	lawn shopfront stoop	lawn	lawn	lawn	lawn shopfront stoop	lawn shopfront stoop	lawn	courtyard stoop lawn	courtyard lawn shopfront stoop	courtyard lawn shopfront stoop	courtyard lawn shopfront stoop	lawn	lawn	lawn	lawn	n/a	courtyard Iawn stoop	lawn
Interior Street Design																			
ROW width	50-60 ft.	50-76 ft.	50-66 ft	50-66 ft.	n/a	50-66 ft.	n/a	50-66 ft.	50-66 ft.	60-76 ft.	60-76 ft.	n/a	n/a	n/a	n/a	n/a	n/a	50-66 ft.	n/a
Vehicle travel lanes	2	2-4	2	2	n/a	2	n/a	2	2	2-4	2-4	n/a	n/a	n/a	n/a	n/a	n/a	2	n/a
on-street parking	one or both sides	both sides	one or both sides	one or both sides	n/a	one or both sides	n/a	one or both sides	one or both sides	both sides	both sides	n/a	n/a	n/a	n/a	n/a	n/a	one or both sides	n/a
curb type	swale	roll or vertical	swale or roll	roll or vertical	n/a	roll or vertical	n/a	roll or vertical	vertical	vertical	vertical	n/a	n/a	n/a	n/a	n/a	n/a	roll or vertical	n/a
sidewalk width	5 ft.	6 ft.	5 ft.	5 ft.	n/a	7 ft.	n/a	5 ft.	7 ft.	10 ft.	10 ft.	n/a	n/a	n/a	n/a	n/a	n/a	5 ft.	n/a
minimum tree lawn width	8 ft.	paved to curb w/tree grates	7 ft.	7 ft.	n/a	none: trees may be planted in tree lawn or grates	n/a	7 ft.	7 ft.	none: trees may be planted in tree lawn or grates	none: trees may be planted in tree lawn or grates	n/a	n/a	n/a	n/a	n/a	n/a	7 ft.	n/a

Placeholder page – back of character area design guidelines summary

shelby township **master plan**

Private Frontages

The following Table 18 describes the types of recommended private frontages. Note that in some cases the minimum front setback that is recommended in Table 17 will be larger than the maximum setback that is recommended for a frontage type in the following Table 18, even though Table 17 indicates that frontage type is appropriate in a character area. In this instance, the private frontage type cannot be used.

An example of this situation is the mixed use corridor, which allows lawn, shopfront, and stoop private frontages. However, a 10 foot minimum front yard setback is recommended along arterial roads, so a shopfront frontage could not be used in a mixed use corridor along arterial roads because a shopfront frontage can have a maximum 7 foot front yard setback.

Table 18. Private Frontages

FRONTAGE TYPE & DESCRIPTION

Shopfront. A frontage where the building façade is located close to the front lot line with the building entrance at sidewalk grade. This frontage type is suitable for buildings with nonresidential uses on the first floor.

The building should be set back a maximum of 7 feet from the front property line for a shopfront frontage.



Courtyard. A frontage where a portion of the building façade is close to the front lot line with a portion set back. The courtyard may accommodate tree plantings or a vehicle drop-off area. This frontage is suitable for any building use other than one-family residential.

The building should be set back a maximum of 8 feet from the front lot line. The courtyard area should be considered part of

the front building façade for the purposes of the frontage in build-to area guidelines.



Stoop. A frontage where the first floor is elevated from the sidewalk to provide privacy for first floor windows. The entrance is usually from an exterior stair and landing. This frontage is suitable for buildings with attached residential units.

The building should be set back a minimum of 7 feet from the front lot line, while the stoop or porch area should be set back a minimum of 2 feet from the front lot line.



Lawn. A frontage where the building is set back from the street with a landscaped front yard area. This frontage is suitable for any building use. The front yard area may be used for parking where in some character areas if sufficient setback area exists.

The building shall be set back a minimum of 10 feet from the front lot line (or the recommended minimum setback for the character area, whichever is greater), while unenclosed front porches may extend up to 6 feet into a front yard setback area.

Illustration:



Building Design Guidelines

New and remodeled non-residential buildings in the Township should comply with the following building design guidelines:

Materials. Exterior building materials used for buildings in the township should generally fall into two categories, primary and accent building materials. Primary building materials should cover a minimum of 60% of the exterior wall surface area, while accent materials should be used on no more than 40% of the exterior wall surface area.

Primary Building Materials include: Durable natural building materials such as brick, stone, and other similar materials; exposed logs, timbers, or wood trim; any material that convincingly matches the appearance of the above natural building materials.

Accent Building Materials include: Decorative precast concrete block; metal panels and trim; and glass. Vinyl siding and non-durable building materials such as EIFS are acceptable as accent materials, but generally should not be used on more than 10% of any exterior building façade's wall area.

Non-recommended Building Materials include: Plain concrete block (both painted and unpainted); plywood or T-111 panels; and aluminum siding.

Building Entrances. Buildings should be designed with at least one pedestrian entrance facing a street or a pedestrian walkway that is connected to a public sidewalk. When parking areas are located behind buildings, functioning building entrances should be provided facing the street and the parking lot or lots serving the building.

Façade Articulation. Long stretches of flat, unarticulated building wall are discouraged. Projections, recesses, or reveals with a minimum change of plane of 6 inches should be provided at regular intervals along building walls, and human scale detailing such as reveals, belt courses, recessed windows or doors, color or textural differences, and canopies or awnings are encouraged to break up long stretches of building.

Green Development

Greenhouse gas emissions, global warming, and natural resource depletion have gained greater prominence and attention in recent years. Community residents, developers, and government are realizing the financial and environmental benefits of green development. And, if some form of carbon taxation is enacted as is expected to happen in the next few years, there will be even greater attention paid to reducing the carbon footprint of both buildings and communities. The carbon footprint of a community is a function of how much energy is used by Township residents and businesses, and how that energy is generated. The two greatest types of energy used in the Township are electricity and gasoline. Electricity powers our homes and businesses, and can be generated from a number of sources. The U.S. Department of Energy reports that coal, which is a highly polluting source of energy, is still our primary energy source, and coal, oil and natural gas produce 85% of all energy consumed in the United States.

In terms of energy consumption, buildings consume 36% of total energy use, consume 65% of electricity generated, and are responsible for 30% of all greenhouse gas emissions.

Reducing Shelby Township's Carbon Footprint. There are three primary ways this plan can accomplish the goal of reducing Shelby Township's carbon footprint:

- Land use patterns
- Sustainable energy generation
- Energy efficient buildings

The character and land use recommendations of this plan promote **land use patterns** where uses are located closer together. This will reduce automobile trips and subsequent carbon emissions. In fact, mixed-use land use patterns can reduce daily automobile trips by 10-20% in locations where transit is not available, and up to 50% in locations where public transit is available.

Sustainable energy generation is an issue that is not easily addressed in a master plan. However, it is the intent and recommendation of this plan that the Township review and revise its Zoning Ordinance to ensure that distributed energy generation sources such as small wind and solar energy installations are encouraged. Zoning Ordinances often discourage or indirectly prohibit small wind and solar facilities through height restrictions or other accessory structure regulations. The best thing Shelby Township can do to promote distributed energy generation is to eliminate the Zoning Ordinance as an obstruction.

Finally, the Township should promote, and possibly incentivize **energy efficient buildings.** The Township should build in flexibility and possibly incentives in its Zoning Ordinance to encourage new buildings to be certified by LEED, Energy Star, or another green building rating system.



wp\Character plan

Print date: 6/2/2009 E:\Projects\Macomb\Sh

character plan

Shelby Township, Macomb County, Michigan



FOOTNOTES TO THE CHARACTER PLAN

- 1. New development in the northeast sections should reserve land for public services facilities.
- 2. A new collector street should be developed connecting the Hamlet at 25 Mile and Schoenherr with the Hamlet at 26 Mile and Jewell Road. The collector street should be designed for low traffic speeds, and should be pedestrian-friendly.
- 3. Redevelopment of the Hamlet area at 25 Mile and Shelby Road should take advantage of the Macomb-Orchard Trail. The trail should form an integral part of any redevelopment in this area, and any new development should include amenities geared towards trail users.
- 4. The Township should develop a trailhead where the Macomb-Orchard trail crosses 24 Mile Road. The trailhead should include parking facilities to allow users to access the trail, and should also include a comfort station for users of the trail.
- 5. Approximately 10 acres are planned for local commercial land uses on the south side of 23 Mile west of M-53. However, there are significant access issues which must be overcome at the site if it is to be used for commercial purposes. Any proposed commercial development or rezoning at this location should include a traffic study to determine the exact extent of the necessary road improvements, which must be completed prior to or in conjunction with any commercial development at this location.
- 6. The Van Dyke Mixed Use Corridor coincides with the location of the Township Downtown Development Authority. Any development in the Van Dyke Mixed Use corridor should comply with both the recommendations of this plan, and any DDA-developed plans or programs.
- Any development or redevelopment in the Auburn Road Mixed Use Corridor should be consistent with the recommendations of this plan, and the recommendations set forth in the Auburn Road Streetscape Corridor Study completed in March, 2008. If any recommendation of this plan should conflict with a recommendation of the Streetscape Corridor Study, the recommendation of the Streetscape Corridor Study should prevail.
- 8. The area planned for Office uses between M-59, West Utica Road, and Ryan Road is suitable for

more intense office uses. This area has excellent visibility due to its proximity to M-59, and is accessible to a regional marketplace due to its location near the Dequindre/M-59 interchange. For these reasons, this area is suitable for taller buildings and uses such as corporate offices, medical office complexes, or other similar uses. Please refer to the office character area description on page 67 for specific design recommendations for the Highway Office area.

9. Areas planned for Local or Community Commercial may also be developed as Village Centers. If a property owner wishes to develop using Village Center standards, the Township should determine the most appropriate implementation action based upon the specific circumstances of the site in question.

CONCEPT DESIGN PLANS AND DETAILED CHARACTER AREA DESCRIPTIONS

Table 17 on page 37 summarizes the design recommendations for the various character areas that make up this plan. The following sections expand on Table 17 and present a one-page description of each character area.

There is also a concept design plan for each of the four categories of character area showing how each of the character areas should be designed. By way of example, the concept plan for the Conservation Areas on the following pages illustrates how areas planned for Conservation Neighborhood and Hamlet characters should develop.

The conservation plans are intended to illustrate and summarizes the intent of the design recommendations, and to provide a guide for Township Officials, developers, and property owners in the future development of the Township. However, the concept design plans supplement the character area guidelines in Table 17 and the detailed character area descriptions. If there is a conflict, or an apparent conflict, between any design concept illustrated or described on the concept plan and a guideline in Table 17 or a detailed character area description, the table or the detailed description page shall prevail over the concept design plan.

Conservation Character Areas

Design Considerations

Large blocks up to 3,500 foot perimeter

Single family residential

Low density, up to 1 unit/acre

Building Location Set back from the street

Building Height Up to 2 stories

Parking Location

Private Frontages

Street Design

See Table 16

On-street and in driveways

Plan View

Conservation Neighborhood

Uses

Blocks

Density

Hamlet

Uses

Lawn

Commeraamily Residential

Blocks

Medium-size blocks up to 2,400 foot perimeter

Density

Moderate density, up to 6 units/acre (measured over the entire Hamlet area)

Building Location

Small setback from the street - generally 20 feet or less

Building Height Up to 2 stories

Parking Location

On-street and in off-street lots that are set back from thoroughfares

Private Frontages Lawn, shopfront & stoop

Street Design See Table 16





CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	3,500 ft.
maximum block length	1,200 ft.
Lot Dimensions and Density	
minimum lot area	10,000 sq. ft.
minimum lot width	60 ft.
frontage in build-to area	n/a
maximum density	1 du/acre
maximum attached dwelling unit %	15%

Building Setbacks

arterial street r n	ninimum naximum	40 ft. no maximum
local street r	ninimum naximum	25 ft. no maximum
si	de (one)	5 ft.
side (total	of both)	12 ft.
	rear	35 ft.
from adjac family res	ent one- sidential district	n/a
Building Heig	ht	
n	ninimum	1 story
m	aximum	2 stories
Recommende Private Fronta (see page 39)	ed ages	lawn
Interior Stree Design	t	
RC	W width	50-60 ft.
Vehicle trav	el lanes	2
on-street	parking	one or both sides
с	urb type	swale
sidewa	alk width	5 ft.
minimum ti	ree lawn width	8 ft.

General Characteristics.

Conservation neighborhoods are intended to accommodate low-density residential development and lowintensity agricultural uses. Residential development should be grouped or clustered on smaller lots to preserve natural features or important vistas and viewsheds.



Appropriate Land Uses in Conservation Neighborhoods are detached residential dwelling units, schools, parks, and other compatible municipal and civic uses. In some instances it may be appropriate to attach one-family units by one or two building walls to preserve natural features or additional open space.

Density. A maximum density of one unit per acre is appropriate in Conservation Neighborhoods. Lot sizes should be substantially less than one acre to preserve natural features and open space.

Blocks and Connectivity. Conservation neighborhoods will have low densities and will be designed to preserve natural features, so street connectivity will not be high. Still, vehicular and pedestrian connections should be provided between adjacent conservation neighborhoods and within each neighborhood itself. It is more important to provide pedestrian connectivity within a neighborhood either via roadside sidewalks or on dedicated pedestrian pathways that meander through the development.

Building Location. Buildings in conservation neighborhoods should be located in the middle of lots with vard spaces provided on all sides of the building. Some attached buildings may be appropriate in certain instances in conservation neighborhoods. Buildings should be located such that they respect and do not impact natural feature areas such as floodplains, woodlands, etc.

Building Design. Buildings in conservation neighborhood should be residential in character. Pitched roofs are more appropriate than flat roofs. and residentially scaled and appropriate detailing should be provided on buildings.

Parking. The uses that are appropriate in conservation neighborhoods typically do not require large parking lots. When a use does require an offstreet parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	2,400 ft.
maximum block length	850 ft.
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	70%
maximum density	6 du/acre
maximum attached dwelling unit %	40%

Building Setbacks

arterial street minimum maximum	15 ft. 30 ft.
local street minimum maximum	5 ft. 20 ft.
side (one)	none
side (total of both)	none
rear	25 ft.
from adjacent one- family residential district	20 ft.
Building Height	
minimum	1 story
maximum	2 stories
Recommended Private Frontages (see page 39)	lawn shopfront stoop
Interior Street Design	
ROW width	50-76 ft.
Vehicle travel lanes	2-4
on-street parking	both sides
curb type	roll or vertical
sidewalk width	6 ft.
minimum troo lown	paved to



rear yards.

General Characteristics. A

pedestrian friendly area containing retail, service, and residential uses in mixed use buildings located at road intersections. Hamlets are intended to serve nearby neighborhoods. Buildings in a hamlet area should be located closer to the road, with parking areas being located in side or

Appropriate Land Uses in Hamlets include detached, attached, upper-story residential dwelling units, municipal and civic uses, office uses, retail and service commercial uses and restaurant uses. Large scale commercial uses with floor areas greater than 15,000 sq. ft., automobile oriented uses, drive-through facilities, and open air uses are not appropriate in Hamlet areas.

Density. A maximum density of six dwelling units per acre is appropriate in Hamlet areas. However, the area of lots dedicated for one-family residential dwelling units and the first floor area of attached unit buildings with first floor residential uses should not exceed 40% of the total area of any Hamlet to ensure that the Hamlet area is a mixed use environment.

Blocks and Connectivity. Hamlets will feature mixed uses and a higher intensity of use, so street and pedestrian connectivity will be high. The maximum block perimeter and length requirements will ensure that Hamlets are a friendly environment for pedestrians. Connections between Hamlet areas and adjacent developments should be provided at the rate of one connection per 1,000 feet of linear distance along the perimeter of a Hamlet area.

Building Location. Buildings in Hamlet areas should be located close to the street. Buildings also must be located such that they fill at least 70% of the lot upon which they sit.

Building Design. Buildings in Hamlets may contain mixed uses, but should be smaller in scale. Buildings with residential characteristics or buildings with a traditional downtown feel are appropriate in a Hamlet. Hamlets are smaller and less formal versions of a main street or a traditional downtown, so a range of building styles and types can be appropriate.

Parking. Parking areas should be located in side or rear yards. Interior streets will also feature on-street parking.

HAMLE

Suburban Character Areas

Design Considerations

Plan View





CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	3,500 ft.
maximum block length	1,200 ft.
Lot Dimensions and Density	
minimum lot area	15,000 sq. ft.
minimum lot width	80 ft.
frontage in build-to area	n/a
maximum density	2 du/acre
maximum attached dwelling unit %	0%

Building Setbacks

SUBURBAN LOW DENSITY NEIGHBORHOOD

•		
arterial street	minimum maximum	40 ft. no maximum
local street	minimum maximum	30 ft. no maximum
	side (one)	8 ft.
side (tot	al of both)	20 ft.
	rear	35 ft.
from adj family	acent one- residential district	n/a
Building He	ight	
	minimum	1 story
	maximum	2 stories
Recommen Private Fror (see page 39)	ded ntages	lawn
Recommen Private Fror (see page 39) Interior Stre Design	ded htages eet	lawn
Recommen Private Fror (see page 39) Interior Stre Design	ded ntages eet ROW width	lawn 50-66 ft
Recommen Private Fror (see page 39) Interior Stre Design	ded htages eet ROW width ravel lanes	lawn 50-66 ft 2
Recommen Private Fror (see page 39) Interior Stre Design // Vehicle tr on-stre	ded htages eet ROW width ravel lanes eet parking	lawn 50-66 ft 2 one or both sides
Recommen Private Fror (see page 39) Interior Stree Design // Vehicle tr on-stree	ded htages eet ROW width avel lanes eet parking curb type	lawn 50-66 ft 2 one or both sides swale or roll
Recommen Private Fror (see page 39) Interior Stre Design I Vehicle tr on-stre side	ded htages eet ROW width ravel lanes eet parking curb type walk width	lawn 50-66 ft 2 one or both sides swale or roll 5 ft.
Recommen Private Fror (see page 39) Interior Stre Design / Vehicle tr on-stre side minimum	ded htages eet ROW width avel lanes eet parking curb type walk width n tree lawn width	lawn 50-66 ft 2 one or both sides swale or roll 5 ft. 7 ft.

General Characteristics. Low density neighborhood areas consist primarily of detached single family units. Civic and public land uses such as municipal buildings, schools, places of worship, and similar uses are also appropriate in low density neighborhoods.

Appropriate Land Uses include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Density. A maximum density of 2 dwelling units per acre is recommended in low density neighborhoods. The minimum lot size should be 15,000 sq. ft, with minimum lot widths of 80 ft.

Blocks and Connectivity. The recommended maximum block perimeter and block lengths in low density neighborhoods are relatively large. The size of lots in low density neighborhoods will preclude creating a truly walkable environment, so it is not important to create small blocks. Vehicular and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible to meet the recommended block perimeter and length for blocks that are located in adjacent developments.

Building Location. Buildings in low density neighborhoods should be located towards the middle of the lot with yards on all four sides of the building.

Building Design. Buildings should have a residential scale and character in low density neighborhoods.

Parking. The uses that are appropriate in low density neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within ¹/₄ mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal, improved space or natural open space preserves.

Lot Design Flexibility. The Township should allow lot size reductions for the purpose of preserving open space or providing neighborhood park area. Lot size reductions can allow space for attractive shared open spaces for the entire neighborhood to enjoy, while also reducing initial and long-term costs of land and infrastructure. Lot size reductions should be allowed by-right so long as they do not result in increased density.

CHARACTER AREA DESCRIPTION

JBURBAN MODERATE DENSITY NEIGHBORHOOD

Block Size		
maxin	num block perimeter	3,000 ft.
maximum bl	ock length	900 ft.
Lot Dimensi Density	ons and	
minimu	m lot area	10,000 sq. ft.
minimun	n lot width	70 ft.
frontage in bu	ild-to area	n/a
maximu	3.5 du/acre	
maximum dwell	n attached ling unit %	0%
Building Set	backs	
arterial street	minimum maximum	40 ft. no maximum
local street	minimum maximum	25 ft. no maximum
	side (one)	7 ft.
side (tot	al of both)	15 ft.
	rear	35 ft.
from adja family 1	residential district	n/a
Building Hei	ght	
	minimum	1 story
	maximum	2 stories

maximum	2 stories
Recommended Private Frontages (see page 39)	lawn
Interior Street Design	
ROW width	50-66 ft.
Vehicle travel lanes	2
on-street parking	one or both sides
curb type	roll or vertical
sidewalk width	5 ft.
minimum tree lawn width	7 ft.

General Characteristics. Moderate density neighborhood areas consist primarily of detached single family units. Civic and public land uses such as municipal buildings, schools, places of worship, and similar uses are also appropriate in low density neighborhoods.



Appropriate Land Uses include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Density. A maximum density of 3.5 dwelling units per acre is recommended in low density neighborhoods. The minimum lot size should be 10,000 sq. ft, with minimum lot widths of 70 ft.

Blocks and Connectivity. The recommended maximum block perimeter and block lengths in low density neighborhoods are somewhat large. The minimum lot size in moderate density neighborhoods will make it difficult, but not impossible, to create a truly walkable environment. Vehicular and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible to meet the recommended block perimeter and length for blocks that are located in adjacent developments.

Building Location. Buildings in moderate density neighborhoods should be located towards the middle of the lot with yards on all four sides of the building.

Building Design. Buildings should have a residential scale and character in moderate density neighborhoods.

Parking. The uses that are appropriate in moderate density neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within ¹/₄ mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal, improved space or natural open space preserves.

Lot Design Flexibility. The Township should allow lot size reductions for the purpose of preserving open space or providing neighborhood park area. Lot size reductions can allow space for attractive shared open spaces for the entire neighborhood to enjoy, while also reducing initial and long-term costs of land and infrastructure. Lot size reductions should be allowed by-right so long as they do not result in increased density.

Block Size

DESIGN GUIDELINES

ft.

30 ft.

75 ft.

CHARACTER AREA DESCRIPTION

BIGGIN GILC		
maxin	num block perimeter	2,400 ft.
maximum bl	900 ft.	
Lot Dimensi Density		
minimu	m lot area	n/a
minimun	n/a	
frontage in bu	n/a	
maximu	8 du/acre	
maximun dwel	n attached ling unit %	100%
Building Set	backs	
arterial street	minimum maximum	20 ft. no maximum
local street	minimum maximum	10 ft. no maximum
	side (one)	15 ft.

side (total of both)

from adjacent onefamily residential

Building Height

rear

district



General Characteristics. Multiple family areas include attached and apartmentstyle dwelling units. Existing singlepurpose multiple family developments in the Township are planned for multiple family land uses.

Appropriate Land Uses include attached and apartment style dwelling units, and municipal and civic uses.

Density. A maximum density of 8 units per acre should be allowed in multiple family areas. While there is no minimum lot area for development in multiple family areas, the minimum lot area for one-family or duplex units is 5,000 sq. ft.

Blocks and Connectivity. The recommended maximum block perimeter and block length in multiple family areas are intended to create smaller blocks and a walkable pedestrian environment. Vehicular and pedestrian connections between adjacent developments on separate parcels should be provided so that it will be possible to meet the recommended minimum block perimeter and length for blocks on adjacent parcels. These connections should be provided to adjacent parcels even if it means connecting a multiple-family development to a single-family neighborhood.

35 ft. Building Location. Multiple family buildings are encouraged to be located close to the street.

Building Design. Buildings should have a residential scale and character, and should present a traditionally proportioned building façade to the street. Garages should not be located on front facades, but should be located in side or rear yards. Each building or unit should have a prominent entrance on the front façade facing a street, and garage doors should be located behind this entrance or entrances.

Parking. On-street parking should be provided in multiple-family areas. Visitor lots should be located in rear yards behind buildings, but may be provided in any location so long as they are not overly large in scale and buffered from adjacent streets with landscaping.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within ¹/₄ mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal, improved space or natural open space preserves.

JLTIPLE FAMILY

minimum	1 story	
maximum	2.5 stories	'
Recommended Private Frontages (see page 39)	courtyard lawn stoop	
Interior Street Design		:
ROW width	50-66 ft.	
Vehicle travel lanes	2	:
on-street parking	one or both sides	l
curb type	roll or vertical	
sidewalk width	5 ft.	
minimum tree lawn width	7 ft.	

CHARACTER AREA DESCRIPTION

General Characteristics. Mixed Use Corridor character areas are planned along Van

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	60%
maximum density	6 du/acre
maximum attached dwelling unit %	100%
Puilding Sotbacks	

Suilding Setbacks

arterial street minimum maximum	10 ft. 25 ft.
local street minimum maximum	5 ft. 20 ft.
side (one)	none
side (total of both)	None
rear	25 ft.
from adjacent one- family residential district	25 ft.
Building Height	
minimum	1 story
maximum	3 stories
Recommended	lawn
Private Frontages (see page 39)	stoop
Private Frontages (see page 39) Interior Street Design	stoop
Private Frontages (see page 39) Interior Street Design ROW width	stoop stoop n/a
Private Frontages (see page 39) Interior Street Design ROW width Vehicle travel lanes	shopfront stoop n/a n/a
Private Frontages (see page 39) Interior Street Design ROW width Vehicle travel lanes on-street parking	n/a n/a
Private Frontages (see page 39) Interior Street Design ROW width Vehicle travel lanes on-street parking curb type	n/a n/a n/a
Private Frontages (see page 39) Interior Street Design ROW width Vehicle travel lanes on-street parking curb type sidewalk width	n/a n/a n/a n/a n/a

Dyke and Auburn Road. These corridors are older commercial corridors that feature a wide variety of uses, building styles, and building vintages. It is the intent of this plan that these older corridor in the Township be redeveloped in a consistent and economically viable manner, and to allow residential uses as an appropriate use to increase the range of options available to landowners and potential residents in Shelby Township.



Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be appropriate in certain instances.

Density. A maximum of 6 dwelling units per acre is appropriate in mixed use corridors. In no instance should the total residential floor area in a mixed use corridor or on a particular site in a mixed use corridor exceed 40% of the overall floor area to ensure that these areas do not become dominated by residential land uses.

Blocks and Connectivity. The corridors are linear in nature and do not lend themselves to creating a new internal street system. However, development along mixed use corridors should address existing intersecting streets wherever possible.

Building Location. Buildings facing arterial streets may be located relatively close to the street to create a streetwall along the road. Buildings should fill at least 60% of the width of the lot in the build-to area.

Building Design. There are no specific building design recommendations in this plan for mixed use corridors, although taller buildings are recommended to provide the proper sense of height and enclosure along Van Dyke and Auburn Road. Special area design studies such as the Auburn Road Streetscape Study or any study completed by the DDA for the Van Dyke mixed use corridor may also contain more specific building design guidelines that should be followed.

Parking. Parking areas in mixed use corridors should be located in side or rear yards. Parking lots should be accessed from shared access drives that serve more than one parcel to reduce the number of curb cuts onto Van Dyke or Auburn Road. Shared access drives should be located in the rear yard if possible.

n/a

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	n/a
maximum block length	n/a
Lot Dimensions and Density	
minimum lot area	12,000 sq. ft.
minimum lot width	n/a
frontage in build-to area	n/a
maximum density	-
maximum attached dwelling unit %	0%

Building Setbacks

arterial street		
	minimum maximum	15 ft. 25 ft.
local street	minimum maximum	5 ft. 20 ft.
	side (one)	10 ft.
side (tot	al of both)	20 ft.
	rear	25 ft.
from adja family	acent one- residential district	20 ft.
Building He	ight	
	minimum	1 story
	maximum	2 stories
Recommen	ded	lawn
Private From (see page 39)	ntages	
Private Fror (see page 39) Interior Stre Design	ntages eet	
Private Fror (see page 39) Interior Stre Design	et ROW width	n/a
Private Fror (see page 39) Interior Stre Design F Vehicle tr	ntages eet ROW width ravel lanes	n/a n/a
Private Fror (see page 39) Interior Stre Design F Vehicle tr on-stre	ntages net ROW width ravel lanes net parking	n/a n/a
Private Fron (see page 39) Interior Stree Design F Vehicle tr on-stree	htages het ROW width avel lanes het parking curb type	n/a n/a n/a n/a
Private Fror (see page 39) Interior Stree Design F Vehicle tr on-stree side	Antages het ROW width avel lanes het parking curb type walk width	n/a n/a n/a n/a
Private Fror (see page 39) Interior Stree Design F Vehicle tr on-stree side	Antages ent ROW width avel lanes ent parking curb type walk width tree lawn width	n/a n/a n/a n/a n/a

General Characteristics. Local commercial centers are intended to be small-scale retail and service nodes that provide goods and services primarily for surrounding neighborhoods. Local commercial centers are planned at locally convenient intersections in the ^{n/a} Township, including 21 Mile and Hayes, 22 Mile and Hayes, 22 Mile



and Schoenherr, 23 Mile and Shelby, 23 Mile and Mound, 24 Mile and Shelby, 24 Mile and Hayes, 25 Mile and Dequindre, and 23 Mile and Van Dyke.

Appropriate Land Uses include office, general retail commercial, and food service uses. Automotive oriented uses such as gas stations, auto repair, and drive-through facilities may be appropriate in certain instances. No single building should have a floor area greater than 15,000 square feet in order to maintain a proper building scale in local commercial centers.

Density. Residential uses are not permitted in local commercial centers, so there is no density standard.

ft. Blocks and Connectivity. Local commercial centers are located along major existing streets, so it is not anticipated that new streets or blocks will be ft. developed within this character area.

Building Location. Buildings in local commercial centers should relate to the street or streets upon which the building site has frontage.

Building Design. Local commercial centers are small in size, so buildings should have a residential scale and character in order to best interface with surrounding neighborhoods.

Parking. Parking areas in local commercial centers should be located in the side or rear yard. It is not recommended that parking be permitted in front of the building.

CHARACTER AREA DESCRIPTION

Block Size	
maximum block perimeter	2,200 ft.
maximum block length	800 ft.
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	n/a
maximum density	10 du/acre
maximum attached dwelling unit %	100%
Building Setbacks	
arterial street minimum maximum	15 ft. 150 ft.
local street minimum	5 ft.
side (one)	none
side (total of both)	none
rear	25 ft.
from adjacent one- family residential district	25 ft.
Building Height	
minimum	1 story
maximum	3 stories
Recommended Private Frontages (see page 39)	lawn shopfront stoop
Interior Street Design	
ROW width	50-66 ft.
Vehicle travel lanes	2
on-street parking	one or both sides
curb type	roll or vertical
sidewalk width	7 ft.

	Vortiour
sidewalk width	7 ft.
imum tree lawn width	none: trees may be
	tree lawn or
	grates

General Characteristics.

Community commercial centers are intended are medium scale retail and service nodes that provide goods and services for residents of the community at large. Community commercial centers have in the Character Plan are based on the location of existing centers, and are located at the intersection of 23 Mile and Schoenherr, 23 Mile and Hayes, the northeast corner of 25 Mile and Van Dyke, and the southwest corner of 21 Mile and Hayes.



The intent of this plan is to permit a greater flexibility of use in community commercial centers to permit and encourage the redevelopment and continued improvement of these centers over time so these areas do not become abandoned and blighted, as is often the case with older single-purpose commercial development.

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be appropriate in certain instances.

Density. A maximum of 10 dwelling units per acre is appropriate in community commercial centers. In no instance should the total residential floor area in a community commercial center exceed 40% of the overall floor area to ensure that these areas do not become dominated by residential land uses.

Blocks and Connectivity. Some community commercial centers are large enough that they could be developed as a mixed use development with an internal street system. Wherever this is the case, a block system should be developed with a maximum block perimeter of 2,200 feet and a maximum block face of 800 feet. Streets connections and/or pedestrian connections, as may be appropriate, should be provided between community commercial centers and adjacent neighborhoods.

Building Location. Buildings facing arterial streets may be located close to the street or set back to permit front-yard parking, while buildings facing interior streets should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. There are no specific building design recommendations for community commercial centers.

Parking. Parking areas in community commercial centers may be located in front, side, or rear yards for buildings facing an arterial street. Parking should be located in side or rear yards for buildings facing an interior street. Interior streets should also feature on-street parking.

min

Village Character Areas

Design Considerations

Plan View





CHARACTER AREA DESCRIPTION

Block Size

DIOCK OIZC	
maximum block perimeter	2,400 ft.
maximum block length	900 ft.
Lot Dimensions and Density	
minimum lot area	6,000 sq. ft.
minimum lot width	55 ft.
frontage in build-to area	n/a
maximum density	6 du/acre
maximum attached dwelling unit %	0%
Building Setbacks	
arterial street minimum maximum	30 ft. no maximum
local street minimum maximum	10 ft. 25 ft.
side (one)	5 ft.
side (total of both)	12 ft.
rear	35 ft.
from adjacent one- family residential district	n/a
Building Height	

Building Height	
minimum	1 story
maximum	2.5 stories
Recommended Private Frontages (see page 39)	lawn
Interior Street Design	
ROW width	50-66 ft.
Vehicle travel lanes	2
on-street parking	one or both sides
curb type	roll or vertical
sidewalk width	5 ft.
minimum tree lawn width	7 ft.

General Characteristics. Township single family neighborhood areas will consist primarily of detached single family units. Civic and public land uses such as municipal buildings, schools, places of worship, and similar uses are also appropriate in low density neighborhoods.

Appropriate Land Uses include



detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Density. A maximum density of 6 dwelling units per acre is recommended in village single family neighborhoods. The minimum lot size should be 6,000 sq. ft, with minimum lot widths of 55 ft.

p. ft. Blocks and Connectivity. Township single family neighborhoods are planned in close proximity to village centers, and are intended to be walkable. Therefore, blocks must be smaller in size, with a maximum perimeter of 2,400 feet and a maximum length of 900 feet. Vehicular and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible to meet the recommended block perimeter and length for blocks that are located in adjacent developments.

Building Location. Buildings in moderate density neighborhoods should be located towards the middle of the lot with yards on all four sides of the building.

Building Design. Buildings should have a residential scale and character in village single family neighborhoods. In order to create a pedestrian friendly streetscape, garages should be located in rear yards, or, at a minimum, garage doors should be located at least 10 feet behind the front door of the unit.

Parking. The uses that are appropriate in moderate density neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within ¹/₄ mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal. improved space or natural open space preserves.

Lot Design Flexibility. The Township should allow lot size reductions for the purpose of preserving open space or providing neighborhood park area. Lot size reductions can allow space for attractive shared open spaces for the entire neighborhood to enjoy, while also reducing initial and long-term costs of land and infrastructure. Lot size reductions should be allowed by-right so long as they do not result in increased density.

CHARACTER AREA DESCRIPTION

Block Size	
maximum block perimeter	2,200 ft.
maximum block length	900 ft.
Lot Dimensions and Density	
minimum lot area	6,000 sq. ft.
minimum lot width	55 ft.
frontage in build-to area	70%
maximum density	no maximum
maximum attached dwelling unit %	60%
Building Setbacks	
arterial street minimum maximum	20 ft. no maximum
local street minimum maximum	5 ft. 25 ft.
side (one)	5 ft.
side (total of both)	12 ft.
rear	35 ft.
from adjacent one- family residential district	n/a
Building Height	
minimum	1 story
maximum	2.5 stories
Recommended Private Frontages (see page 39)	courtyard stoop lawn
Interior Street Design	
ROW width	50-66 ft.
Vehicle travel lanes	2
on-street parking	one or both sides
curb type	vertical
sidewalk width	7 ft.
minimum tree lawn width	7 ft.

General Characteristics. Mixed residential neighborhood areas will consist of a mixture of detached and attached residential dwelling units in close and walkable proximity to village center areas. Mixed residential areas are intended to be the primary location for new attached and multiple-family dwelling units in the Township.



Appropriate Land Uses include detached and attached residential dwelling units, schools, parks, and other compatible municipal and civic uses. Attached dwelling units should not represent more than 35% of all dwelling units in order to ensure that these areas do not become multiple-family areas. Attached dwelling units must have frontage on a collector street. Civic and public land uses such as municipal buildings, schools, places of worship, and similar uses are also appropriate in low density neighborhoods.

Density. There is no maximum density recommendation for mixed residential neighborhoods. The design recommendations of this plan will limit densities to a reasonable number of units per acre simply by requiring good design. Lots for detached units should have a minimum area of 6,000 square feet and a minimum width of 55 feet. All buildings should have a building frontage in build-to area for at least 70% of the lot width.

Blocks and Connectivity. Mixed residential neighborhoods are planned in close proximity to village centers, and are intended to be walkable. Therefore, blocks must be smaller in size, with a maximum perimeter of 2,200 feet and a maximum length of 900 feet. Vehicular and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible to meet the recommended block perimeter and length for blocks that are located in adjacent developments.

Building Location. Buildings in mixed residential areas should be located closer to interior streets.

Building Design. Buildings should have a residential scale and character in mixed residential neighborhoods. Garages should be located in rear yards, although garages may be located in a side yard provided that the garage door is located at least 10 feet behind the front door of the unit.

Parking. The uses that are appropriate in mixed residential neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways. It is anticipated that on-street parking spaces will accommodate most visitor parking in mixed residential areas, although some rear-yard visitor spaces may be necessary for attached units.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within 1/4 mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal, improved space or natural open space preserves.

Lot Design Flexibility. The Township should allow lot size reductions for the purpose of preserving open space or providing neighborhood park area. Lot size reductions can allow space for attractive shared open spaces for the entire neighborhood to enjoy, while also reducing initial and long-term costs of land and infrastructure. Lot size reductions should be allowed by-right so long as they do not result in increased density.

ft.

Block Size

maximum block perimeter	2,200 ft.
maximum block length	800 ft.
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	75%
maximum density	no maximum
maximum attached dwelling unit %	100%

Building Setbacks

0	
arterial street minimum maximum	10 ft. no maximum
local street minimum maximum	0 ft. 15 ft.
side (one)	none
side (total of both)	none
rear	20 ft.
from adjacent one- family residential district	35 ft.
Building Height	
minimum	1 story
maximum	3 stories
Recommended Private Frontages (see page 39)	courtyard lawn shopfront stoop
Interior Street Design	
ROW width	60-76 ft.
Vehicle travel lanes	2-4
on-street parking	both sides
curb type	vertical
sidewalk width	10 ft.
minimum tree lawn width	none: trees may be planted in tree lawn or grates



General Characteristics. The village redevelopment area is a specific village center area planned for the Visteon site at the southeast corner of 23 Mile Road and Mound Road. The village redevelopment area should have the character of a mixed use environment that includes industrial, limited service uses, and potentially attached residential uses in mixed use buildings. Buildings in the village redevelopment area should be constructed out of durable materials and designed to flexibly accommodate a wide range of uses.

The Township Redevelopment Area has the potential to function in a manner similar to a loft district, where the built environment creates an inviting and lively place that

supports locally-driven economic development, entrepreneurialism, and a vibrant 24/7 atmosphere.

CHARACTER AREA DESCRIPTION

Appropriate Land Uses include office, general retail commercial, food service, attached and upper-story residential uses, and industrial uses that are primarily operated within a building. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the village redevelopment area.

Density. There is no maximum density recommendation for the village redevelopment area. The design recommendations of this plan will limit densities to a reasonable number of units per acre simply by requiring good design. All buildings should have a building frontage in build-to area for at least 75% of the lot width.

Blocks and Connectivity. The village redevelopment area is large enough that it will include a sizeable internal street system. The street system should create walkable blocks with a maximum perimeter of 2,200 feet and a maximum length of 800 feet. Vehicular and pedestrian connections should be provided between the village redevelopment area and adjacent neighborhoods wherever possible.

Building Location. Buildings in the village redevelopment area should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. There are no specific building design recommendations for the village redevelopment area. Garages, if provided, should be located in rear yards, although garages may be located in a side yard provided that the garage door is located at least 10 feet behind the front door of the unit.

Parking. Parking areas in the village redevelopment area may be located side or rear yards. Interior streets will also feature on-street parking.

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	2,000 ft.
maximum block length	700 ft.
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	80%
maximum density	no maximum
maximum attached dwelling unit %	100%

Building Setbacks

arterial street	minimum	10 ft
arteriai street	maximum	no maximum
local street	minimum	0 ft.
	maximum	10 ft.
	side (one)	none
side (total of both)		none
	rear	20 ft.
from adjacent one- family residential district		75 ft.
Building Height		
	minimum	2 stories
	maximum	4 stories
Recommended		courtyard
Private Fror	ntages	lawn
(see page 39)		shopfront
,		stoop
Interior Street Design		
ROW width		60-76 ft.
Vehicle travel lanes		2-4
on-street parking		both sides
curb type		vertical
sidewalk width		10 ft.
minimum tree lawn		none: trees
width		may be
		planted in
		tree lawn or
		grates

General Characteristics.

Township Centers are pedestrian friendly areas that are located along or near the intersections of major arterial roads. n/a Township Centers will be mixed use areas that contain a mixture of commercial, residential, civic, and municipal uses and serve areas that are located within a 10-15 minute drive or a 5-10 minute walk.



Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the village center areas.

Density. There is no maximum density recommendation for village center areas. The design recommendations of this plan will limit densities to a reasonable number of units per acre simply by requiring good design. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Blocks and Connectivity. Township center areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 700 feet. Township centers are highly connected to surrounding neighborhood, and the street network in the Township Center area must continue into surrounding neighborhoods.

Building Location. Buildings in village center areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. There are no specific building design recommendations for the village center areas. Garages, if provided, should be located in and accessed from rear yards.

Parking. Parking areas in village center areas may be located side or rear yards. Interior streets will also feature on-street parking.

VILLAGE GATEWAY CORRIDOR

DESIGN GUIDELINES

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	65%
maximum density	no maximum
maximum attached dwelling unit %	100%
Building Setbacks	
arterial street minimum	10 ft.

arterial street minimum maximum	10 ft. 25 ft.
local street minimum maximum	5 ft. 20 ft.
side (one)	10 ft.
side (total of both)	10 ft.
rear	25 ft.
from adjacent one- family residential district	25 ft.
Building Height	
minimum	1 story
maximum	2.5 stories
Recommended Private Frontages (see page 39)	lawn shopfront stoop
Interior Street Design	
ROW width	n/a
Vehicle travel lanes	n/a
on-street parking	n/a
curb type	n/a
sidewalk width	n/a
minimum tree lawn width	n/a

General Characteristics. one Township gateway corridors are located none along major roads leading into village center areas. The gateway corridor is n/a intended to provide a n/a transition between the more suburban context 65% that exists along most mum



major roads in the Township and the walkable, pedestrian friendly context that will exist within the village center areas.

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be appropriate in certain instances.

Density. There is no maximum density recommendation for gateway corridor areas. The design recommendations of this plan will limit densities to a reasonable number of units per acre simply by requiring good design.

Blocks and Connectivity. The gateway corridors are linear in nature and do not lend themselves to creating a new internal street system. However, development along gateway corridors should address existing intersecting streets wherever possible.

Building Location. Buildings in the gateway corridor should be located close to the street to create the proper sense of enclosure along the street, to help slow traffic, and to begin to transition from suburban context areas where there are large setbacks to the very small setbacks in village center areas. Buildings should fill at least 65% of the width of the lot in the build-to area.

Building Design. There are no specific building design recommendations in this plan for gateway corridors, although taller buildings are recommended to provide the proper sense of height and enclosure along major roads. Garages, if provided, should be located in and accessed from rear yards.

Parking. Parking areas in gateway corridors should be located in side or rear yards. Parking lots should be accessed from shared access drives that serve more than one parcel to reduce the number of curb cuts onto Van Dyke. Shared access drives should be located in the rear yard if possible.

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SPECIAL PURPOSE CHARACTER AREAS

Special Purpose Character Areas

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	5,500 sq. ft. (per unit)
minimum lot width	n/a
frontage in build-to area	n/a
maximum density	6 du/acre
maximum attached dwelling unit %	0%

Building Setbacks

MANUFACTURED HOUSING

50 ft. no maximum
20 ft.
10 ft.
20 ft.
35 ft.
75 ft.
1 story
2 stories
lawn
n/a
n/a
n/a
n/a
n/a n/a

General Characteristics.

Manufactured housing areas are residential areas consisting of prefabricated housing that is moved to the site via road or rail.

Appropriate Land Uses.

Detached single family dwelling units are appropriate in manufactured housing areas.



Density. A maximum density of 6 dwelling units per acre is appropriate in manufactured housing areas.

Blocks and Connectivity. There are no maximum block perimeter or block length recommendations in manufactured housing areas, although blocks should be small enough to create a walkable environment.

Building Location. Buildings should be located towards the middle of each lot.

Building Design. Buildings should have a residential character, and should incorporate design elements typically found on site-built single family housing.

Parking. The uses that are appropriate in manufactured housing areas typically do not require parking lots. When a use does require a parking lot, such as a community center, the parking lot should be buffered from the street with landscaping to help minimize the view of parked cars.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood in the Township so that every residential unit is located within ¹/₄ mile of a park. It is recommended that a minimum of one acre of neighborhood park be provided for every 50 residential dwelling units. Neighborhood parks should range from 1 to 5 acres in area, and may be formal, improved space or natural open space preserves.
CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	12,000 sq. ft.
minimum lot width	80 ft.
frontage in build-to area	n/a
maximum density	n/a
maximum attached dwelling unit %	n/a

Building Setbacks

DFFICE

arterial street	minimum maximum	15 ft. no maximum
local street	minimum	10 ft.
	maximum	no maximum
	side (one)	none
side (tot	al of both)	none
	rear	20 ft.
from adja family	acent one- residential district	30 ft.
Building He	ight	
	minimum	1 story
	maximum	2 stories
Recomment Private From (see page 39)	ded ntages	lawn
Interior Stre Design	et	
F	ROW width	n/a
Vehicle tr	ravel lanes	n/a
on-stre	et parking	n/a
	curb type	n/a
side	walk width	n/a
minimum	n tree lawn width	n/a

General Characteristics. Office areas are intended for singlepurpose office buildings. These areas are generally located at major road intersections or along major transportation corridors. Office areas are planned at the intersections of West Utica and ^{0 ft.} Ryan Roads, 21 Mile and Hayes, 22 Mile and Schoenherr, 22 Mile and Hayes, 24 Mile and Dequindre, and 24 Mile and Mound.



Appropriate Land Uses include office and service commercial land uses. Drive through facilities that are accessory to a principal use may be appropriate in certain locations.

Density. There are no maximum density guidelines for office areas.

Blocks and Connectivity. Areas planned for office uses are not large enough to create a block network. Therefore, there are no maximum block perimeter or length guidelines.

Building Location and Parking. Buildings should be located closer to the street, with parking lots located in side or rear yards. As office areas are planned at intersections, the building should be located facing the corner to create a proper sense of scale at the intersection.

Building Design. Office areas are planned adjacent to single family areas, so office buildings should incorporate residential design features.

Highway-Oriented Office Area. The area planned for regional scale office uses (see footnote 8 to the Character Plan map) is located along M-59. Office buildings in this area may be up to 6 stories in height and need not incorporate residential scale design features. Any office building that is higher than 2 stories should be set back from any residential district 30 feet plus one additional foot for each foot of building height above 25 feet.

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	5 acres
minimum lot width	300 ft.
frontage in build-to area	n/a
maximum density	n/a
maximum attached dwelling unit %	n/a

Building Setbacks

REGIONAL COMMERCIAL

arterial street minimum	50 ft.
maximum	no maximum
maximum	n/a
side (one)	40 ft.
side (total of both)	80 ft.
rear	45 ft.
from adjacent one- family residential district	100 ft.
Building Height	
minimum	1 story
maximum	2 stories
Recommended Private Frontages (see page 39)	lawn
Interior Street Design	
ROW width	n/a
Vehicle travel lanes	n/a
on-street parking	n/a
curb type	n/a
sidewalk width	n/a
minimum tree lawn	n/a



General Characteristics.

Regional commercial areas are located at highly accessible locations along major transportation routes M-59 and M-53. Regional commercial areas are intended to serve the needs of a regional trade area that extends beyond the limits of Shelby Township. These areas are entirely automobile oriented.

Appropriate Land Uses include medium and large format retail uses, office, and service commercial uses. Automotive oriented uses may be appropriate, including drive through facilities.

Density. Residential uses are not appropriate in regional commercial areas, so there is no maximum density.

Blocks and Connectivity. Regional commercial areas are not required to be walkable areas, so there are no maximum block size or perimeter recommendations. However, regional commercial areas should be designed with the pedestrian experience in mind, and should incorporate wide sidewalks in front of buildings, hardscape improvements such as landscape planters, benches, decorative lighting, etc., and dedicated pedestrian pathways through parking lots.

Building Location. Buildings may be set back large distances from streets to accommodate parking lots.

Building Design. Buildings should be attractively designed and should incorporate quality building materials.

Parking. Parking may be located in any yard.

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	20,000 sq. ft.
minimum lot width	100 ft.
frontage in build-to area	n/a
maximum density	n/a
maximum attached dwelling unit %	n/a

Building Setbacks

INDUSTRIAL

-		
arterial street	minimum maximum	25 ft. no maximum
local street	minimum maximum	25 ft. no maximum
	side (one)	5 ft.
side (total of both)		5 ft.
rear		20 ft.
from adjacent one- family residential district		100 ft.
Duilding Llo	: ethet	
building ne	igni	
	minimum	1 story

maximum

ROW width

curb type

width

Vehicle travel lanes

on-street parking

sidewalk width

minimum tree lawn

Recommended

Private Frontages (see page 39) **Interior Street** Design

2.5 stories

lawn

n/a

n/a

n/a

n/a

n/a

n/a

General Characteristics. Industrial areas are located along the 23 Mile corridor. Industrial developments have the character of planned industrial parks, with most sites gaining access from local sq. streets instead of major mile ft. roads.



Appropriate Land Uses include industrial and production uses. Outdoor storage is typically not appropriate in this character area, although it may be appropriate in certain limited instances where the outdoor component of the use will not generate any negative impacts on nearby residential neighborhoods or major streets.

Density. There are no density standards for industrial areas.

Blocks and Connectivity. There are no block or connectivity standards for industrial areas.

Building Location. Buildings should be located towards the middle of the lot, with a landscaped front yard between the building and the street.

Building Design. Buildings may be industrial in nature, but should include quality materials and detailing on the front façade.

Parking and Loading. Parking and loading activities should be located in side or rear yards.

DESIGN GUIDELINES		CHARACTER AREA DESCRIPTION	
Block Size maximum block perimeter maximum block length	none	General Characteristics. Older industrial areas along Auburn, Hamlin, and 23 Mile Roads are planned for industrial improvement uses. These older industrial areas have the potential to nurture new enterprises, and the intent of this character area is to gradually improve the appearance of these areas	
Lot Dimensions and Density minimum lot area	20,000 sq.	while retaining them as cost-effective locations to support new and existing businesses in the Township.	
minimum lot width frontage in build-to area	ft. 100 ft. n/a	Appropriate Land Uses include light industrial and production uses. Outdoor storage or an outdoor component of the industrial use may be appropriate in these areas.	
maximum density	n/a	Density. There are no density standards for industrial areas.	
maximum attached dwelling unit %	n/a	Blocks and Connectivity. There are no block or connectivity standards for industrial areas.	
Building Setbacks			
arterial street minimum maximum	20 ft. no maximum	Building Location. Buildings should be located towards the middle of the lot, with a landscaped front yard between the building and the street.	
local street minimum maximum	20 ft. no maximum	Building Design. Buildings may be industrial in nature, but should include	
side (one)	5 ft.	quality materials and detailing on the front façade.	
side (total of both)	5 ft.	Parking and Loading. Parking and loading activities should be located in side	
rear	20 ft.	or rear yards.	
from adjacent one- family residential district	100 ft.		
Building Height			
minimum	1 story		
maximum	2.5 stories		
Recommended Private Frontages (see page 39)	lawn		
Interior Street Design			
ROW width	n/a		
Vehicle travel lanes	n/a		
on-street parking	n/a		
curb type	n/a		
sidewalk width	n/a		
minimum tree lawn width	n/a		

CHARACTER AREA DESCRIPTION

Block Size

maximum block perimeter	none
maximum block length	none
Lot Dimensions and Density	
minimum lot area	n/a
minimum lot width	n/a
frontage in build-to area	n/a
maximum density	n/a
maximum attached dwelling unit %	n/a
Building Setbacks	
arterial street minimum maximum	n/a
local street minimum maximum	n/a
side (one)	n/a
side (total of both)	n/a
rear	n/a
from adjacent one- family residential district	n/a
Building Height	
minimum	n/a
maximum	n/a
Recommended Private Frontages (see page 39)	n/a
Interior Street Design	
ROW width	n/a
Vehicle travel lanes	n/a
on-street parking	n/a
curb type	n/a
sidewalk width	n/a
minimum tree lawn	n/a

width

RECREATION and NATURAL FEATURES

General Characteristics. Recreation and natural features areas include Township parks, the Clinton River corridor, and areas where sensitive natural features exist. Only very limited development should occur in recreation and natural features areas, with smallscale buildings or structures related to parks or conservation uses being appropriate.



Appropriate Land Uses include parks and recreation facilities and similar uses.

Scale. Areas planned for Recreation and Natural Features on the Character Plan map are intended to be community-wide facilities. Neighborhood parks are an important component of a community's parks and recreation profile, but we have not identified areas for neighborhood parks on the map.
Neighborhood parks should be provided opportunistically in neighborhoods according to the neighborhood park recommendations contained in the other character areas.

Application of the Concept Design Plans to a Real World Site



Hamlet

LC

LC

CC

MU

MU

MU

OF

The following illustrations apply the concept design plans for the four character area categories onto a real world site at 25 Mile and Van Dyke. The purpose of these illustrations is to show the differences in development potential in the various character areas. Note that we have arbitrarily chosen an intersection that is currently vacant in the Township. The following illustrations bear no relationship to the use and development recommendations of the Character Plan, and are shown for illustrative purposes only.



Village

Special Purpose

chapter five Community Facilities Plan

The availability and location of community facilities needs to be accounted for in the preparation of the master plan. Community facilities are the physical infrastructure required to support the public services proved by the township. For the purpose of the master plan these community facilities consist of:

- Municipal building and civic center complex.
- Community center, library and district court.
- Existing and planned park sites.
- Public utilities
- Public schools

The availability of these services and their location and design contribute to the quality of life in a community. Historically, public buildings played a prominent role in the development of local communities.

The preparation of planning studies and policies for these individual public services is beyond the scope of the master plan. Typically, these plans are prepared by the individual departments that are responsible for the delivery of the services.

The purpose of this chapter of the master plan is to determine how existing public facility plans are aligned with the land use and development polices reflected in this plan. A secondary objective is to enhance the awareness of the relationship between community facilities and the community's land use needs and requirements.

CIVIC CENTER CAMPUS AND DISCO COMMUNITY CENTER

The municipal office complex occupies 40+ acres of land near the southeast corner of Van Dyke and 24 Mile Road. The municipal complex contains multiple municipal functions including the:

- Municipal offices including the Police Department.
- Parks, Recreation and Maintenance.
- Mae Stecker Park and Heritage Gardens
- Hope Chapel
- Andrews School House

The municipal campus site is currently experiencing a significant transformation based on a new master plan approved by the Township in 2007. This plan features a

new entrance to Van Dyke, the reconfiguration of the existing entrances from Van Dyke and 24 Mile Road, redesign and redistribution of the existing parking lots and an extensive pedestrian path system. The new plan also allocates space for a new police and court building and library.

Community Center

The community center occupies a former elementary school building that has been expanded and renovated multiple times in recent years to accommodate the following municipal departments: library, senior center, cable television studio and district court. This site is located approximately one-quarter mile south of the main municipal campus.

Library

A Library Design Study completed in 2007 documented the library needs, service goals and projected spaces needs necessary to effectively deliver library services to the Shelby community though a projected planning timeframe of 24 years through the year 2030. The study found that the library's present facility of approximately 12,500 square feet is inadequate to support the longterm service needs of the library in the growing Shelby community, requiring a significantly larger facility to provide the anticipated level of library services.

Based on the level of service goals identified, the recommended space needed for the Shelby Township library is determined to be 65,000 square feet to properly house the services, programs, collections, resources amenities and staffing required for the anticipated service population of 92,699 residents in the year 2030. This sized facility requires a land area ranging in size from eight to ten acres.

A total of four different sites were considered as potential locations for expanding library services. The library's preferred design strategy was identified as one of several possible locations on the municipal campus site.

Municipal Office Space

Any future decisions to relocate existing municipal functions to new locations will require the Township to decide how to reuse offices vacated by these departments. A comprehensive analysis of current and anticipate space needs by individual departments will be necessary to maximize the use of existing buildings and sites and avoid the construction of new buildings unless necessary.

PARKS AND RECREATION FACILITIES

Plans and policies for the expansion of the Township's parks system are referenced in the 2007-2011 Recreation Plan. The principal goals of the plan include:

- Enhancing the quality of life for township residents by providing significant recreation opportunities throughout the community.
- Preserving the township's important natural features (woodlands, wetlands, floodplains, unique topography and wildlife habitat).
- Ensuring that all neighborhoods are adequately served by park facilities that are easily accessible to neighborhood residents.
- Expanding and updating community parks to better serve residents and neighborhoods, especially in the northern half of the township.
- Enhancing the accessibility of existing park facilities for all residents especially those east of the M-53 Freeway.
- Providing recreation programs that are suited to the township's current and anticipated population.

The Township has an adequate supply of community park facilities. These include Woodall Community Park, special nature areas such as Holland Ponds and the Shadbush Nature Study Area and the community buildings and grounds at the municipal campus site. This site includes Mae Stecker Park, Heritage Gardens and an extensive path system.

A number of these community park sites also meet neighborhood park needs of surrounding neighborhoods due to their location and available amenities. Like community parks, the total amount of neighborhood park land appears adequate to meet the projected future population. The projected deficiency in the supply of playgrounds and mini-parks is largely addressed by the availability of numerous elementary schools throughout the township.

Recommended improvements to expand the scope of parks sites in the township are outlined in the 5-year action program contained in the plan. These recommendations are identified in the following table.

Recreation Action Program

The anticipated park needs expressed in the Recreation Plan provide a reference point for both the Planning Commission and Township Board when making land use decisions that may influence the supply of and demand for recreation facilities in the community.

Year	Improvement
2007	Stony Metro Path This is one of the last segments needed to complete the Stony Creek – Metro Beach path. This section would come from Ryan Road and River Bends Park to Holland Ponds.
2007	Northeast Land Purchase The Township does not currently have a neighborhood park to serve the residents in the northeast quadrant of the township. The new park would contain both active and passive recreation opportunities.
2007	New Park Identification System Two new entrance signs could be installed to identify township parks. They would be of the same design as the new Ford Field sign.
2007	River Bends Park Land Acquisition Acquire isolated 4-acre property from Utica Community Schools located within River Bends Park.
2008	New Recreation Facility This building would be used for indoor events and decrease the township's reliance on schools for gym space.
2008	Heritage Gardens Barrier Free Walkway Design and construct a new walkway to provide barrier free access to the municipal lake and Heritage Gardens.
2008	New Park Identification System Two new entrance signs would be installed to identify township parks.
2008	Community Center Upgrades Improve senior center kitchen and gym.
2009	Stony Metro Path This path segment will connect Holland Ponds on Ryan Road to 23 Mile Road and Dequindre
2009	Northeast Park Improvements Develop a ball field, parking lot, tot-lot and restroom
2009	Woodall Community Park Tot-Lot Install new tot-lot equipment to improve the park.
2009	Nature Center Addition Construct a new classroom to alleviate the current classroom space shortage.
2010	River Bends Park Path Pave a 5 kilometer walking path in the park.
2010	Whispering Woods Tot-Lot Install new tot-lot equipment in the park.
2011	Recreation Facility Addition Add a gymnasium and splash park to the existing building.

SCHOOL SITES

Three school districts serve Shelby township residents (Utica, Romeo and Rochester). The Utica Community School district boundaries cover the majority of the township. The Rochester and Romeo districts cover less than one square mile of land area and operate no facilities in the township. Utica Community Schools operates fourteen schools in the township (2 high schools, 2 junior high schools and 10 elementary schools).

Since the last master plan was adopted the school district built two new elementary schools in the northeast quadrant of the township (Beacon Tree and Duncan). Other changes to the school districts infrastructure in the past several years include:

- Completion of a performing arts addition to Eisenhower High School.
- Demolition of the former Maynard Elementary School building on Auburn Road.
- Relocation of the bus garage on Shelby Road to the city of Sterling Heights.

The school district owns a 40 acre site on Schoenherr Road in the southeast quadrant of the Township that is capable of accommodating an additional school in the future if the need arises.

The township has limited control or influence over the development of school sites. The goal of the master plan is to establish a cooperative partnership with the school district over the development or expansion of school sites in a way that is consistent with the recommendations contained in the Master Plan.

PUBLIC UTILITIES

Public utilities have a significant influence on the land use planning process. The availability of utilities or their absence will ultimately determine the intensity of development in a community. Decisions on the location and extension of utilities can also be used to control or direct growth to specific areas of the community. Installing and maintaining utilities can also have longterm financial implications that need to be taken into account during the capital improvement budgeting process.

Shelby Township is part of the Detroit Water and Sewerage that serves large areas of southeast Michigan. The Township owns and operates both systems and purchases water and sanitary sewer treatment from the Detroit.

Public Water

Most of the township is already served by public water. Some gaps in the public water distribution system exist along major roads. Extending water mains in selected areas along major roads will provide a looped system. This will in turn improve pressures and fire fighting abilities of the township's Fire Department. The township is currently considering the possibility of constructing a water storage tank to alleviate peak demands and allow for the purchase of water supplies at reduced rates.

Sanitary Sewerage

Sanitary sewers are not nearly as wide-spread in the Township as public water lines. Large areas of the community both developed and undeveloped are not served by sanitary sewers. Favorable soil characteristics and the availability of public water suggest that some areas of the community can expect to be served by private septic systems for an extended period of time. Areas of the Township where sanitary sewers are needed to accommodate new development or expansion of existing businesses include sections 1 and 2 in the northeast corner of the community, the Van Dyke corridor from 22 Mile Road south to the city of Utica boundaries and portions of Auburn Road in the southwest portion of the township.

Storm Water Management

The need for storm water drainage improvements intensifies as urban development occurs and the quantity of impervious surfaces increases. Several geographic areas of the Township are served by drainage plans. These include the Southeast and Northwest consolidated drain plans as well as the Section 30 drain plan and a new plan for the Middle Branch of the Clinton River.

New storm water management requirements established by the federal government will impact the land development process in the future. The new emphasis on storm water quality may necessitate the use of new storm water retention and detention improvements that are more environmental friendly. These new standards and techniques appear to be well aligned with the master plans goals of preserving and enhancing open space and natural features in the Township.

chapter six Thoroughfare Plan

The Michigan Planning Enabling Act requires communities to include in the master plan those subjects that reasonably can be considered as pertinent to the future development of the community. The act goes on to include the general location, character and extent of streets, railroads, airports, bicycle path, pedestrian ways and bridges are among the transportation improvements that need to be considered in the preparation of the master plan.

Including these improvements in the planning process recognizes the relationship between land use and transportation planning. The location and design of transportation systems are dependent on the character and intensity of land uses that they intend to serve.

This chapter of the master plan explores this relationship and identifies thoroughfare concepts and design principles that are aligned with the land use and design character recommendations contained in this plan. Factors that will be considered in this chapter include:

- The transportation planning process
- Road classification systems and right-of-way standards
- Pedestrian improvements
- Access management standards
- Traffic calming applications
- Other relevant transportation planning concepts and improvements.

Orderly development can only be achieved with a proper acknowledgement of the relationship between the type and intensity of different land uses and the corresponding needs of the public road network. Coordinated land use and transportation planning will result in an improved land use pattern and efficient transportation network.

THE TRANSPORTATION PLANNING PROCESS

Shelby Township is an indirect partner in the transportation planning process. As a township form of government, the township lacks jurisdiction over the construction, expansion or maintenance of public roads in the community.

The Southeast Michigan Council of Governments is the region's designated Metropolitan Planning Agency with

responsibility for the entire region's transportation planning process. It is assisted in this process by county road commissions. The regional transportation planning process is described in the regional setting chapter of the master plan.

The master plan recognizes this relationship and the need to work within this administrative process to support the implementation of road improvements identified in the master plan.

ROAD CLASSIFICATION SYSTEM

Roads can be divided into several common classifications based on their function and design characteristics. The benefits of this system extend beyond providing a vocabulary for land use and transportation planners. On a more fundamental basis it provides an opportunity to align different types of roads with the land uses that they are intended to serve. The six most common categories of road found in Shelby Township are described below.

Freeways

Freeways and limited access highways provide travel routes through communities and across the state, as well as connections to other highways.

Major Arterials

Major arterials provide travel routes from one city to another and can traverse one or more states. They are most often used for longer trips, as higher speeds are allowed. When a principal arterial passes through a more populated area, however, the highway functions more like an arterial.

Arterials

Arterial roads carry trips of shorter length than do principal arterials. They can provide routes for lengthy trips if a principal arterial or freeway is not available. Arterial roads have a dual function: to provide routes for through traffic while providing access to abutting properties and minor intersecting streets.

Minor Arterials

Minor arterials serve a similar function as arterials; however, these roads typically carry less traffic.

Collectors

The intent of a collector street is to collect vehicles from the local streets or rural areas and distribute them to either local destinations or to an arterial. The collector street system serves both land access and through traffic.

Local Streets

Providing access to adjacent land is the sole function of local streets. These streets make up a large percentage of total street mileage in urban areas, but they almost always carry a small portion of vehicles miles traveled. The aim of local streets is to provide access to collector streets and through routes, but in such a manner that through traffic is not encouraged to use local streets as a short-cut route.

The proposed thoroughfare plan for the township is accompanied by road cross section standards for each of these classifications.







Preferred Future Road Cross Sections

Macomb County, Michigan

- ---- 6-Lane Boulevard / Freeway
- 4-Lane Boulevard
- 5 Lanes
- 3 Lanes (Continuous)
- 2 Lanes (with passing/turning lane as needed)Local Roads



Draft

Shelby Township

thoroughfare plan

Road Cross Sections



Road Cross Sections reproduced from 2003 Shelby Township Master Plan

THOROUGHFARE PLANNING ISSUES

This portion of the Thoroughfare Plan identifies specific transportation concerns or improvements that are relevant to the community character plan recommendations contained elsewhere in the master plan. Specific items that are addressed in this section include the:

- Realignment of the Dequindre Road and 23 Mile Road intersection.
- Auburn Road corridor streetscape plan.
- Extension of sidewalks and bicycle paths in the township.
- Adoption of access management practices.
- Use of traffic calming practices.
- Appropriateness of other traffic design practices needed to support the community character recommendations contained in the master plan.

Dequindre Road and 23 Mile Road Realignment

Dequindre Road serves the Township's western boundary separating Shelby from the cities of Rochester and Rochester Hills. This boundary, however, is interrupted for approximately a one-quarter mile segment between Hamlin Road and 23 Mile Road.

The road alignment shifts to the west and enters the city of Rochester Hills where it intersects with Avon Road near Yates Cider Mill. From this point, the road alignment shifts to the northeast for a distance of approximately 1100 feet before reconnecting with Dequindre Road at the 23 Mile Road intersection.

The 2008 Rochester Hills Thoroughfare Plan Update recommends an extension and realignment of Dequindre along the common boundary between the Township and City. This project would require the construction of a new intersection at 23 Mile Road and a new bridge over the Clinton River.

Completion of this project will require the cooperation of Rochester Hills and Shelby Township along with the Road Commissions for both counties. This project has the potential to improve the flow of traffic along Dequindre and eliminate the congestion at the existing Avon Road intersection.

One challenging aspect of this project is the construction of a new bridge over the Clinton River. The design of the bridge will need to minimize any adverse environmental impacts. It will also be necessary to limit impacts to the existing and planned parks in both communities on either side of this new road alignment. For example the road and/or bridge construction will need to accommodate the a safe pedestrian link between the existing park site in Rochester Hills and any planned park site on the Shelby Township side of Dequindre Road.

This project has the potential to improve the existing transportation system for both communities, provide an example of intergovernmental cooperation, environmental preservation and open space improvements. Continued discussions with Rochester Hills and the applicable county road commissions will be necessary to examine the scope of this project in more detail.

Auburn Road Streetscape Plan

The purpose of the plan is to identify projects within the study area that have the potential to enhance the corridor by improving:

- The visual quality of the streetscape through enhanced landscaping, lighting, sign, façade and other site enhancement.
- Defining vehicular access between existing parking lots and the Auburn Road.
- Providing continuous opportunities for pedestrian circulation along Auburn Road.

The plan identifies the physical characteristics of the Auburn Road corridor and the extent to which these conditions provide either opportunities or constraints for future development. Three separate opportunity plans for the corridor are provided. These plans are intend to give visual examples of development and redevelopment options for individual sites within the corridor. The plan also provides design options for the Auburn Road right-ofway including road widening cross-sections and streetscape amenities (landscaping, lighting, signage, etc.).

The Township is in the early stages of implementing this planning study. The initial step in this process is the preparation of preliminary engineering design studies. Funding for this has been approved from the Township's FY 2009 Community Development Block Grant allocation. The Township is also working with the Road Commission of Macomb County to include this project on the regional transportation schedule for 2012 or 2013.

Pedestrian Path System

The Township has maintained a long-standing policy of requiring the installation of sidewalks on along section line roads and residential subdivision streets as part of the land development approval process. The Township also allocates funds on annual basis to complete gaps in this network. The goal of this process is to provide a comprehensive and continuous sidewalk path system that links residential neighborhoods with parks, schools and other significant destinations.

The Township Board is assisted in this process by the Sidewalk Committee which evaluates sidewalk needs and offers recommendations for funding priorities. The Committee is currently in the process of completing a township-wide evaluation of sidewalk needs, the results of which are included in the master plan update.

The purpose of this sidewalk evaluation is to promote the health, safety, and welfare of residents, property owners, and visitors to Shelby Township and to implement objectives and strategies of the Master Plan. This evaluation will look at the existing sidewalk locations and the future sidewalk locations along several transportation corridors located throughout the Township.

Several significant transportation corridors have been identified by the Sidewalk Committee. These corridors were chosen by mapping various points of interest throughout the community and identifying the transportation opportunities to access the points of interest. The points of interest include schools, township parks, regional bike trails, recreation areas, municipal offices and commercial centers.

The significant corridors include Dequindre Road, Auburn Road, West Utica Road, River Bends Park, Ryan Road, 25 Mile Road, 23 Mile Road and Van Dyke Avenue. Each corridor provides a link to areas in Shelby Township which ultimately lead to Township Parks, Stony Creek Park, the Macomb Orchard Trail, the Stony to Metro Trail, Schools and other areas of interest.

Dequindre Road Corridor

Dequindre Road is a common boundary between Oakland and Macomb Counties and abuts Shelby Township from M-59 to Mount Vernon Road. The corridor travels in a north to south direction, except when the road meets the Clinton River. At the Clinton River, the road curves west towards Avon Road in Rochester Hills and curves back towards 23 Mile Road. The location along the west end of the Township provides opportunities to connect with several points of interest in the Township.

The northern end of Dequindre Road located between 23 Mile Road and Mt. Vernon Road is identified as a Regional Trail system (the Stony Creek Park to Metro Park Trail) by the Macomb County Department of Planning and Economic Development. The only portion not included in the Regional Trail system is located north of the Consumers Energy Corridor just south of Creekside Village of Shelby Subdivision. Currently, the trail exists from Stony Creek Park to a point approximately one half mile south of 25 Mile Road. There are several gaps and concrete sidewalks along the remaining stretch to 23 Mile Road. The northern segment of Dequindre Road (23 Mile Road to Mt Vernon Road) provides an opportunity to connect with Stony Creek Park, the Macomb Orchard Trail, the Clinton River Trail, Yates Cider Mill and Roberts Elementary School. The connection to Stony Creek Park is not direct, but is made possible by the Stony Creek Park to Metro Park Trail. The Macomb Orchard Trail connection located between 23 Mile and 24 Mile Roads also provide users access to the Clinton River Trail system located in Oakland County. The Clinton River Trail system extends many miles into Oakland County and connects with the Paint Creek Trail in Oxford.

The southern segment of Dequindre Road (23 Mile Road to M-59) is not part of the Regional Trail system, but is a very important part of the overall pedestrian infrastructure. This segment provides a potential link to the southwest quadrant of Shelby Township which is disconnected from the rest of Shelby Township by the Clinton River located within River Bends Park. The only three (3) possible connections to the rest of Shelby Township from the southwest area are Dequindre Road, Ryan Road and M-59. Most of the sidewalk between M-59 and Hamlin Road is installed and in use, except for a few gaps.

West Utica Road Corridor

West Utica Road is located in the southwest quadrant of Shelby Township. The corridor extends from Dequindre Road to Auburn Road with abutting properties ranging from single family to multi-family developments and with office and commercial uses near all major intersections.

A large portion of sidewalk already exists along the north side of West Utica Road. Only 400 feet of sidewalk installation remains along the north side of the corridor. The south side of the corridor needs a significant amount of sidewalk, especially between Dequindre Road and Ryan Road. The remaining segment between Ryan Road and Auburn Road has several sidewalk gaps which amount to 1,300 feet of sidewalk installation.

The West Utica Road corridor does not provide many direct connection opportunities, but would provide future opportunities if other transportation corridors had sidewalks. One direct connection that West Utica Road provides is a connection to West Utica Elementary. The Elementary school is located on the north side, west of Mound Road.

River Bends Park / Woodall Community Park Corridor

River Bends Park and Woodall Community Park are situated on 870 acres along the Clinton River between the City of Utica and Ryan Road. River Bends-22 Mile Park is located on the northeast side of the river and Woodall Community Park is located on the southwest side in near Ryan Road. Both parks are interconnected by a pedestrian bridge over the Clinton River. One of the many assets of River Bends Park and Woodall Community Park is the placement of the Stony Creek Park Trail to Metro Park Trail. A large portion of the trail is planned to be located from the City of Utica limit up to 23 Mile Road and Dequindre Road. The placement of the trail within River Bends Park and Woodall Community Park will bring many users from other communities.

Currently, only one phase of the trail has been constructed. The constructed portion travels from the 22 Mile Park entrance to the Woodall Community Park entrance located at Ryan Road and Hamlin Road. A second phase of the trail is scheduled to be constructed sometime during the summer of 2009. The remaining segments of the trail have been planned. However, no construction is scheduled.

Holland Ponds / 23 Mile Athletic Fields Corridor

Holland Ponds is located on the west side of Ryan Road, just north of 22 Mile Road. Holland Ponds currently features a number of connected ponds and nature paths as well as a picnic shelter and an overlook for the heron nesting area. This corridor is also a designated Regional Trail area. The Stony Creek Park to Metro Beach Park Trail alignment is proposed to traverse through Holland Ponds and connects to the Yates Cider Mill Trail and over to the 23 Mile Athletic Fields.

The 23 Mile Athletic Fields is located on 23 Mile Road east of Dequindre Road. The site (formerly known as Soccer City) features multiple athletic fields for various sports and will also be a location for the Stony Creek Park to Metro Beach Park Trail. The trail will pass through the west edge of the property and connect into the trail at 23 Mile Road and Dequindre Road.

Ryan Road Corridor

Ryan Road is located in the southwest quadrant of Shelby Township. The corridor extends north from M-59 to 23 Mile Road and includes single and multi-family residential communities, manufacturing, commercial, office and floodplain areas. Very little sidewalk exists throughout the corridor. There are over 4 miles of sidewalk needed to complete the Ryan Road corridor.

Ryan Road should be treated as a "collector" corridor that provides access to many of the Township assets in the southwest quadrant of the community. These assets

include River Bends Park, the Stony Creek Park to Metro Park Trail, Holland Ponds Park, and other assets linked by other transportation corridors.

25 Mile Road Corridor

25 Mile Road is located in the northern half of the Township. This corridor travels east and west from Hayes Road to Dequindre Road. Land uses along the corridor include, residential, commercial and office.

Areas of interest along 25 Mile Road include, the Stony Creek Park to Metro Park Trail, the Macomb Orchard Trail, Malow Junior High School and Utica Eisenhower High School. The existing Stony Creek Park to Metro Park Trail is located on Dequindre Road. Significant commercial areas are located at Van Dyke and Dequindre Road.

Direct connections to the areas of interest currently exist. However, there are several sidewalk gaps along the corridor that hinder the public's use and prevent a direct route to the areas of interest. The most significant areas are located along the north side of 25 Mile Road. Over 4 miles of sidewalk are needed to fill in the gaps on the north side and over 2 miles are needed on the south side.

23 Mile Road Corridor

Twenty-three Mile Road is located in the center of the Shelby Township. The corridor travels east and west from Hayes Road to Dequindre Road. There is a large mix of land uses including, manufacturing, commercial, office and residential. Hayes Road to M-53 consists of manufacturing and commercial properties and is the largest manufacturing corridor within the Township. West of M-53 to Dequindre Road is more diverse with some residential, manufacturing, commercial and parkland.

Significant areas of interest located west of Van Dyke include Ford Field Park, Ewell Elementary, the 23 Mile Athletic Fields, and the future Stony Creek Park to Metro Park Trail and commercial properties along Van Dyke. The Christopher Columbus Memorial Freeway (M-53) is a significant barrier to pedestrian access. Improving the access across M-53 will improve the safety for those pedestrians that desire to commute to work or travel to the commercial areas.

Van Dyke Corridor

Van Dyke is centrally located through Shelby Township. The corridor extends north from the City of Utica to 26 Mile Road. There is a large mix of land uses including retail, commercial, office and residential. Currently, the Shelby Township Downtown Development Authority (DDA) is working to correct and prevent deterioration and promote economic growth along the Van Dyke corridor. The DDA District limits extend from the City of Utica to 25 Mile Road. Significant areas of interest along Van Dyke include a connection to the Shelby Center area, the Shelby Township Municipal Campus, the Shelby Township Library and Shelby Junior High School. Each of these areas has direct sidewalk connections to the Van Dyke corridor. However, there are multiple sidewalk gaps throughout the Van Dyke which hinder the ability to get to areas of interest. With the DDA involvement in this corridor, all sidewalk projects will be handled by the DDA.

Access Management³

Access management refers to a set of proven techniques that help reduce traffic congestion, preserve the flow of traffic, improve traffic safety, prevent crashes, preserve existing road capacity, and preserve investment in roads by managing the location, design, and type of access.

Access management not only focuses on the design and location of driveways relative to the road, but also on the use served by that driveway. Access management therefore can focus on land use issues, including internal site design and circulation, shared driveways, connected parking lots, shared service drives, building setback and site design. Successful access management therefore requires coordination and cooperation between property owners, local land use authorities and road agencies to permit safe access to private property and protect the public's investment in roads.

An access management plan is an evaluation of the existing roadway, the land uses that it serves, and a series of recommendations to realize the benefits of sound access management. This analysis also includes recommendations for the location, design of future driveways on undeveloped or underdeveloped property as well as the location of future public roads.

The Downtown Development Authority recently authorized the preparation of an access management plan for the Van Dyke corridor from the Utica city limits north to 25 Mile Road. The completion of the access management plan by the DDA will provide a tool for the Planning Commission to use during the site plan review process. The concepts contained in this document may also be transferable to locations outside of the Van Dyke corridor. The completed access management plan and the recommendations contained in the plan will be presented to the Planning Commission for consideration as a possible master plan amendment at a later date.

Traffic Calming

Traffic calming refers to a variety of techniques that are intended to:

- Reduce the negative effects of motor vehicle traffic.
- Alter driver behavior.
- Improve conditions for pedestrians.
- Equalize the use of streets among automobiles and pedestrians.

These techniques are primarily used on residential streets in particular those burdened by higher traffic volumes and cut-through traffic generated by higher intensity land uses.⁴

A variety of different techniques may be used calm traffic in specific neighborhoods. Effect traffic calming measures typically will impact both vehicle speeds and volumes. This can be achieved by narrowing streets (visually, physically or both), diverting traffic and creating obstructions.⁵

Two neighborhoods in the Township would benefit from the use of traffic calming measures. The live-work units on Lakeside Boulevard currently experience higher volumes of cut-through traffic. Slowing traffic on Lakeside Boulevard would improve the pedestrian environment and assist motorists identify businesses on the ground floor of these units.

The single family neighborhood north of Auburn Road and east of Dequindre in Section 30 may also benefit from the use of traffic calming measures to prevent traffic generated from the Stoneridge North Planned Unit Development from using existing neighborhood streets to access Dequindre Road.

⁴ American Planning Association, Planning and Urban Design Standards, 2006, pages 238-241

³ Adapted from the Access Management Guidebook, Michigan Department of Transportation, October 2001, pages 1-13

⁵ Southeast Michigan Council of Governments, Land Use Tools and Techniques, March 2003, pages 153 -154

chapter seven Implementation

The Master Plan represents a vision for the future of Shelby Township – a vision to preserve and enhance the best characteristics of the Township while making the most of opportunities that come with new development. The Plan in itself is a vision and provides goals and objectives that should be considered in daily decisionmaking. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, Township staff, public sector agencies, and private citizens and organizations.

This chapter includes a chart summarizing the recommended actions or strategies along with the entities primarily responsible for implementing each action or strategy; a zoning plan presenting short-term zoning implementation actions; and a brief description of implementation tools that can be used by the Township to implement the Plan.

SUMMARY OF RECOMMENDATIONS

This chapter identifies and describes actions and tools available to implement the vision created in this Master Plan. Broadly stated, the Plan will be implemented through:

<u>Planning and Zoning</u>: Evaluation of the Township's Zoning Ordinance, and if necessary, amendments to Township regulations is necessary to implement the recommendations of this Plan. Continuous evaluation of the recommendations of this Plan must occur at regular intervals to ensure that the overall vision for the future development of the Township remains relevant.

<u>Civic Improvements:</u> Improvements such as parks, public spaces, and utility systems fall into this category. Civic improvements are generally funded through public funds and are tangible "bricks and mortar" projects.

Economic Development: This category includes the economic and physical development of the Township. These improvements include a wide range of activities from physical development activity to promotion and marketing, and may be completed by public or private entities, or some combination thereof.

IMPLEMENTATION PROGRAM

The matrices on the following page present a detailed summary of all of the recommended implementation activities, who is responsible for completing the activity, and potential funding resources for each activity.

Key to Colors and Abbreviations

Project. The description of the implementation action or project.

Priority. The level of importance for the project.	Α	Most Important
	В	Very Important
	С	Important

Timeframe. The anticipated time frame for completion of the project:	1	Within one year
	2	1-3 years
	3	3+ years
	4	As Available
	5	Ongoing

Responsibility. The color code identifies the role each entity should play in the implementation action, while	Project Lead
	Key Participant
	Contributor
the abbreviation code identifies the entity.	

DDA	Downtown Development Authority
MCPED	Macomb County PED http://www.macombcountymi.gov/MCPED/index.htm
MDOT	Michigan Department of Transportation <u>http://www.michigan.gov/mdot</u>
PC	Planning Commission
PO	Property Owners
RCMC	Road Commission for Macomb County <u>http://www.rcmcweb.org/</u>
SCF	Shelby Community Foundation <u>http://www.shelbytwp.org/Main.cfm?location=128&parentID=3</u>
ST	Township Administration/Staff
ТВ	Township Board <u>http://www.shelbytwp.org</u>
TRL	Macomb Orchard Trail Commission <u>http://www.macomborchardtrail.com</u>

Funding. Public funding includes the Township's operating budget, federal, state, and county funding, or public bonds. Private funding includes grant monies, corporate funding, or property owner contributions. DDA/TIF funding is tax increment financing provided by an authorized body. See page 74 for authorized TIF bodies.

ZONING								
		PRIORITY TIME- FRAME	RESPONSIBILITY			FUNDING		
PROJECT	PRIORITY		Twp.	Other Gov't	Private	Public	Private	TIF/ DDA
Determine if an entire Zoning Ordinance update or targeted amendments are more appropriate	A	1	PC/ST			0		
Determine implementation method for character area recommendations - PUD process or new zoning districts	A	1	PC			0		
Revise the R-1 district standards to allow or require conservation neighborhood development	A	1	PC			ο		
Consider adopting form-based zoning standards for the Conservation and Village character areas	A	1	PC	DDA		ο		ο
Review C-6 Shelby Center zoning district for consistency with the Village Center recommendations of this plan	В	1	PC	DDA		ο		ο
Revise the Zoning Ordinance to allow for and create incentives for a closer proximity of uses	A	2	PC			ο		
Incorporate design controls into the Zoning Ordinance to create a well-designed community	В	2	PC			ο		
Create new Zoning Districts for the Van Dyke and Auburn Road mixed use corridors	В	2	PC	DDA		ο		
Allow clustering by-right in one-family residential districts to preserve natural features	В	2	PC			ο		
Revise the Zoning Ordinance to allow for distributed energy generation	В	2	PC			0		
Revise the Zoning Ordinance to encourage green building certification (such as LEED or EnergyStar)	В	2	PC			ο		
Revise the Zoning Regulations pertaining to the Industrial Improvement area to reflect the intent of this plan	В	2	PC			0		
Rezone properties consistent with the recommendations of this plan	С	5	PC			ο		

PLANNING								
	PRIORITY TIME- FRAME	TIME- FRAME	RESPONSIBILITY			FUNDING		
PROJECT			Twp.	Other Gov't	Private	Public	Private	TIF/ DDA
Create and adopt a Streetscape Design Plan for the DDA area	A	1	PC	DDA				0
Create and adopt a parks and recreation/natural features preservation plan every 5 years	В	5	ST			ο		
Consider completing neighborhood-specific plans to ensure the continued vitality of the Township's residential areas	С	4	ST			0		
Review the Master Plan every 5 years and, when necessary, update the plan	С	5	PC			0		

ECONOMIC DEVELOPMENT								
		TIME-	RESPONSIBILITY			FUNDING		
PROJECT		FRAME	Twp.	Other Gov't	Private	Public	Private	TIF/ DDA
Create a site-specific redevelopment plan for the Visteon site, including identification of appropriate financing tools	A	1	PC	MCPED	DDA	0	0	0
Create a parking plan for the DDA area to facilitate consistent and unified redevelopment	В	2	PC		DDA			0
Develop a series of signature events highlighting Shelby Township's assets and community gathering spaces	В	5			DDA			ο
Develop a business recruitment strategy to attract new businesses to the Township	С	2	ST		DDA			0
Create a Corridor Improvement Authority for the Auburn Road Mixed Use Corridor area	С	4	тв			0		
Maintain sidewalks in a safe and attractive condition	В	5	ST			0		0
Develop a new Township library with adequate building size and modern services	С	3				ο	0	ο
Complete the pedestrian sidewalk/multi-use pathway system	С	4	ST		PO	0	0	
Develop a trailhead for the Macomb-Orchard Trail where the trail crosses 24 Mile Road	С	4	ST		SCF	0	0	
Create non-motorized pathway connections through the Township to the Macomb-Orchard Trail	С	5	ST		SCF	0	0	
Design cultural and civic buildings to be important community landmarks, not just functional buildings	с	5	тв	DDA				

IMPLEMENTATION TOOLS

Tax Increment Financing Tools

Tax Increment Financing is a funding method that authorized bodies may use for public purposes. When a TIF district is established, the total state equalized value for property in the district is recorded. Every year thereafter, the property tax revenue generated by increases in the total state equalized value is captured by the TIF. In this manner, the TIF is funded only by increases in property values and the Township's general fund is not affected by the tax capture of the TIF.

The following is a summary of bodies that can use tax increment financing and other funding resources:

Downtown Development Authority (Public Act 197 of 1975). A Downtown Development Authority (DDA) is a non-profit development corporation which exists for the purpose of promoting a desirable environment for

businesses and residents, and implementing economic development projects. A variety of financing techniques are available to DDAs, including bond issues, Tax Increment Financing (TIF), and public and private contributions.

In order to establish a DDA, the Township must demonstrate evidence of stagnant or declining property values within the boundary of the proposed DDA. The Township has an existing DDA encompassing the Downtown area.

Corridor Improvement Authority (Public Act 280 of 2005).

This recently passed legislation establishes a new method of improving older commercial corridors without establishing a DDA. The Corridor Improvement Authority Act allows local governments to create one or more Corridor Improvement Authorities (CIA) to address established, deteriorating commercial corridors located outside their downtown areas. The primary benefit of this tool is to provide local governments with the option of using TIF for improvements in the district(s), and to undertake a wide range of activities to promote economic development and redevelopment in commercial areas.

In order to be eligible to create a CIA, the development area must have a minimum size of 5 acres, consist of at least 50% commercial property, and be zoned to allow mixed-uses, including "high-density" residential use. A municipality must also expedite the local permitted and inspection process in the development area and promote walkable nonmotorized interconnections throughout the development area.

An advantage of this act is that it allows more than one CIA to be established in a community, in addition to the one DDA that a community is typically permitted to establish.

The Auburn Road corridor would be a natural place to create a CIA, as the Township already has a DDA and the Shelby Township Plan and the Auburn Road Streetscape Plan calls for mixed uses and walkable nonmotorized connections along Auburn Road. Therefore, the Master Plan already complies with the requirements of Public Act 280 of 2005.

Brownfield Redevelopment Authority (Public Acts 381, 382, and 383 of 1996). Communities are authorized to create one or more Brownfield Redevelopment Authorities (BRA) in the community. BRAs may be used to finance the cleanup and reuse of contaminated property. Costs that can be funded by a BRA include the demolition of buildings necessary to remove hazardous substances and new construction if needed to protect against exposure to hazardous substances that are to remain.

A BRA may use a TIF to pay back a developer for activities needed to facilitate the redevelopment of the site. Once the developer has been paid back for initial site remediation, the additional captured property taxes may go into a local site remediation fund to pay for cleanup and rehabilitation activities on other brownfield sites in the community.

An important feature of a BRA is the ability to capture state and local school taxes, but only from the taxes paid by the user of the redeveloped contaminated site. BRAs may also issue revenue and TIF bonds and notes or borrow from the MDEQ's Revitalization Loan Fund.

The Township contains likely contaminated properties, so this tool will likely be appropriate in the future.

Principal Shopping District/Business Improvement District (Public Act 120 of 1961). This Act provides for the establishment of principal shopping districts and for the undertaking of certain activities within these districts. Municipalities are permitted to complete street and pedestrian improvements, acquire property for and construct parking facilities (including parking garages), along with other facilities that "serve the public interest."

The municipality may also create a board for the management of certain ongoing activities, including various initiatives to promote economic development (i.e. market studies, public relations campaigns, and retail and institutional promotions). In addition, the maintenance, security, and operation of the principal shopping district may be carried out through this board. For ease of description, this board is often referred to as a Downtown Management Board (DMB) and the area it represents as the Principal Shopping District (PSD).

The DMB is composed of a number of members determined by the Township at the time of authorization with a majority of the members being nominees of individual businesses within the PDS. One member is a representative of the adjoining residential neighborhoods and one member is a representative of Township government. All board members are appointed by the chief executive officer of the Township with the concurrence of the governing body.

The DMB may be funded through grants and contributions and may also use the proceeds of special assessment levied by the governing body on property within the PSD specifically for maintenance, security, and operation purposes. All assessments are levied in accordance with the Township's special assessment policies and procedures.

PSDs are a useful tool for addressing issues such as parking structure construction and operation by shifting responsibility and accountability to a single organization. The organization is business driven, yet closely linked to the Township through the appointment process and funding arrangements. It is therefore an organizational expression of the partnership between the Township and business interests. Its powers to conduct cooperative advertising and promotion, public relations, maintenance, and general operations are broad enough to address many of the previous strategies.

PSD's do not, however, possess the authority to conduct broad redevelopment or public infrastructure development activities. It also does not have access to a dedicated property tax millage or the ability to undertake TIF.

Commercial Rehabilitation Act (Public Act 210 of 2005). The Commercial Rehabilitation Act enables local units of government to create one or more rehabilitation districts

in which rehabilitated commercial property may receive property tax reductions for one to 10 years from the municipality (excluding personal property and the land upon which the rehabilitated facility is located). These tax reductions or abatements may be used to encourage redevelopment in the community; however, they do reduce the amount of tax revenues collected by the Township. Therefore, this tool should be used judiciously.

Local Development Financing Authority (Public Act 281 of

1986). A Local Development Financing Authority (LDFA) is intended to assist industrial development, to promote economic growth, and prevent unemployment. Eligible activities include the support of business investment in districts where the primary activity is the manufacture of goods or materials, agricultural processing, or high-tech activities such as product development, engineering, product testing, or research and development.

A LDFA may use TIF, and only one LDFA may be created in the community. The area along M-15 and encompassing the workplace area of the Shelby Township Plan would be the most natural locations in Shelby Township to create a LDFA to assist in economic development.

ZONING PLAN

The structure and recommendations of this Master Plan are a departure from past planning practice. In the past, master plans had a strong focus on land use and only an incidental focus on character or physical development form. This plan focuses as much on character and physical form as it does on land use.

The Township's existing Zoning Ordinance is also representative of a land use first approach to planning. Because we have adopted a new approach to community planning with this Master Plan, the recommendations herein are not consistent with existing zoning districts in some cases.

Specifically, this plan offers a new vision for nonresidentially zoned and used areas of the Township. Some existing commercial areas are now planned to have distinct characters, such as Hamlet, Village, Gateway Corridor, or Mixed Use Corridor.

The vision of this plan for some areas of the Township is completely consistent with the existing Zoning Ordinance. For instance, this plan is generally consistent with nearly all of the existing zoning requirements for residential districts. The Local and Community Commercial character areas are consistent with the C-2 zoning district. The Regional Commercial character area is consistent with the C-3 district. The Industrial character area is consistent with the LM district. However, some adjustments to the Zoning Ordinance will likely be needed to improve the alignment of the Zoning Ordinance with the Character Plan recommendations.

Character Area Correlation to Zoning Districts

The following Table 19 summarizes the zoning districts that correspond with each of the Character Areas in this plan.

Table 19. Character Area Correlation to Zoning Districts

Character Area	Corresponding Zoning Districts						
Conservation Character Areas							
Conservation Neighborhood	R-1						
Hamlet							
Suburban Character Areas							
Low Density Neighborhood	R-1-A R-1-B						
Moderate Density Neighborhood	R-1-C						
Multiple Family	R-3 through R-12						
Mixed Use Corridor	C-2						
Local Commercial	C-1						
Community Commercial	C-2 C-4						
Village Character Areas							
Single Family Neighborhood	R-1-C						
Mixed Residential Neighborhood							
Village Center	C-6						
Village Redevelopment Area							
Village Gateway Corridor							
Special Purpose Areas	6						
Manufactured Housing	MHP						
Office	0-1 0-2						
Regional Commercial	C-3 C-4 C-5						
Industrial	LM HM						
Industrial Improvement							
Recreation/Natural Features	REC						

Character Areas with No Corresponding Zoning District

Implementation of this plan will require a decision on the part of the Township regarding the best way to address the Character Areas in the above Table 19 that do not have a corresponding zoning district. The Township can address these areas in one of three ways:

 PUD. Implement the character area recommendations through the PUD process. This choice will not require the Township to adopt new zoning districts, as it can use an existing tool. However, if the Township chooses this route it may result in piecemeal development because PUD's are optional. Some landowners may elect to develop or redevelop their property using the current standards. Also, the PUD process itself can be a disincentive to property owners and developers because it can be a lengthy, difficult, and uncertain process. It is likely that most property owners will choose the easy route and continue to develop using the conventional standards.

- Overlay Districts. Adopting overlay districts would allow the Township to more easily permit development that is consistent with the character area recommendations by eliminating the PUD negotiation process. However, overlay districts would be optional, so a property owner could still elect to develop their property using conventional zoning standards, meaning that piecemeal development would still be a possibility.
- Adopt New Zoning Districts and Zoning Map. This option for implementing the character plan would be the most costly and difficult up-front, but it will provide the most certainty in the future. Adopting new zoning districts for the character areas will ensure that development and redevelopment is consistent throughout the character area and will provide a greater level of certainty to the Township about what kind of development it will achieve.

Zoning Plan

The Zoning Plan map on the following page identifies short term zoning changes that should be made consistent with the recommendations of this plan.



zoning plan

Shelby Township, Macomb County, Michigan

Base Map Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 7a. and Shelby Township GIS, 2008 0 2,000 4,000 Draft Feet Draft NCCORPORATED

Community Planning Consultant



Community Planning – Urban Design – Landscape Architecture 235 East Main Street, Suite 105 Northville, Michigan 48167 Telephone: 248-596-0920 Fax: 248-596-0930 Website: www.mcka.com

Phillip C. McKenna, PCP, AICP	President
James C. Breuckman, AICP	Project Manager
Courtney R. Piotrowski, RLA, ASLA	Community Design Plans
Peter Z. Acuff	GIS Mapping
Sabah Aboody-Keer	GIS Mapping
Andrew Robertson	Graphic Support and Cover Design
Kacy Smith	Administrative Support