

City of South Lyon

Oakland County, Michigan



adopted xxx, 2014

prepared by



Master Plan

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Acknowledgments

This plan is the result of collaboration between city staff, city officials, planning consultants, and the public.

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A. Overview of Process

What is a Master Plan?

The master plan is a document created by the City of South Lyon Planning Commission and adopted by the City Council to guide the future growth and development of the city. A sound master plan helps ensure that South Lyon remains a highly desirable place to live, work, or visit. This can be accomplished by preserving and enhancing the qualities of the city that the residents, businesses, and property owners consider important.

The master plan identifies and analyzes the city’s physical elements to create a set of goals, policies, and recommendations to direct decisions regarding future land use, neighborhood and transportation improvements, and special strategies for key areas in the city. Because the plan offers a balance between the interests and rights of private property owners with those of the entire community, it effectively assists city leaders in making substantive, thoughtful decisions for the community while considering long-term implications.

The Differences between a Master Plan and a Zoning Ordinance

The master plan provides a general direction for future development, and while it does not change the zoning of or any zoning regulations applying to any property, implementation of the plan will be through zoning ordinance text and map amendments. Some of the other differences between the master plan and the zoning ordinance are listed below.

| Comprehensive Plan | Zoning Ordinance |
|--|---|
| Provides general policies, a guide | Provides specific regulations, the law |
| Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today | Describes what is and what is not allowed today, based on existing conditions |
| Includes recommendations that involve other agencies and groups | Deals only with development-related issues under City control |
| Flexible to respond to changing conditions | Fairly rigid, requires formal amendment to change |

Past Planning Efforts

This plan replaces the ___ Master Plan.

Public Involvement

To assess and respond to public opinion, the City relied on a variety of tools to engage local residents, business owners, and citizens interested in the future of South Lyon. The detailed public feedback provided by each is included in the Appendix.

- **Online Survey:** The City developed a survey of questions early in the process to establish an understanding of local needs and wants. It was posted on the City's website on October 16, 2012. In total 218 responses were received.
- **Visioning Session:** On May 31, 2012 a visioning session was held at the Salem-South Lyon District Library with elected and appointed officials from the city. The purpose was twofold: (1) to identify what those individuals most involved in local government consider the vision for the community to be; and (2) provide direction to the consulting team and Planning Commission as they begin preparation of a new Master Plan for the City of South Lyon. Key focus areas included downtown, parks and recreation, neighborhoods and the overall community.
- **Public Open House:** To gather input before recommendations were developed, a community workshop was held on November 15, 2012 at City Hall for residents to learn about the process, and provide their input for consideration during the future planning steps. Informational stations were set up to present various ideas regarding the downtown, recreation planning, neighborhoods, and commercial corridors to help determine the needs and desires of local residents and business owners.
- **Stakeholder Interviews:** The City conducted 4 separate stakeholder focus group meetings to obtain input on the Master Plan from those that either: (1) were not able to attend the Public Open House; or (2) are groups that typically do not get involved in community planning efforts. Two separate Government class student sessions were held at the South Lyon High School on Wednesday, February 13th. On Thursday February 14th a focus group session was held with seniors at the South Lyon Senior Center, which is also housed in the South Lyon High School building. The last focus group session was held on Friday February 15th with business and property owners at City Hall. Each of these sessions provided unique insights and perspectives on the community; the detailed results of which can be found in the Appendix.
- **Final Presentation:** A final presentation on the Master Plan was made at the _____ 2013 City Council meeting. Included was an overview on the master planning process, the extensive measures taken to solicit public input, and a summary of the key components of the new plan. The plan was adopted by City Council following a positive recommendation from the Planning Commission.

For the detailed results of Public Involvement, please see the Appendix

B. Introduction to South Lyon

Located in western Oakland County, the City of South Lyon is geographically poised to capitalize on the array of educational, employment and recreational opportunities offered throughout the region. Proximity to U.S. 23 and I-96 have made it attractive to new residents and families, yet it has not lost its historic charm. Downtown South Lyon is a cherished asset in the community that must be managed and cared for.

The City projects an historic and small-town appeal, yet while only 3.5 acres in size, it also boasts an advanced municipal structure and array of services not often provided by such communities. This efficiency and quality of service is what makes the City a desirable place, which is only enhanced by the City's charming, walkable downtown. This planning process was initiated to protect these characteristics that the City has worked so hard to create.

Comparison Communities:

| | 2010 Density (persons per acre) | 2010 Population | % Change 2000-2010 |
|-----------------|---------------------------------------|--------------------|-----------------------|
| South Lyon | 5.2 | 11,327 | 12.9% |
| Milford | 3.9 | 6,175 | -1.5% |
| Northville | 4.7 | 5,970 | -7.6% |
| Brighton | 3.2 | 7,444 | 11.1% |
| Walled Lake | 4.4 | 6,999 | 4.3% |
| South Lyon Twp. | 0.7 | 14,545 | 31.7% |
| Oakland County | 2.1 | 1,202,362 | 2.1 |

Key Facts about South Lyon's Population:

- Of the incorporated comparison communities, South Lyon had the largest population growth between 2000 and 2010 (12.9%); second was the City of Brighton (11.1%).
- On average, residents are slightly older than they were in 2000. The average age of residents in 2010 is 36.7, compared to 35.2 years in 2000.

C. Vision and Goals

Plan Vision

The City of South Lyon will be a community where its residents are proud to live, work and play. It will provide a healthy living environment through safe public places, attractive development, strong neighborhoods, vibrant downtown activity, enriching educational environments, and efficient public services. It will be a place where residents of all ages, ability, and preferences feel welcome and comfortable, and businesses will seek to locate.

Plan Goals

Land Use and Policy

- Maintain and improve existing community assets
- Promote healthy living through increased recreational opportunities, provision of non-motorized facilities and improved education and awareness
- Provide efficient public services
- Preserve and enhance open space and natural features

Transportation and Access Goals

- Promote safe travel through the city
- Improve access management

Neighborhood Goals

- Provide housing to match the varied needs and income levels of the present and future population
- Maintain high quality neighborhoods

Commercial Area Goals

- Improve existing commercial development
- Improve the City's image through streetscape improvements that encourage private reinvestment
- Promote renovation and redevelopment through design guidelines, ordinance requirements and promoting façade improvements
- Strengthen the environment for light industrial uses and large employers

Downtown Goals

- Endorse the proper mix of uses to create a vibrant, pedestrian-friendly environment
- Carefully plan and design public places
- Encourage increased activity downtown
- Identify alternative routes for truck traffic

Vision

Why?



Goal/Objective

What?



Action

Who? When?



Tool

How?

Goal



Throughout the plan, goals are highlighted in blue. For more detail on how to achieve the goals, see Chapter V: Implementation

Key Tools



Throughout the plan, Key Tools are highlighted in green. For more detail on how to use the tools, see Chapter VI: Toolkit

As part of the assessment of the community, discussions were held with local officials, staff and the public. Additionally, analysis of census data revealed basic facts that helped shape the recommendations and Planning Toolkit contained later in the Plan.

At the time census data was collected, Michigan was just coming out of an economic downturn that likely impacted demographic figures. Specifically, the downturn resulted in population losses, lower housing values and declining income levels. Some discretion is needed when reviewing this demographic data, to consider how that economic climate has impacted housing, economic and population factors reported by the U.S. Census Bureau, and how well the community may have rebounded since 2010. In general, trends show that the residential housing market is recovering and the commercial market will be soon to follow. Somewhere the data below may indicate a somewhat bleak outlook, it is expected that more current data for South Lyon would show an improvement in both property values and population.

South Lyon's stable neighborhoods are the backbone of the community. Commercial development generally exists to support the local economy. Historically, the local economy was based on manufacturing, but is shifting toward a more service-oriented economy. Employment of City residents is following a similar shift toward Sales and Office jobs. Most residents commute to work, which requires a transportation system that can accommodate them. The primary traffic concern in the City is the safe, efficient movement of traffic, both vehicular and pedestrian.

A. Existing Land Use

A fundamental step in preparing a community master plan is to analyze existing land use patterns. This analysis not only identifies what and where particular uses have occurred, but also provides insight as to where future development might take place and where conflicts may exist or develop. The Existing Land Use map presents a generalized picture of existing land uses in the city. A discussion of the land uses corresponding to the map is detailed below.

Existing Land Use Descriptions

Single-Family Residential

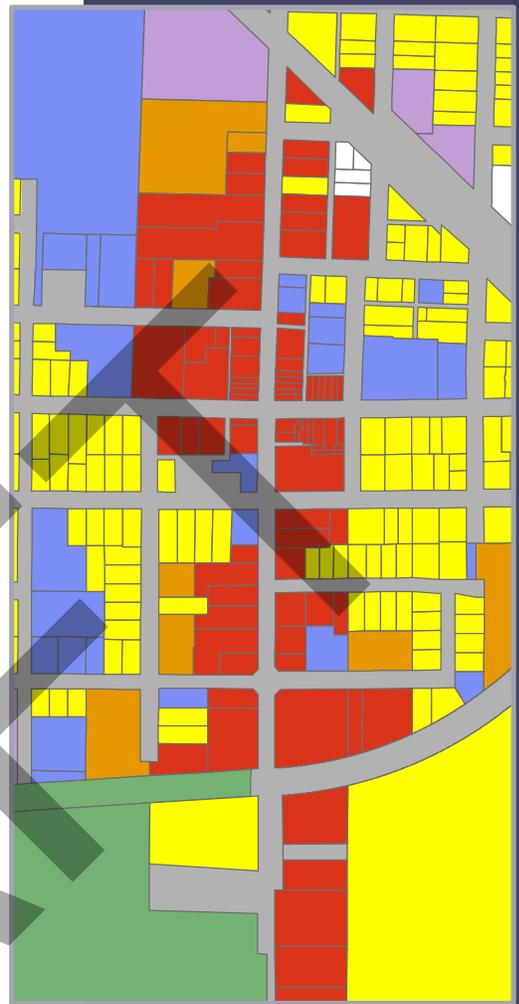
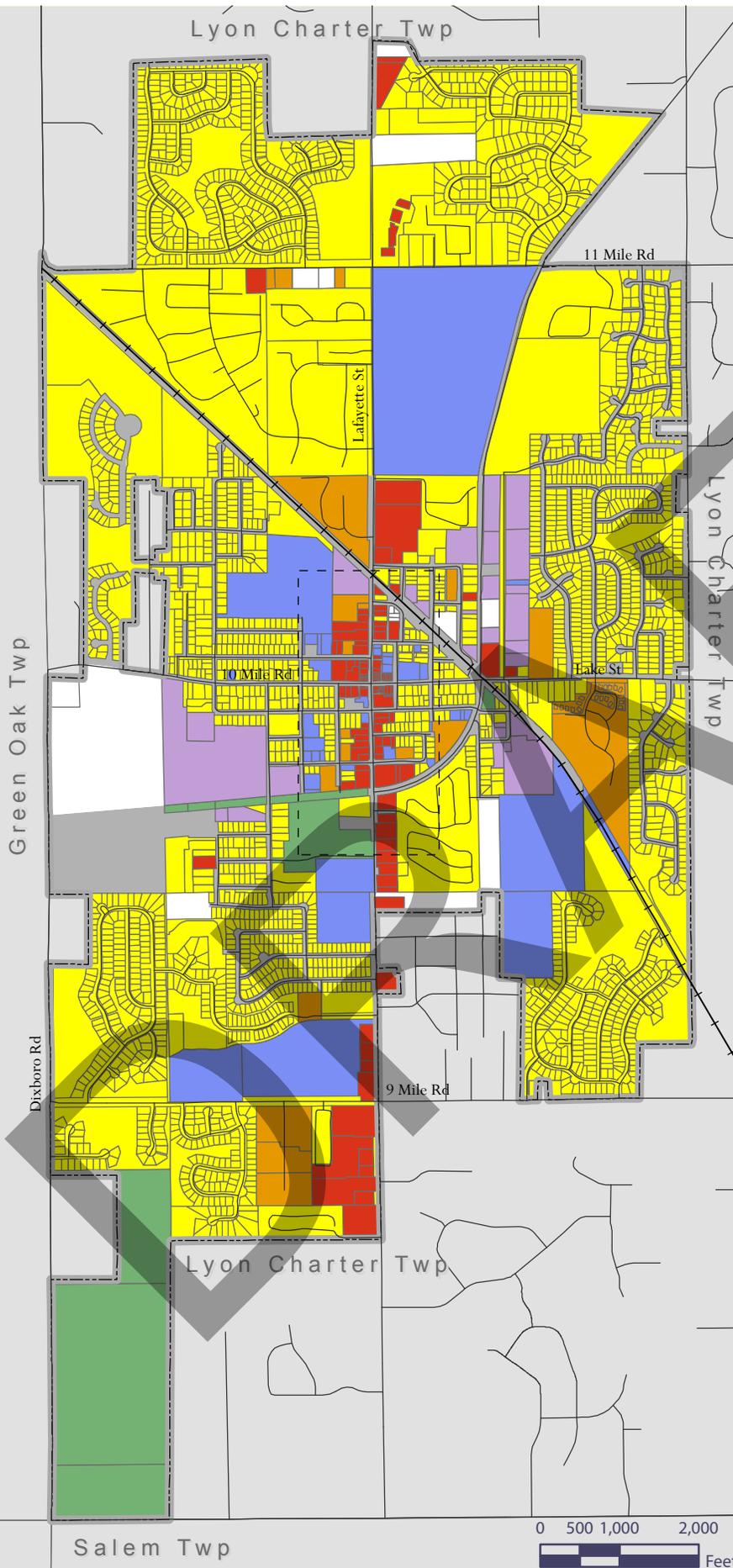
- Detached single-family homes
- Larger lot sizes
- Curvilinear street patterns
- Larger buffers/open spaces

Multiple-Family Residential

- Attached residential homes
- Typically within self-contained development
- Attached senior housing

Downtown

- Mixed land uses
- Traditional development patterns
- Downtown character



- Single-family residential
- Multiple-family residential
- Commercial
- Industrial
- Governmental / Institutional
- Agricultural
- Public Parks/Recreation/Open Space
- Undeveloped
- Trans/Comm/Utilities

Map 1: Existing Land Use
October 2012



Sources: City of South Lyon, Oakland County, MCGI, SEMCOG 2008 Land Use, LSL

- Municipal parking

General Commercial

- Single-use sites
- Suburban development patterns
- Private off-street parking lots
- Auto-oriented sites requiring additional vehicle access

Industrial

- High intensity uses: manufacturing, production, processing

Governmental/Institutional

- Publicly-owned buildings
- Civic uses: city buildings, schools, churches

Parks/Recreation/Open Space

- Public parks
- Passive green space

Existing Land Use Mix

| | Acres | % |
|---|-------|-------|
| Single-family residential | 1186 | 59.1% |
| Multiple-family residential | 87 | 4.3% |
| Commercial (includes downtown) | 87 | 4.3% |
| Industrial | 87 | 4.3% |
| Government/Institutional | 256 | 12.8% |
| Parks, Recreation, and Open Space | 154 | 7.7% |
| Transportation/Communications/Utilities | 56 | 2.8% |
| Undeveloped | 93 | 4.7% |

B. Housing

Neighborhoods in South Lyon are strong. The traditional neighborhood patterns have created places where people like to live. Their close proximity to community and regional shopping, transportation, recreation and jobs have made the city a destination for new residents and families. For these reasons, housing values are rising and ownership rates are increasing. And, while housing values are increasing at a lower rate than other similar municipalities like Milford, Brighton and Walled Lake, an increase in this uncertain economic climate is considered a positive indicator of the local housing market. The facts below suggest that existing neighborhood character needs to be protected, and continued enhancements made to continue improving local neighborhoods.

- Median housing values increased 7% between 2000 (\$160,400) and 2010 (\$172,000).
- About half of the homes in South Lyon are between \$150,000 and \$300,000 in value.
- Average household size grew from 2.35 persons per household in 2000 to 2.42 persons in 2010.
- The mix of housing types has not shifted significantly since 2000. The largest category of housing types is single-family detached homes, which comprises 48% of all housing units.
- Most homes (48%) in the city are owner-occupied, and the percent of ownership increased by 14% since 2000.
- Housing values in South Lyon are increasing, but not as fast as other comparable communities.
- Homes in South Lyon are relatively new – the average home was built in the 1980's.

Source: U.S. Census/SEMCOG

Opportunities

- Increase housing options downtown
- Improve neighborhood trail connections
- Explore additional neighborhood parks
- Continue to improve streetscapes, including street trees, uniform lighting, well-maintained streets and sidewalks
- Encourage mix of housing types



Key Tools

- Neighborhood Planning
- Traditional Neighborhood Development
- Tree Maintenance Policy

C. Economy

Like most Michigan communities, the economy in South Lyon is struggling in the midst of the current economic downturn. However, while current conditions are not as favorable as they may have been historically, the City has all of the ingredients needed to rebound. The data below indicates the economy is shifting to more service, sales and office oriented businesses, due to increasing education levels in the community. The majority of residents commute to work alone by car and rely on the local system of streets to commute to work. Commercial businesses in the community are generally suburban in character, except Downtown, where a traditional urban development pattern exists.

- Educational attainment is on the rise. Between 2000 and 2010, the percent of residents who have attained a Bachelor's Degree increased by 4.1%.
- In 2000 the largest industry in the city was "Manufacturing", and in 2010 the largest industry was "Education/Social Service". This suggests the types of jobs offered in the city are shifting.
- Similarly, employment of residents in the city is also shifting. In 2000, the largest percentage of residents were employed in the "Service" industry, and in 2010 the largest percentage worked in the "Sales and Office" industry.
- South Lyon is part of the greater Metro Detroit region, and many of its residents commute to areas closer to Detroit for jobs. 91% of residents commute to work. On average, residents commute just under a half hour to work.
- Current economic conditions are responding to a general slump in the national economy, with US monthly unemployment rates hovering around 12% in 2010 according to the Bureau of Labor Statistics.
- Nationally, employment sectors on the rise included "education and health services", and "leisure, hospitality, and other services."

Source: U.S. Census/SEMCOG

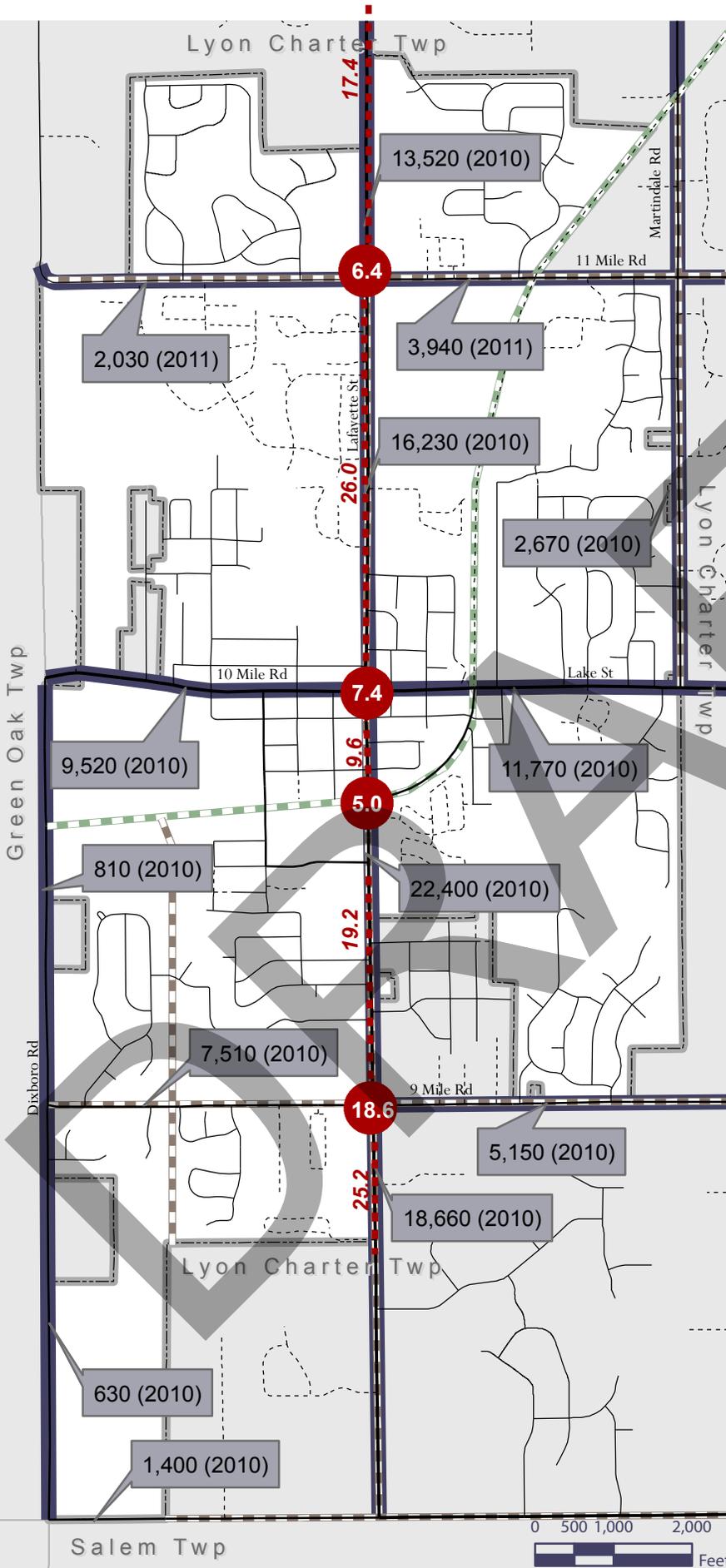
Opportunities

- Strengthen Downtown as a vibrant, shopping and living destination
- Improve Lafayette corridor to put South Lyon's best foot forward as gateways to the city

Key Tools

- Building Design Guidelines
- Commercial Site Design Standards
- Incentives
- Downtown Housing Guidelines
- Facade Program





— Principal Arterial
 — Minor Arterial
 — Collector
 — Local Road
 - - - Private Road
 - - - Trail
 - - - Path
 ■ County Streets

18.6 Intersections
26.0 Road Segments
 5,150 (2010) 2-way AADT (year)
 (Annual Average Daily Traffic)

Map 2: Transportation
July 2013

Sources: City of South Lyon, Oakland County, MCGI, SEMCOG, LSL

D. Transportation

Roads in the City have had a tremendous influence on development. As people's first impression of the City, they immediately convey the character of South Lyon.

- Arterial Roads are intended to carry traffic at higher speeds. Lake Street (10 Mile Road) and Lafayette Avenue (Pontiac Trail) are considered Arterial Roads. These arterials are used by trucks, making their redesign difficult.
- Collector Streets function to connect arterial routes with local roads and neighborhoods. Dixboro Road and 8 Mile Road are considered collector streets.
- Local Roads provide direct access to individual private property. Other streets in the City not mentioned above are considered Local Roads.
- Predictably, the highest traffic volumes and crash frequencies are along Lafayette
- Adequate off- and on-street parking exists downtown

Key Tools



- Parking
- Alternative Pavement Options
- Access Management
- Non-Motorized Planning
- Transportation Coordination
- Gateways

Opportunities

- Work to create a "Complete Streets" system that balances the needs of motorists, bicyclists, and pedestrians
- Explore with the Road Commission, alternate truck routes to ease congestion at the city's main crossroads, Lake/10 Mile and Lafayette/Pontiac Trail
- Promote cross-connections between businesses to reduce the number of driveways on busy streets
- Improve gateways to City through landscaping, more prominent signage, and streetscape enhancements
- The amount of public parking available downtown could allow the City to provide incentives to encourage businesses to utilize existing municipal lots in lieu of off-street parking requirements
- Work with the Road Commission and State Police to discuss and apply appropriate speed limits on roads in the city, specifically along Lake Street east of Lafayette



parking at the north Pontiac Trail shopping center is underutilized now that it has lost its anchor store



this parking lot on Pontiac Trail has provided the stub to connect it to the adjacent parking lot, but has not connected

E. Community Facilities

Parks and Recreation Assessment

Analysis of parks is based on guidelines from the National Recreation and Park Association (NRPA). These guidelines were developed to provide an understanding of typical recreation needs, based on local population. Typically, NRPA suggests parks be categorized as Mini Parks that serve adjacent neighborhoods, Neighborhood Parks that serve residents within a half mile, Community Parks that serve the entire community and Regional Parks that serve residents in the study community as well as others. Because South Lyon occupies a relatively small geographic area and most parks serve multiple purposes (i.e. a Neighborhood Park is likely used by the whole community), for purposes of this analysis, parks were only classified as Mini or Community. Regional Parks are those provided by County, State and Regional recreational agencies

Park Inventory and Analysis

| Park Classifications | Guideline per 1,000 residents ¹ | Standard for South Lyon | Provided | Analysis |
|--|--|-------------------------|------------|-----------------------|
| Mini Parks • Fountain Park | 0.375 | 0.4 ac. | 0.4 | Meets NRPA Standard |
| Community Parks • McHattie Park (15 ac.) • Volunteer Park (130 ac.) | 6.5 | 73.6 ac. | 145 ac. | Exceeds NRPA standard |
| Regional Parks • Huron Valley Rail Trail • Kensington Metropark • Island Lake Recreation Area • Lyon Oaks Park • Maybury State Park | 7.5 | 85.0 ac. | 10,322 ac. | Exceeds NRPA standard |

¹ Source: National Recreation and Park Association (NRPA, 1983)

- McHattie Park provides playground equipment, little league ball diamonds, sand volleyball courts, sledding hill, outdoor ice skating and hockey rink, open spaces, pavilion rental. Home to the historic Witch's Hat Depot Museum, Little Village Chapel, the Freight House and the Victorian Gazebo.
- Volunteer Park is located on Dixboro Road between Nine and Eight Mile Roads baseball diamonds, soccer fields, sand volley ball court, multi-use/nature trail
- Fountain Park (Paul Baker Memorial Park) is located at the intersection of Lake Street and Reynold Sweet Parkway fountain and gazebo
- Private Parks:
 - » Andover Park: located in the Oak Creek Village Condominiums
 - » Columbia Park:
- Regional Recreation facilities also available for residents' enjoyment include the Huron Valley Rail Trail, Kensington Metropark, Island Lake Recreation Area, Lyon Oaks Park and Maybury State Park.

Key Tools

- Parks and Recreation
- Safescaping
- Sustainability

Education

The City of South Lyon falls entirely within the boundaries of the South Lyon Community School District. Six public schools are located in the city including South Lyon High, Centennial Middle, Millennium Middle, Sayre Elementary, Bartlett Elementary, and the Early Childhood Center. Although the South Lyon Community School District covers a large land area, half of the school buildings are located in the city. The District has recently undertaken an Enrollment and Facility Utilization Study to ensure proper utilization of classroom space and equitable distribution of students to the schools.

Public Services

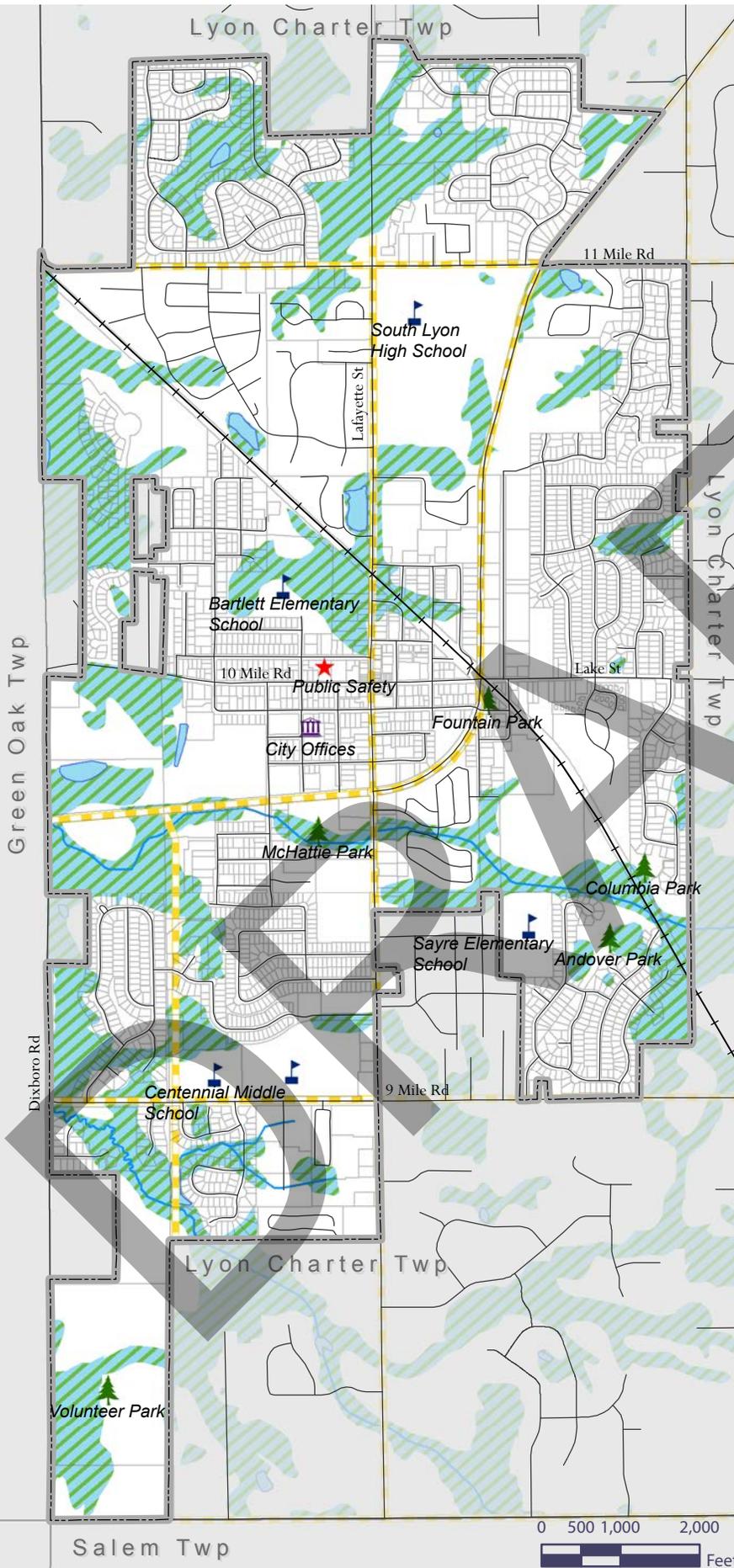
Being a city, South Lyon offers a full complement of public services including police, fire, public works (snow removal, leaf removal, garbage collection, water service, storm sewer, sanitary sewer, public building maintenance), parks & recreation and city administration.

Cultural Amenities

South Lyon is home to a number of both public and private cultural amenities including the South Lyon Theater, the South Lyon Public Library, and the Witch's Hat Depot Museum and Historic Village. The City also sponsors a weekly farmer's market during the summer months and hosts a number of special events including Depot Days, free concerts in the park, and the largest annual festival: the annual Pumpkinfest held the first weekend in October.

Opportunities

The primary cultural opportunities identified through the planning process are for additional events like festivals. Pumpkinfest is very successful and draws people in from a broad area so additional events throughout the year would add to the community.

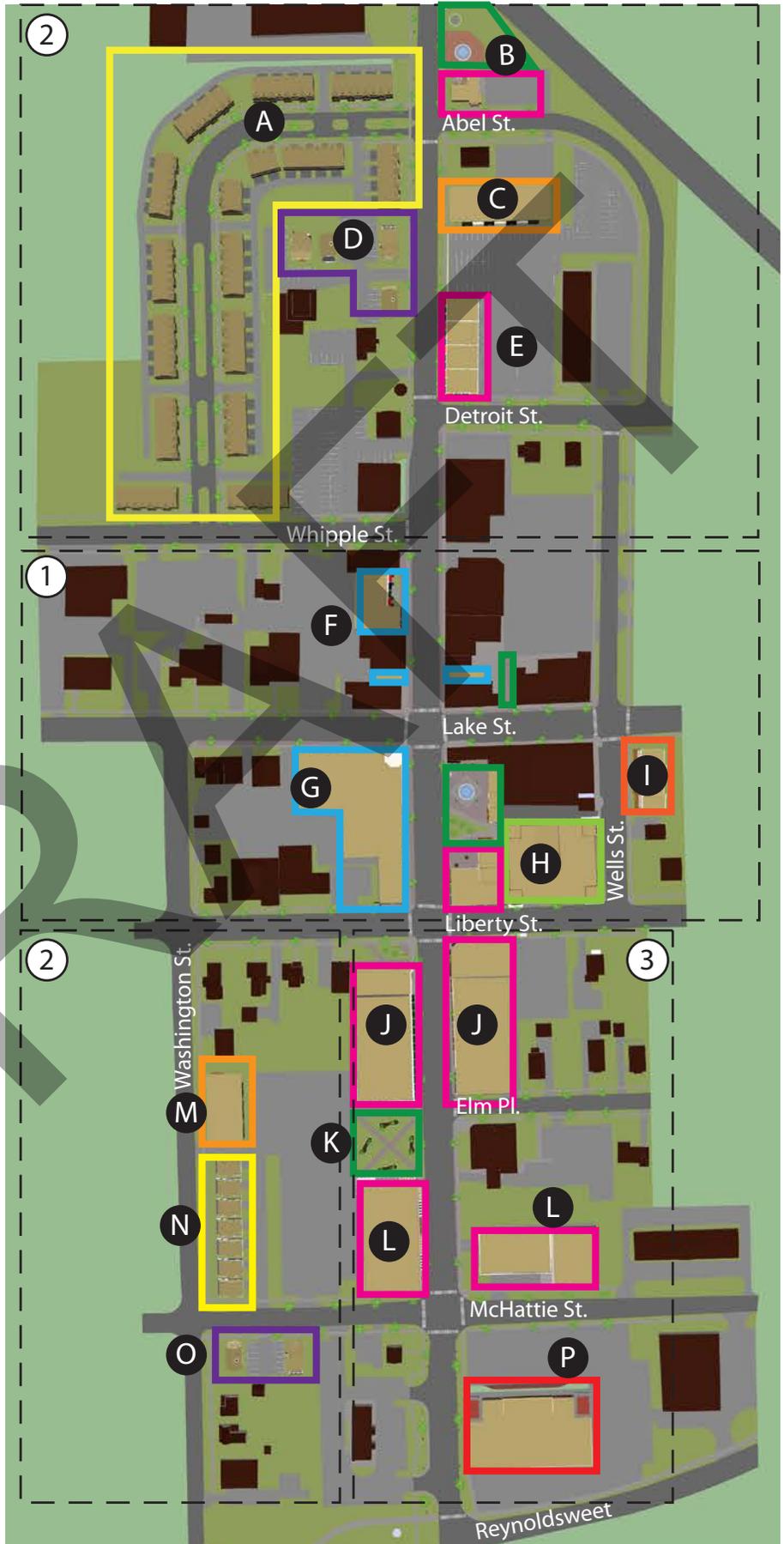


- Huron Valley Trail
- Public Safety
- School
- Park
- City Offices
- Waterbodies
- Wetlands

Map 3: Community Facilities
January 2013

Sources: City of South Lyon, Oakland County, MCGI, SEMCOG 2008 Land Use, LSL

A. Downtown



The following pages show snapshots from a 3D model designed to show key redevelopment opportunities in Downtown South Lyon broken down by three area types:

1. Downtown Transition
2. Downtown Core
3. Mixed-Use Redevelopment

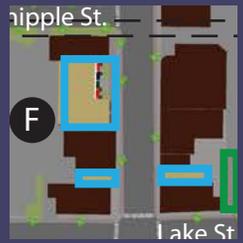
Key Tools

- Downtown Housing Guidelines
- Facade Program
- Downtown Building Guidelines



1. Downtown Core

F Key Infill Opportunities



Redevelopment of three key parcels north of Lake Street could complete the rhythm of the existing historic buildings.



Maintain a safe pedestrian walkway on Lake Street to the public parking lot behind



1. Downtown Core



I Live/Work



example of artists' live/work units

A vacant lot that currently faces businesses across Wells Street is an opportunity for live/work units that would serve as a transition between commercial and residential uses.

H Post Office Redevelopment/ Town Square



Should the Post Office vacate its current site in the future, the location could be redeveloped with a town square, outdoor restaurant seating, and storefronts that match the rest of the downtown core.

1. Downtown Core

G LONG TERM: Key Redevelopment Block



Reestablishing a corner building anchor will ensure each corner of this key intersection has a corner building to contribute to the core of the downtown.

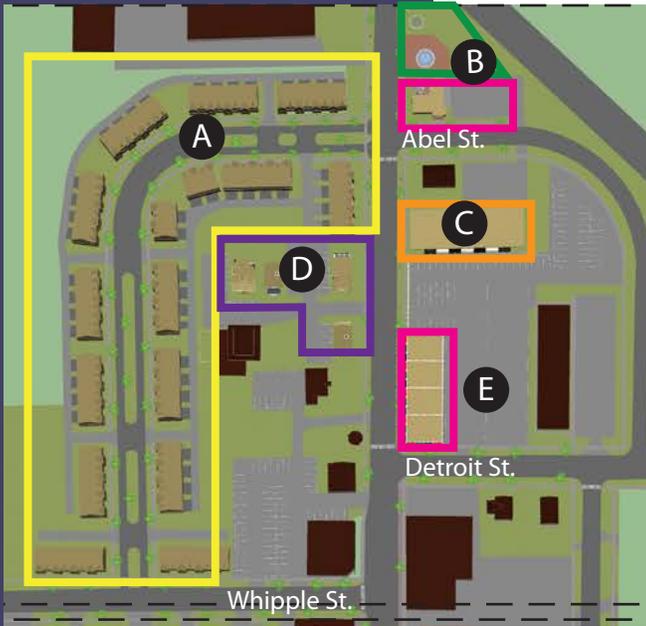
Similarly, two-story buildings could be constructed along the entire block to match the character of the other three core blocks.

The existing site is underutilized with the storage of parked cars.

SHORT TERM: Facade improvements to existing buildings, while they may not achieve the long-term vision illustrated above, are a good first step toward reaching the vision for this key block.



2. Downtown Transition



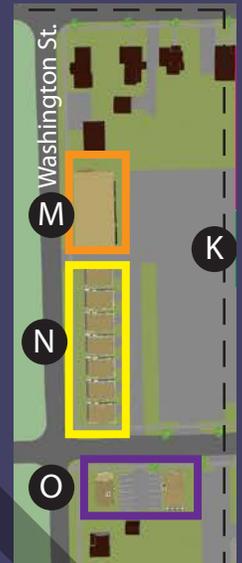
An example of cottage-style offices in East Lansing where new offices can blend into an established residential area or with existing cottage-style offices as seen below on N. Lafayette St.



Compatible residential and office uses at the fringe of downtown will provide a transition to the downtown district and provide urban living amenities



2. Downtown Transition



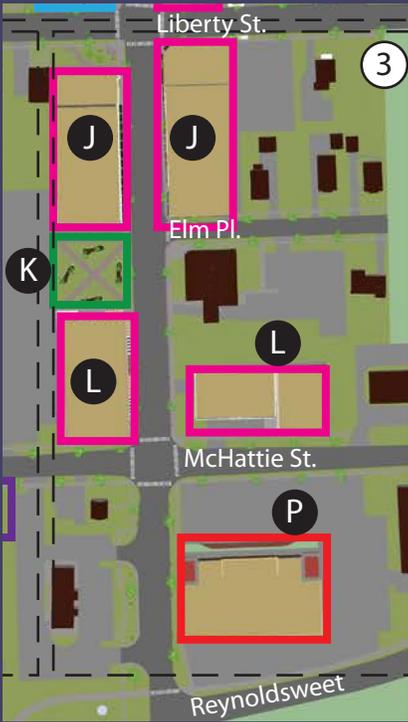
Modern multiple-family apartments or lofts would be a positive addition to urban living options downtown



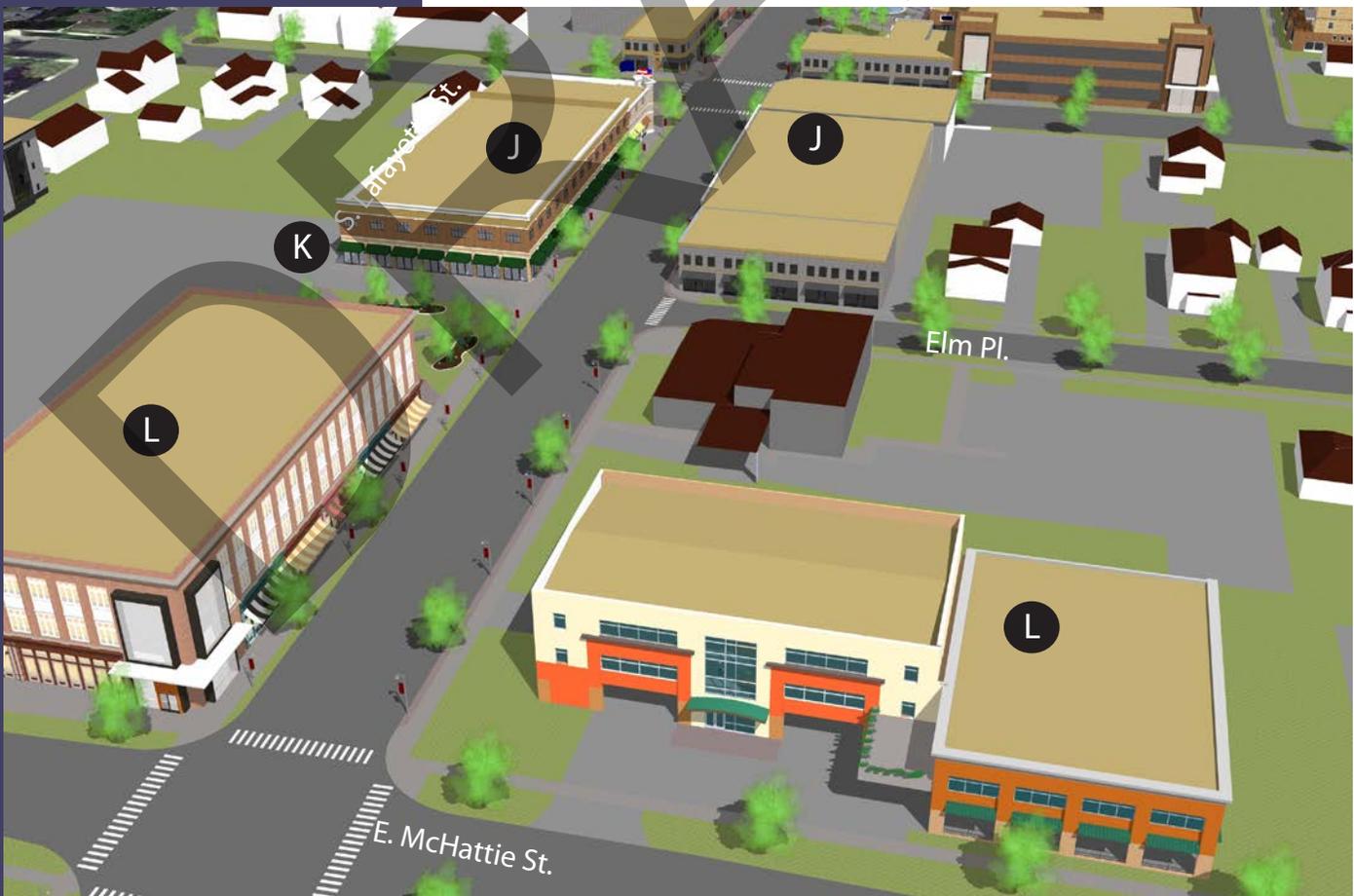
Attached or detached condos or townhouses can provide the urban living many people seek out in new homes



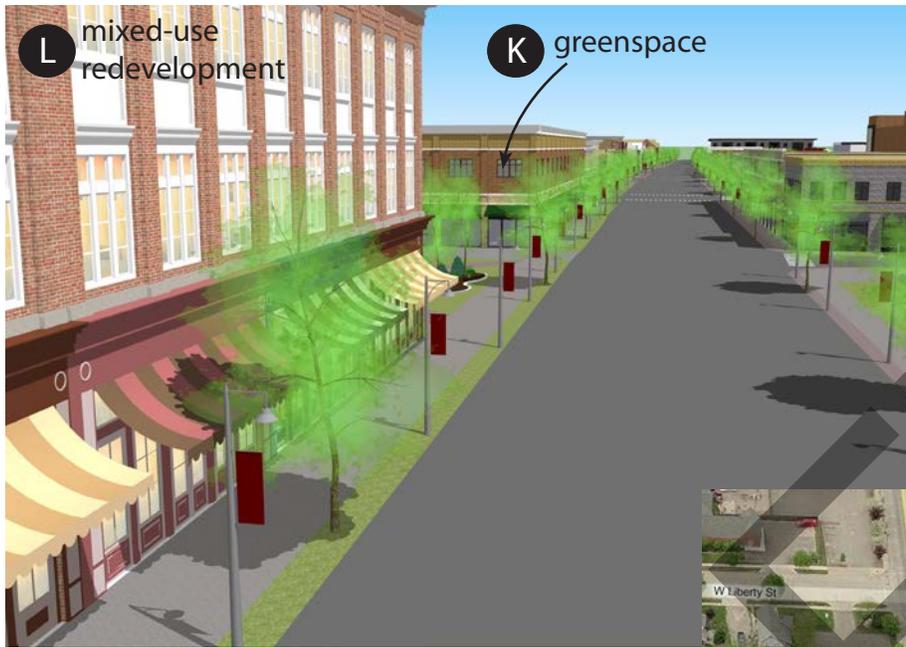
3. Mixed-Use Redevelopment



The areas just to the north and south of the core can be redeveloped with two to three-story buildings that front the street, making an attractive, walkable environment for shoppers that extends beyond the core intersection of Lake/Lafayette.



3. Mixed-Use Redevelopment



The current character of the downtown south of Lake St. lacks the consistent “Main Street” feel that the Lafayette/ Lake St. intersection has. Planning for higher density buildings that front the street will help achieve a more desirable downtown streetscape.



A key transitional property to the commercial corridor to the south of downtown, the property just north of the Reynoldsweet ring road can serve as the south gateway anchor to downtown at this highly visible intersection. It is a prime location for a medium-sized grocer or retailer that could be developed in an urban style.

Key Tools

- Parks and Recreation
- Safescaping
- Sustainability



Current Park Amenities

- play structure
- swings
- sledding hill
- two unfenced baseball fields
- covered pavilion
- restroom building
- maintenance building
- lighted sand volleyball courts
- two pedestrian bridges

Park Plan Process

- A conceptual design was prepared by Russell Design and the planning effort coordinated with the City of South Lyon Parks and Recreation Commission.
- Two programming meetings were conducted:
 - » walk through the park with a small group of City staff and citizens in the summer of 2012
 - » Parks and Recreation Commission in fall of 2012
- Discussions centered on accessibility, safety, overall image and visibility of the park, lack of significant draw to the park, and maintenance
- The plan was then presented at the Master Plan Public Open House session and online survey for comment. Positive feedback was received, recognizing that this is a conceptual plan and the park will ultimately require more detailed analysis for construction purposes.

B. McHattie Park

Existing Conditions

McHattie Park is a fifteen acre park located south of downtown within walking distance from the commercial core and adjacent residential communities. The park is bounded on the north and west sides by established residential neighborhoods. South Lafayette Street (Pontiac Trail) creates a strong eastern edge to the park separating the park from a commercial development. The Yerkes Drain bisects the park from the historic village and Witch's Hat Depot Museum to the south and the South Lyon Water Plant - Water Treatment Facility is located in the southeast portion of the property.

Vehicular access to the park (north of the Yerkes Drain) is limited to one public point of entry from South Warren Street. There is another entry from Washington Street; one block east, however this entry is relegated to maintenance and emergency vehicles and the two residences currently being leased by the City.

There are two vehicle access locations south of the Yerkes Drain. The eastern most entry provides access to the historic village and the Witch's Hat Depot Museum. An entry farther to the west terminates into an existing parking lot that is in disrepair. The South Lyon Rail Trail traverses the northern edge of the park providing a non-motorized connection to the regional Huron Valley Rail Trail and the Oakland County Bikeway.

Recommendations

The Master Plan for McHattie Park focuses on improving the community image of the park and incorporation of significant design elements that would promote community participation.

A new boulevard entry from Pontiac trail utilizes an existing curb break to provide a much needed connection from Pontiac Trail. A pond provides a positive appeal to park users and passersby and combines with mature canopy trees to flank the new park entry drive that leads to a new parking lot and open air multi purpose pavilion and plaza. From this plaza one could travel on a north-south "spine" connecting the historic village, or continue into the park on a meandering eight foot wide asphalt path. Spray pads have been added adjacent to the existing playground. A new concession/restroom building caters to the spectators of the baseball games, sledding hill or new amphitheater north of the Yerkes Drain. A new pedestrian bridge connects the new parking lot east of the historic village with the existing volleyball courts. A family restroom has been added to the maintenance building to serve patrons to the eastern side of the park. The banks of the Yerkes Drain have been cleared of the overgrown brush and now welcome visitors to explore the water's edge or sit on one of the many benches along the pathway.

The historic village circulation has been greatly improved by eliminating the driveway south of the Victorian gazebo. The removal of the driveway enables for the expansion of the open area to better accommodate the summer concert series and other organized events. The existing curb cut remains and now directly connects to the parking lot east of the village. A new curb cut is proposed on the east site of the Witch's Hat Depot Museum and completes the horseshoe shaped drive. The parking lot to the west has been repaved to accommodate visitors to the west side of the park.



Legend

- 1. Existing Gazebo with New Sign
- 2. Boulevard Entry with Ground Mounted Sign
- 3. Pond for Aesthetics and Possible Irrigation Source
- 4. Parking Lot (78 spaces)
- 5. Open Air Multi-Purpose Pavilion/Farmer's Market
- 6. Plaza with Decorative Pavers and Flags
- 7. Enhanced Park Entry from Washington Street
- 8. Existing Pavilion
- 9. Existing Rail Trail (Huron Valley Trail System)
- 10. Existing Restroom Building
- 11. Existing Parking Lot (44 spaces)
- 12. Remove Existing Wall. Replace with Plantings
- 13. New Concessions and Restroom Building
- 14. Spray Pads; Separated by Age Groups
- 15. Existing Play Ground
- 16. Existing Shed Hill
- 17. Enhanced Park Entry from McMunn Street; Add Berm to Buffer Residential
- 18. Evergreen Trees, Typical
- 19. Deciduous Trees, Typical
- 20. Ornamental Flowering Tree, Typical
- 21. Amphitheater with covered Performance Area
- 22. Existing Ball Fields with Bleachers
- 23. Verge Drain; Remove Bench to Provide Viewing and Sitting
- 24. Existing Lighted Volleyball Courts
- 25. Existing Maintenance Building with New Family Restroom
- 26. 8 foot Wide Accessible Asphalt Path, Typical
- 27. Repave Existing Parking Lot (38 spaces)
- 28. Water Plant
- 29. Winc's Hat Depot Museum
- 30. New Curb Cut to Create Separate Horseshoe Drive
- 31. Historic Village
- 32. Remove Driveway/Parking and Enlarge Green Space for Organized Events
- 33. Old-Fashioned Rose Garden
- 34. Parking Lot (28 Spaces); Maintain Existing Curb Cut
- 35. New Bridge to Connect Parking Lot to Volleyball Courts and Park Path System

Map x: McHattie Park



RUSSELL DESIGN
 LANDSCAPE ARCHITECTURE
 Design ■ Planning

Key Tools

- Building Design Guidelines
- Commercial Site Design Standards
- Incentives



Pontiac Trail Streetscape Improvements

- improved pedestrian crossings
- curb "bump outs"
- landscaping and planters
- masonry knee walls
- outdoor dining
- bike lanes
- benches, trash receptacles

C. Commercial Corridors

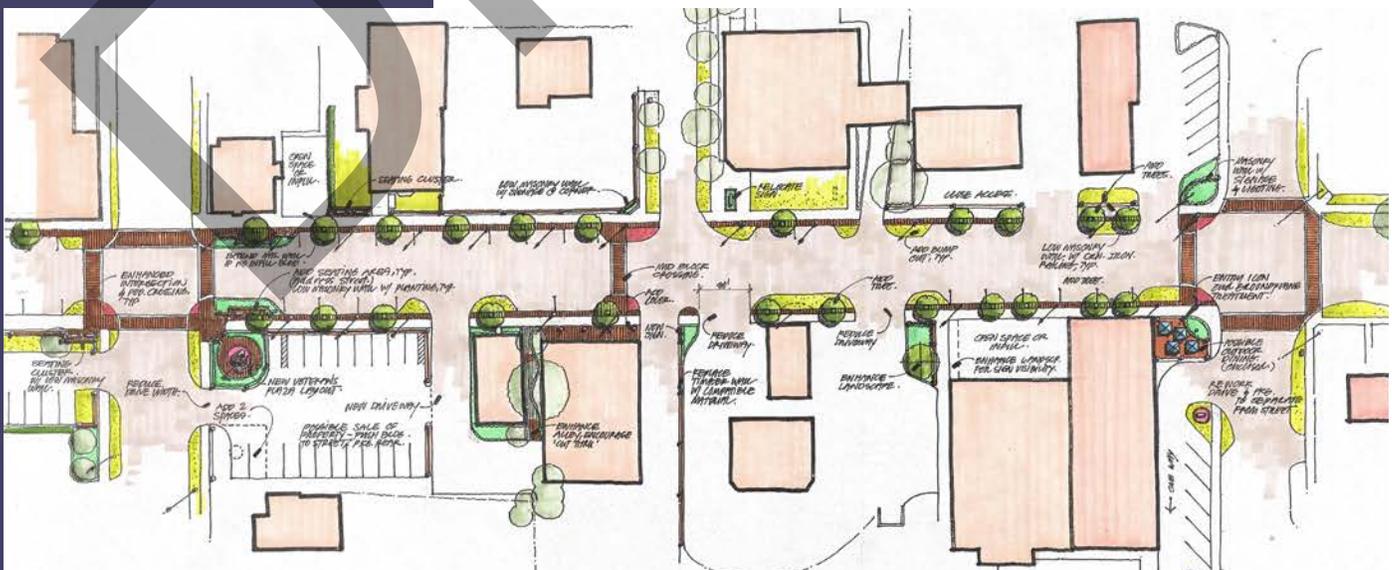
Streetscape Enhancements

The proposed improvements along South Lafayette Street (Pontiac Trail) between Liberty and McHattie provide design concepts that could be carried throughout the City and the Downtown. The specific goal of this particular section of roadway was to develop an identifiable gateway entry into the Downtown Development Authority (DDA) boundaries and into the City.

For economic reasons the design concept retains the major design elements from the streetscape project completed in 2007. Pedestrian crosswalks at each of the intersections and at mid-block use similar detailing and pre-cast concrete pavers to designate clearly marked routes for pedestrian travel. Contrasting materials and textural change provide visual and physical cues that contribute to traffic calming as vehicles approach the intersections. Realigning the curb and removing a few parallel parking spaces slow traffic as well and provide protection to the remaining cars parked along the street. Low masonry walls in these "bump out" areas physically separates pedestrians from vehicular traffic and add a human scale to the streetscape while providing architectural continuity throughout the downtown. Proposed benches, planters and trash receptacles match what is currently being used throughout the City.

Where feasible; the City should attempt to attract businesses to the downtown area that may promote outdoor dining experiences. Dining areas and the addition of urban pocket parks will offer marketing opportunities for merchants and the City to organize programmed events to energize the streetscape with pedestrians; offering opportunities for them to engage in conversation and contribute to the economic vitality of the downtown.

The Veteran's Plaza remains in its current location, but has been enhanced with masonry piers at the entry from the sidewalk. New low-maintenance plantings and a low-ornamental fence encapsulates the plaza to and visually and physically separate it from the adjacent parking lot while providing a welcoming environment for visitors.





Access Management

- Cross connections
- aligning driveways
- reducing conflicts
- coordination with adjacent communities and the Road Commission for Oakland County

- ✗ Typical Driveway Closure
- Proposed Roadway Alignment
- ↔ Better Connectivity

A. Introduction

South Lyon's small town atmosphere - traditional neighborhoods, walkable streets and easy access to schools and parks - make the city a target for development. The more dense development patterns in South Lyon allow the city to provide community services in an efficient manner. Compact development uses infrastructure more efficiently, but also results in a more attractive living environment, with a walkable setting and small-town character that so many desire.

Without appropriate management and regulations, new development can disrupt the rhythm and character of neighborhoods and commercial corridors, and without proper stewardship, they can fall into decline over time.

While South Lyon will remain a predominantly detached, single-family community, the makeup of local households is changing and alternative housing choices are more in demand. Community leaders desire to provide housing for various incomes and needs. These demands can be met by allowing a variety of housing types (single-family attached homes, downtown flats, senior housing) in an amount that provides a balance, all that fits within existing neighborhood and mixed use contexts.

B. Recommendations for Land Use

Future Land Use Descriptions

Suburban Residential

- Lower density
- Medium to large lot sizes
- Curvilinear streets
- More modern neighborhoods
- Suburban or rural in character
- May include incidental non-residential uses like churches or small schools
- Planned developments that may contain a mix of suburban and traditional residential
- Areas developed to protect natural areas, historic features, etc.

Traditional Residential

- Higher density
- Smaller lot sizes
- Single, two- and multi-family residential uses
- Rectilinear and grid-patterned streets
- Established neighborhoods
- Urban in character
- May include incidental non-residential uses like churches or small schools
- Manufactured home parks

Neighborhood Commercial

- Walkable nodes
- Smaller scale retail, services, markets, office
- Allowances for mixed-use buildings (retail with residential flats above)

Downtown

- Mixed uses: retail, restaurants, office, medium to high density residential, civic, institutional
- Dense, downtown core
- Government and civic center
- Walkable streets
- Traditional downtown character

General Commercial

- Medium-scale retail, office
- More auto-oriented than other commercial areas
- Primarily located along main road corridors
- Draws customers from outside the city

Industrial

- Includes clean industrial uses
- Located near transportation routes
- Involves activity that should be separated from other land uses

Public

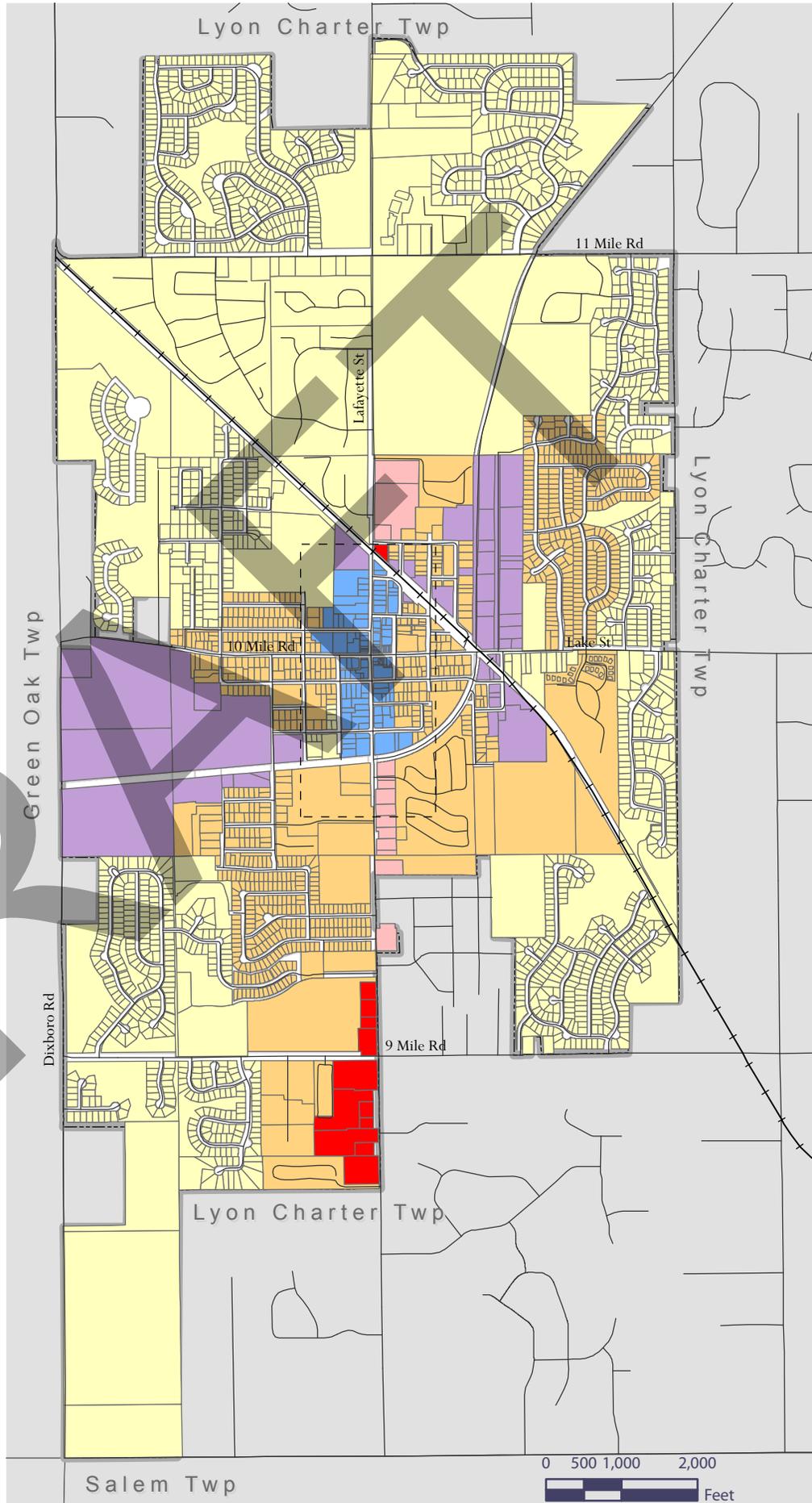
- Schools, higher education facilities
- Cemeteries
- Municipal buildings
- Public and private recreation
- Actively used greenspace





Downtown 0 250 500 Feet

- Suburban Residential
- Traditional Residential
- Downtown
- Neighborhood Commercial
- General Commercial
- Industrial



Map 3: Future Land Use
July 2013

Sources: City of South Lyon, Oakland County, MCGI, LSL

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A. Tenets of Successful Implementation

While the input received through the master plan process provided a foundation to help achieve the city's vision, community support, commitment, and involvement must continue.

Commitment

Successful plan implementation will be directly related to a committed city leadership. While elected and appointed officials - the Mayor, City Council, and Planning Commission - will have a strong leadership role, many others - city department directors, staff, and leaders from the community's many institutions and organizations - will also be instrumental in supporting the plan.

However, commitment reaches beyond just these individuals and includes the array of stakeholders. Citizens, landowners, developers, and business owners interested in how South Lyon develops must unite toward the plan's common vision.

Integrate with Project Design

City officials and departments must embrace the plan, applying its recommendations to help shape annual budgets, work programs, and the design of capital improvements. For example, the City's engineering practices can support implementation through infrastructure improvements, streets, and storm systems designed consistent with plan policies and recommendations. Each department, staff person, and elected official should find it a benefit, if not an obligation, to reference the plan when making decisions and setting priorities.

Guidance for Development Decisions

This plan is designed for routine use and should be consistently employed during any process affecting the community's future. Private investment decisions by developers, corporations, and land owners should consider the plan's direction. Other planning efforts for neighborhoods, corridors, and community facilities should be in harmony with the master plan. Finally, the plan should be used when reviewing development proposals and referenced in related reports and studies.

Evaluation and Monitoring

This plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the plan stays fresh and useful, periodic reviews and amendments are required. This will ensure plan goals, objectives, and recommendations reflect changing community needs, expectations, and financial realities.

Finally, Michigan law stipulates the plan be reviewed at least every five years. Updates should reflect changing conditions, unanticipated opportunities, and acknowledge the implementation to date.

This plan serves as the policy guide for moving South Lyon forward, guiding decisions about future physical and economic development. Transforming the plan's goals into reality will require a long-term commitment and political consensus. The plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results.

This chapter synthesizes the many plan recommendations and identifies the actions and timing needed to transform the plan's vision into reality.

B. Goals, Objectives, and Tools

Development of this master plan began with an assessment of the community. It was supported by input from the public, from which a set of Goals and Objectives was developed along with a set of Tools identified to achieve them. The Goals and Objectives provide the “what” and the Tools provide the “how,” as shown in the following table. Section VI: Toolkit includes detailed discussion of each recommended Tool.



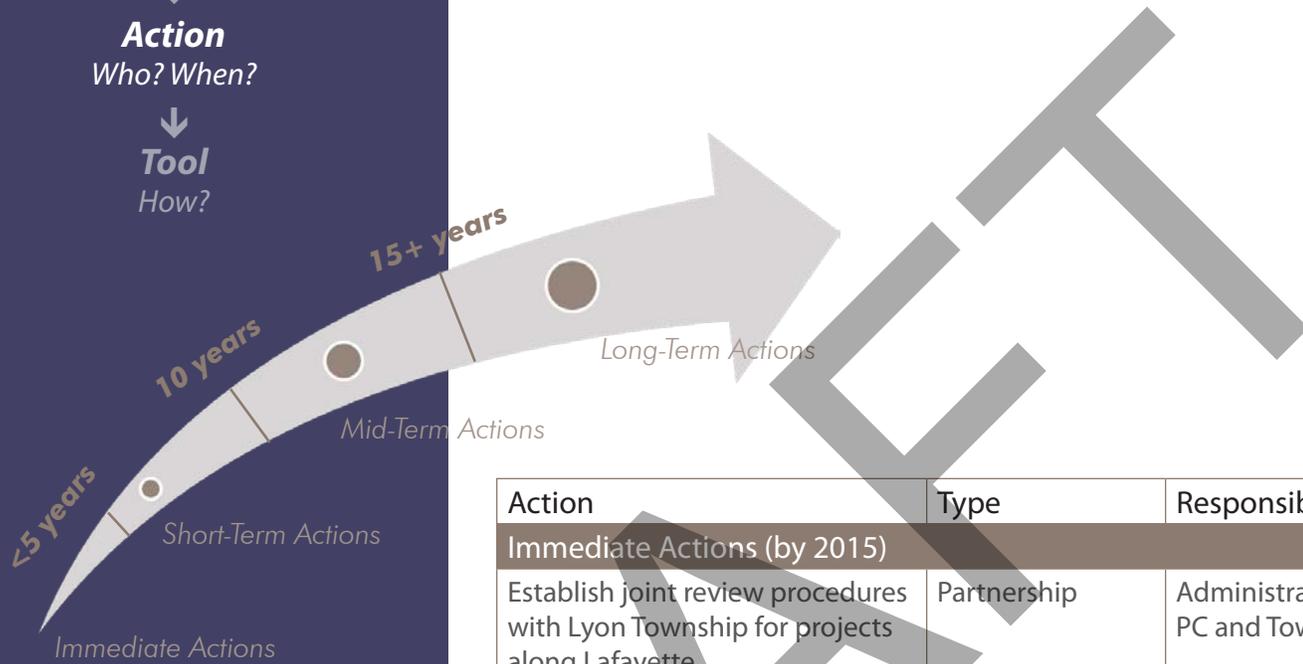
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C. Yearly Action Plan Checklists

To make sure all the aforementioned objectives are achieved, this section sets forth a game plan for the coming years. The City should review this checklist yearly to track accomplishments and reassign priorities.



| Action | Type | Responsibility |
|---|--------------|-----------------------------------|
| Immediate Actions (by 2015) | | |
| Establish joint review procedures with Lyon Township for projects along Lafayette | Partnership | Administration, PC and Township |
| Update Sign Ordinance | Regulatory | Administration, PC & City Council |
| Prepare & adopt a new Zoning Ordinance to implement recommendations of this plan | Regulatory | Administration, PC & City Council |
| Create a Development Handbook | Programmatic | Administration |
| Hold Annual Joint meetings with the City Council, Planning Commission, DDA and other boards | Partnership | PC, ZBA, City Council, etc. |
| Work with the Road Commission for Oakland County (RCOC) to identify a truck route through the city in its Transportation Improvement Plan | Partnership | Administration & RCOC |
| Identify funding sources for redevelopment projects | Programmatic | Administration |
| Prepare a development promotion package/program to encourage quality development in the city. | Programmatic | Administration |

| Action | Type | Responsibility |
|---|---------------------|---|
| Short-Term Actions (by 2018) | | |
| Acquire and redevelop property at the corner of Lafayette & 10 Mile | Programmatic | Administration & City Council |
| Review Master Plan per Michigan law | Regulatory | PC & City Council |
| Actively work with developers and property owners to redevelop downtown buildings into multi-story, mixed use developments | Partnership | Administration, PC & City Council |
| Identify and acquire key parcels in downtown to encourage redevelopment | Programmatic | Administration & City Council |
| Mid-Term Actions (by 2023) | | |
| Relocate Post Office from prime street frontage in downtown | Programmatic | Administration & City Council |
| Update Master Plan to reflect changes in city, per Michigan law | Regulatory | Administration, PC & City Council |
| Continue working with developers and property owners to redevelop downtown buildings into multi-story, mixed use developments | Partnership | Administration, PC & City Council |
| Create new entryway into McHattie Park and associated pavilion area. | Capital Improvement | Administration, Parks and Recreation Commission, & City Council |
| Complete streetscape improvements along Lafayette Street in downtown. | Capital Improvement | Administration & City Council |
| Make improvements to the Historic area of McHattie Park | Capital Improvement | Administration, Parks and Recreation Commission, & City Council |
| Long-Term Actions (by 2030) | | |
| Create smaller park areas in downtown | Capital Improvement | Administration, Parks and Recreation Commission, Planning Commission & City Council |
| Redevelop sites in downtown so there are no longer parking lots fronting Lafayette Street | Partnership | Administration, PC & City Council |

Vision

Why?



Goal/Objective

What?



Action

Who? When?



Tool

How?

VI. TOOLKIT

In Section V: Implementation, the Goals and Objectives were indexed by which tools could be used to help accomplish them. This chapter includes a detailed description of each recommended tool. To further assist with implementation, the following table shows where those Tools should apply within the community.

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Where to Apply the Tools

| | Page Ref. | DISTRICTS | | | | CORRIDORS | | RESIDENTIAL DEVELOPMENT | | | SPECIAL SITES | | CITY PROPERTY | | | Zoning Ordinance | Zoning Map | Other Codes |
|--|-----------|-----------|----------------------|----------------------|-----------------|-----------------------|-----------------------------------|-------------------------|---------------------------------|----------------------|---------------------------------|------------------------------------|---------------|-------|--------------------------|------------------|------------|-------------|
| | | Downtown | Commercial Districts | Industrial Districts | Mixed Use Areas | Pontiac Trail Subarea | Main Roads & Commercial Corridors | Existing Neighborhoods | New within 1/2 Mile of downtown | New outside downtown | Environmentally Sensitive Areas | Institutional Sites & School Zones | Streets | Parks | Facilities and Buildings | | | |
| A. DOWNTOWN TOOLKIT: | | | | | | | | | | | | | | | | | | |
| Downtown Housing Guidelines | 44 | X | | | | | | X | X | | | | | | | X | | |
| Facade Program | 46 | X | X | | X | | X | | | | | | | | | | | |
| Downtown Building Design Guidelines | 47 | X | | | | | | | | | | | | | | X | | |
| B. NEIGHBORHOOD TOOLKIT: | | | | | | | | | | | | | | | | | | |
| Neighborhood Planning | 50 | | | | | | | X | X | X | | | | | | | | |
| Traditional Neighborhood Development | 51 | | | | | | | X | X | | | | | | | X | | |
| Tree Maintenance Policy | 53 | | | | | | | | | | X | | X | X | X | X | | |
| C. COMMERCIAL TOOLKIT: | | | | | | | | | | | | | | | | | | |
| Building Design Guidelines | 54 | | X | | | X | X | | | | | | | | | X | | |
| Commercial Site Design Standards | 55 | | X | X | X | | X | | | | X | | | | | X | | |
| Incentives | 57 | X | X | X | | | | | | | | | | | | | | |
| D. TRANSPORTATION TOOLKIT: | | | | | | | | | | | | | | | | | | |
| Parking | 59 | X | X | X | X | X | X | | | | X | | X | X | X | X | | |
| Alternative Pavement Options | 60 | X | X | | X | | | | | | X | X | X | X | X | X | | |
| Access Management | 61 | X | X | | X | X | X | | | | X | X | | | | X | | |
| Non-Motorized Planning | 64 | X | | | X | X | X | X | X | X | X | X | X | | | | | |
| Transportation Coordination | 67 | | X | | | X | X | | | | | X | | | | | | |
| Gateways | 68 | X | X | | X | X | X | | | | X | X | X | | | X | | |
| E. LAND USE AND POLICY TOOLKIT: | | | | | | | | | | | | | | | | | | |
| Future Land Use Guide | 70 | X | X | X | X | X | | | | | | | | | | X | | |
| Zoning Plan | 70 | | | | | | | | | | | | | | | X | X | |
| Parks and Recreation | 74 | X | | | X | | X | X | X | X | X | X | X | X | X | X | X | |
| Safescaping | 75 | X | | | X | | | X | X | X | | X | X | X | X | X | X | |
| Sustainability | 79 | X | X | X | X | | | | X | X | X | X | X | X | X | X | X | |

Where it should apply

- Downtown
- Multiple Family Residential Districts
- Single Family Residential Districts within ½ mile of downtown

A. Downtown Toolkit

Downtown Housing Guidelines

Historically, urban housing environments were established out of need – lack of travel options and speed required one to live, work, shop and recreate within close proximity. As travel options increased and post-World War II suburbanization began, these mixed use environments were gradually replaced with single use developments that separated residents from commercial uses from office uses from industrial uses. Such patterns have contributed to a decaying social quality that many communities wish to reverse.

Today, attached housing and mixed-use development is becoming desirable again due to the following benefits:

- Greater housing variety and density provides more affordable housing and options for those seeking lower maintenance or urban living options
- Reduced distances between housing, workplaces, retail businesses, and other amenities and destinations reduces travel time and improves convenience
- More compact development makes more efficient use of public services, utilities and infrastructure
- Stronger neighborhood character and sense of place result when citizens and businesses interact
- Walkable, bikeable neighborhoods increase accessibility, which results in improved travel options, reduced transportation costs and improved community health

New residential should blend in with existing development, but should also provide different housing types, since the downtown presents a different development context. Alternatives like townhomes and attached residential units are more viable in downtown locations, so new housing should explore these options so it will support rather than compete with downtown activity. Housing should meet the following guidelines:

Mixed-use development is, simply put, a development or building that blends a combination of residential uses, or that combines residential, commercial, cultural, institutional, or industrial uses, and where those functions are physically and functionally integrated.

- **Mixed Residential.** Some studies show that mixed use residential neighborhoods resulted in a more favorable cost-revenue environment, and also may result in higher-quality neighborhoods. Mixed use residential provides an array of housing types in one neighborhood or development, so that there is not an over-supply of any one type. Such developments also result in more moderate residential densities, and less public safety demand, which according to the study, was also desirable. Apply mixed use standards where they best apply, not necessarily to every site.
- **Mixed Use Buildings.** Mixed use buildings located in the downtown area can help strengthen the local economy. Mixed use buildings include upper-story residential or office uses above commercial stores near the downtown area should be considered. As evident in recent demographic trends, Americans are seeking life in more urban

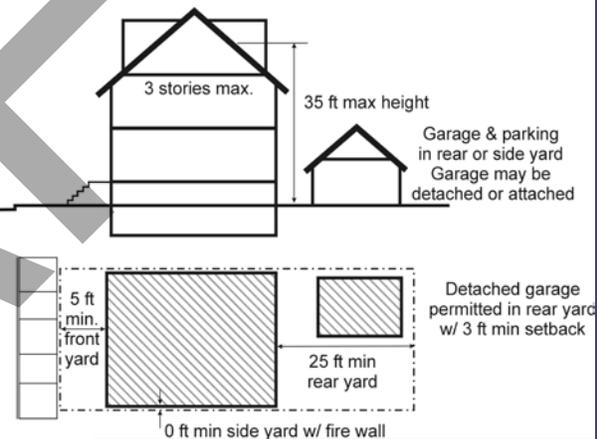
environments. While the goals for the downtown area are not to create an urban center per se, it can emerge as a center of activity in South Lyon that provides this urban quality residents desire.

Neighborhoods Adjacent to Downtown

Residential neighborhoods near downtown should reinforce a pedestrian environment and built-up streetscape.

- **Lot Sizes.** Residential sites should be narrow enough to maintain an urban density and walkable scale. Because that principle may conflict with some residential demands, a maximum lot width may also be appropriate where pedestrian-oriented development or increased density is desired.
- **Setback Requirements.** Residential setbacks should promote streetscapes that are consistent with the desired character of the neighborhood. In most cases this means consistency with established building lines, heights and architecture. The following setbacks are suggested:
 - » **Front.** Homes should be setback 5 feet or more from the sidewalk, provided a stoop, steps or ramp may project into the required front yard.
 - » **Side.** Side setbacks may be waived altogether, provided that exterior building walls within 10 feet of another must be fire rated. Where a setback is desired, a minimum 10 foot separation between buildings should be maintained.
 - » **Rear.** Rear yards should be at least 25 feet deep to provide ample space for side or rear garages.
- **Building Height.** Building heights should be used to control the overall scale of buildings and to discourage buildings that visually dominate adjacent residential areas.

Residential use building placement



Zoning Ordinance Revisions

Conventional, single-use zoning regulations often prohibit residential uses in commercial districts, but it can be instrumental in revitalizing urban places. The following are ways to incorporate high quality, higher density housing into the zoning ordinance:

- Expand the list of permitted uses in certain zoning districts where walkable environments are desired. Mixed uses include those that provide activity throughout the day and into the evening, such as retail, restaurants, personal and business services, high-density residential (including senior housing), universities, civic centers, and upper-story office and residential.
- Allow mixed use where it may provide convenient living, working or shopping opportunities that are desired by the community. In South Lyon, the downtown district is targeted for mixed use development.
- Allow a mix of residential types where higher density neighborhoods are planned, or where they will positively impact downtown or commercial activity. Mixed residential should be encouraged in the downtown district and in areas immediately surrounding the downtown.
- Consider form-based zoning where specific housing types or

building forms are desired. For example, townhomes in downtown environments need to be designed to relate to the street, yet provide needed privacy and safety. Form-based codes help to specify the characteristics needed to achieve the desired type of downtown residential environments.

Facade Program

A facade improvement program is a systematic approach to assist property owners and businesses with upgrades to building exteriors. More often, a façade improvement program is part of a broader economic development strategy, but it is an effective tool to improve the appearance of the façades, or street-facing exteriors of commercial buildings. Such programs are generally coordinated through a community-based organization, such as a Main Street program, Downtown Development Authority, or Corridor Improvement Authority, that has access to funding sources and technical expertise. Often these organizations will develop a program for property owners within their jurisdiction, offering funding or technical assistance for desired improvements.

Improvements to commercial buildings can directly improve and benefit the surrounding business district, both visually and economically. If a specific character is desired, such programs can provide a way to encourage private investment through incentives rather than regulations. Some reasons why these programs are needed include:

- Some property owners do not have the financial means to make improvements.
- Some property need technical assistance to coordinate building upgrades, and such programs can provide a financial incentive to make improvements that would not otherwise be made.
- Certain businesses see regulation as a barrier to improvements, and will choose to make no improvements. Reaching out and providing assistance can help build trust between municipalities and property owners.
- Some older neighborhoods or districts may suffer from declining building stock, and property owners may not see enough return on their investment.

Façade Improvement Programs often offer the following assistance to targeted property owners:

- Grant assistance for physical building improvements, such as the following:
 - » Painting of Exterior Elements
 - » Replacement of Street-Facing Doors
 - » Installation of new Exterior Lighting
 - » Replacement of Storefront Windows
 - » Restoration of Historic Details
 - » Installation of new Awnings
- Assistance with permit application processes
- Development of technical plans and drawings
- Grant assistance for historic or significant façade preservation

Where it should apply

Façade improvement programs are most often applied within designated improvement or redevelopment districts. Usually these involve commercial properties located in downtown areas or those along key corridors. However, such programs can be implemented wherever a need is identified, and where resources exist to address those needs. So, they could be applied in residential neighborhoods that contain or are approaching blight conditions, or where preservation of facades are needed to maintain property values.

- Advise during the hiring and managing of contractors

To establish programs, the following is needed:

- Evaluation of building architecture to establish a local character
- Development of needed and desired improvements
- Preparation of design standards to guide the grant approval process
- Review of improvement applications and distribution of funding and/or technical assistance

Downtown Building Guidelines

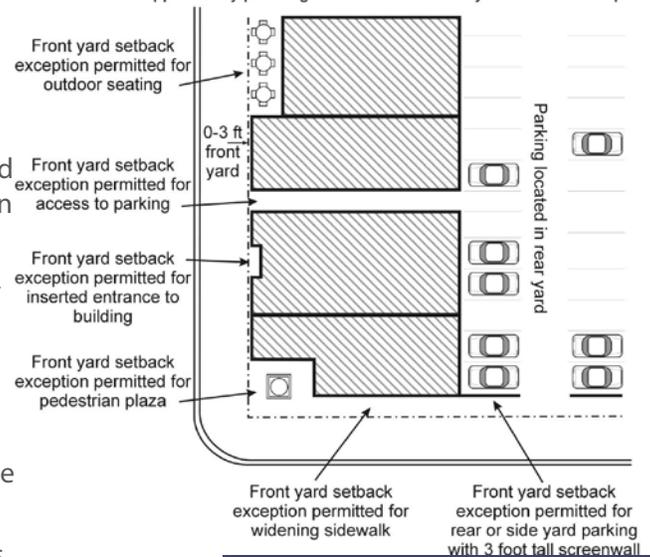
The City of South Lyon is fortunate to have an existing traditional downtown. Where so many have been lost to suburbanization or redevelopment, South Lyon's downtown presents a unique asset. As the changing economy has shifted consumer attitudes about shopping local, reducing commute time, and urban environments. To preserve and enhance the existing downtown, this Plan includes a variety of infill and redevelopment suggestions, described in the Downtown Plan below, but the zoning ordinance can also be used as a tool to protect the existing building form and character. The following standards are recommended for downtown storefront buildings:

- **Lot Sizes.** There should be no minimum lot size or width for commercial sites.
- **Setbacks.** Setback requirements should promote streetscapes that are consistent with the desired character of the downtown. Consideration for proximity to residential zones should include building transitions (i.e. stepping down building heights as they get closer to residential), buffering requirements and performance standards that will maintain light, air, and the potential for privacy. Many downtowns do not require any setback, and to maintain a consistent front building line, often require a "build-to" line, which instead of setting buildings back, requires they be built at an established distance from the sidewalk or property line. A consistent front building line is important to maintaining the proper scale between the public realm (the street) and the private realm (the building), however, some exceptions may be made for the following:

- » **Main Entrance.** The front entranceway shall be inset a minimum of three (3) feet from the front building wall to minimize encroachment on the sidewalk
- » **Building Projections.** Projections into setbacks should be allowed to project over the public sidewalk provided an 8-foot vertical clearance can be maintained between the sidewalk grade and the projecting element.
- » **Recesses.** The entire length of the ground level, street-facing façade should be built to the required front lot line, but design should also include some relief and interest. The front setback may be widened for the following purposes:
 - To create a wider sidewalk is along the frontage of the building.
 - To establish public gathering area or plaza that offers

Commercial/Mixed use building placement

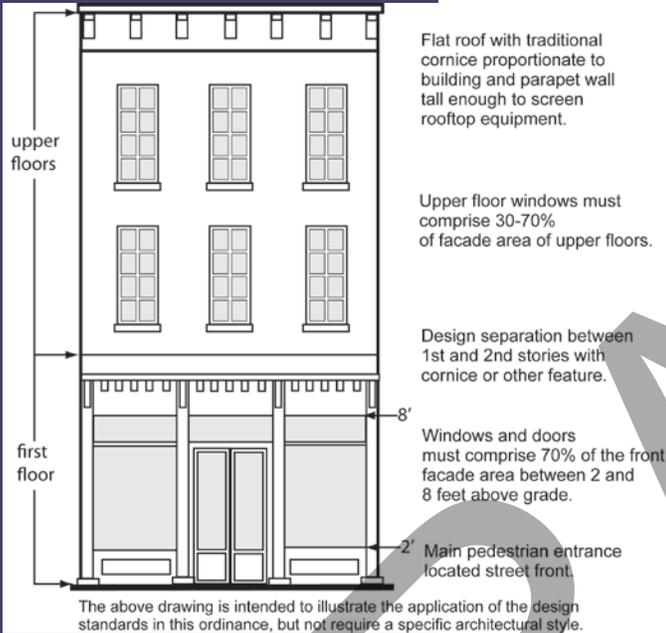
Building required to be built to within 3 feet of front lot line except as approved by planning commission for front yard setback exceptions



seating, landscape enhancements, public information and displays, fountains, or other pedestrian amenities.

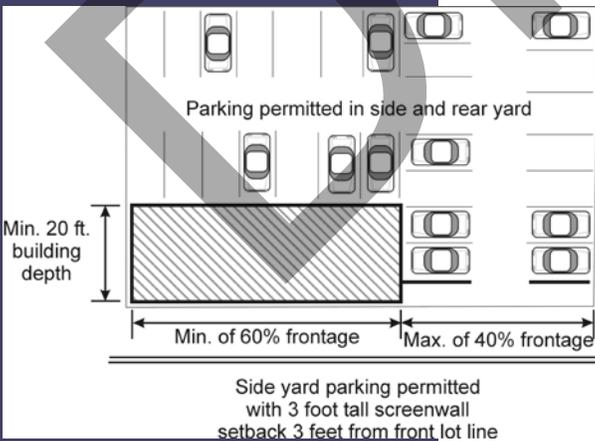
- To create an inset for the building entrance.
- To provide outdoor seating or cafes.
- Where necessary to avoid utilities.
- To accommodate a driveway or pedestrian access that may be needed to provide reasonable access to rear yard parking.
- To preserve an established or significant building or structure.

• **Building Design.** Downtown buildings should possess certain elements so they attract customers, provide safe access, and contribute to the desired character. The following help accomplish these goals:



- » **Ground Floor Windows.** To encourage window shopping and interaction with pedestrians, windows on the ground level should occupy at least 60% of the front wall area (not including the lowest 4 feet of the wall or area above an 8 foot height). They should remain clear of obstructions.
- » **Upper Level Windows.** Upper level windows should maintain a consistent shape, size, orientation and rhythm as adjacent or nearby buildings.
- » **Exterior Finish Materials.** Buildings should project the image desired for the downtown. Detailed building design standards are often developed by Downtown Development Authorities or municipalities to require use of locally prevalent materials, durable products, and prevent things that may detract from the downtown character, such as use of garish colors or non-traditional materials.

• **Parking.** Parking lots can have a significant impact on downtown functions and aesthetics. Their location must be convenient, yet discreetly located. They must not interfere with pedestrian traffic, which should be the priority in downtown locations. More specifically, downtown parking standards should address the following:



- » **Location.** Parking should include either on-street parallel parking, structured parking, or surface lots located in rear or side yards. Side yard parking should only be allowed where rear yard parking cannot be accommodated. In no case should more than 40% of any building site be occupied by parking (meaning the entire remaining 60% should be occupied by building), and any parking that does extend to the front property line should be screened by a screening knee wall or hedge.
- » **Number.** Parking requirements are often waived in downtown locations where on-street or other municipal parking is provided. This helps create an incentive to provide the type and quality of development that is desired. In any case, available parking within 500 feet of the site should be considered available for use and can

be counted toward the minimum parking requirements.

- **Access Management.** Driveways to downtown main streets should be avoided as much as possible. This means sometimes that drive-through or high-volume uses may not be suitable. Whenever possible, existing driveways shall be removed and access provided to the site from rear access or from an intersecting side street.

DRAFT

What Makes a Great Neighborhood?

Safe Streets

- People can walk without fear of crime or traffic
- Streets are not excessively noisy
- Streets are comfortable and contribute positively to the neighborhood

Easy Access

- Road connectivity provides travel route options
- Array of travel options (i.e. on foot, by bike, by car, or bus)
- Owning a car is not necessary to access daily needs

Housing Choices

- Variety of housing types (i.e. single-family, townhomes, apartments, etc.)
- Mix of options to meet different needs and preferences (i.e. family size, financial constraints, location preference, preferred school districts, etc.)

Gathering Places

- Public gathering places (i.e. parks, plazas, sidewalks, and shops)
- Home orientation and designs that encourage interaction

City Services

- Full range of public services (i.e. police, fire, schools, parks, libraries, etc.)
- Efficient use of resources

Special Character

- Unique physical setting
- Streets, buildings and open spaces evoke a special character

B. Neighborhood Toolkit

Neighborhood Planning

Neighborhood planning focuses on smaller areas of the City that may need special attention, preservation or improvement. Developing plans at the neighborhood level helps to engage and empower local residents to take responsibility for their community. The goal is to foster and create great neighborhoods that:

- Have distinct centers and edges
- Are of a walkable scale
- Balance a mix of uses and activities
- Include interconnected streets and pathway systems
- Have street systems that create a comfortable, safe environment
- Include living areas and front entries as the prominent home feature
- Use unifying elements to help identify the neighborhood
- Embrace their historic, cultural, and civic resources
- Have a formal organization

Neighborhoods provide the framework for quality of life. How they are laid out, the amenities they contain, the homes that are built, and the people who live there all impact how one feels about their community. Neighborhoods can provide opportunities to make healthy or unhealthy choices, and as such, can impact our happiness and well-being. The physical design of neighborhoods can provide safe, walkable streets, development patterns that foster interaction among neighbors, and organizational structures that foster mutual concern amongst neighbors.

The importance of neighborhoods is also based on the theory of social disorganization, which states that crime prevention results less from the presence of public safety officials and more from ones desire to not upset our peers or family. It suggests that, while police have an important role to play in public safety, it is the activities of the people who live in a neighborhood that most directly affect criminal behavior. Some neighborhoods see less crime because of a higher social connection amongst neighbors. This is evident through Neighborhood Watch programs, which rarely use additional public safety officials. Such networks are important for a variety of reasons:

- Crime occurs less between friends
- Friendly neighbors will more likely report criminal or suspicious activity, or alert one another to crises or impending disasters.
- Shared concerns for child safety, and property protection often foster a more cooperative neighborhood spirit

After target neighborhoods are identified, officials need to decide how to get the neighborhood involved with the planning process. Work through established organizations like condominium or homeowners associations can help provide a stable foundation for such planning partnerships. Once the working group is established, they can develop the plan using the following steps:

- **Data.** Collect information data about the neighborhood. Socio-economic data like housing values, occupancy rates, household

characteristics, age of structures, and more can be collected to help understand who lives within the study area, and what their needs may be. Physical data regarding housing types, condition, character, street typology, non-motorized facilities, parks, etc. provides the basic neighborhood structure and creates the foundation for recommendations.

- **Goals.** Set goals for the neighborhood that seek to address issues and needs identified during the data collection. Often, municipal staff or consultants will work with a committee of property owners to develop goals that best represent local needs.
- **Projects.** Identify projects needed to meet the established goals. These can include building improvement programs, acquisition of land for parks or other community needs, installation of sidewalks or pathways to provide travel choices, general clean-up programs, etc.
- **Implementation.** Identify how to implement projects using available resources. Sometimes volunteers can accomplish projects, and in other cases funding or technical expertise may be needed. Therefore, local plans need to recognize governing jurisdictions and coordinate projects so they can be realized. Municipal assistance may be needed to help fund projects, either through general funds, grant programs, or assistance through Special Assessment District administration.
- **Publication and Adoption.** Coalesce the goals, projects and funding opportunities into a formal Plan. Depending on the group creating the plan, formal adoption processes may be required.
- **Monitor, Evaluate, Update.** Once the plan is in place, it needs to be monitored, evaluated, and updated regularly to ensure it remains relevant, celebrates accomplishments and completed projects, and continually identifies additional projects for more improvements.

Traditional Neighborhood Development (TND)

Also called neo-traditional development, traditional neighborhood development (TND) refers to a development pattern designed to emulate the characteristics of small, older communities of the 18th through the early 20th centuries. A central feature of TND is to focus on how private development can shape a sense of place and improve quality of life. Often TNDs focus more on pedestrian interaction than vehicular access and convenience. For this reason, TNDs often include rear alleys to provide the modern parking and service needs of residents, narrower streets, shorter front yard setbacks, and key architectural elements.

The reason so many places are reversing land use trends toward more traditional patterns are because of the social, physical and economic benefits they can provide:

- **Walkability and Connectivity.** By providing more compact development and uses within closer proximity, TNDs reduce the need to drive.
- **Housing Options.** Mixed housing options provide options for residents of varying socio-economic characteristics.
- **Community Gathering Places.** TNDs provide for central gathering places or identifiable neighborhood centers; usually in the form of a park or plaza, which encourages interaction among residents.

Where it should apply

- *In new residential developments*
- *Within established traditional neighborhoods*





Traditional
Neighborhood
Streetscape

- **Public Places.** TNDs often provide for parks, walking trails, and bike paths, with a focus on connecting these recreational components. Sometimes, density bonuses can be used to encourage inclusion of additional public amenities.
- **Efficiency of Design.** When the principles traditional design are applied, they result in more efficient use of public infrastructure. For example, a neighborhood with 80-foot wide lots will require 800 linear feet of roads, public sewer and water service lines for each 10 homes, whereas a neighborhood with 40-foot wide lots will require half as much. Accommodating more “users” within the same land area provides better use of public resources and reduces the cost of services for both the municipality and the resident.

The following elements can be published as a set of suggested guidelines, or incorporated into the zoning ordinance and subdivision ordinances:

- **Street Design.** The design of streets can impact how far residents have to walk to local parks, neighbors or other destinations. The idea is to provide a critical mass of residents, in close proximity to jobs, shopping, and mass transit to help reduce reliance on the automobile for transportation. TND streets often include the following:
 - » Grid pattern
 - » Narrower widths
 - » Rear alleys for vehicle parking and service access
 - » Terminations at focal points
- **Neighborhood Elements.** TNDs consider how public places can shape how residents enjoy their neighborhood. They include elements that will encourage gathering, interaction and activity, such as:
 - » Community open spaces, including active parks, passive pathways or open space, playgrounds, pocket parks, civic squares, etc.
 - » Safe sidewalks with convenient routes and access
 - » Historic preservation
- **Housing and Density.** TND can minimize the environmental impacts associated with extensive roadways. TNDs often employ a variety of land use activities in a single project.
 - » Narrower lot widths
 - » Variety of housing types, depending on the context, including townhomes, detached homes, residential over neighborhood commercial uses, live-work units, etc.
- **Site and Home Design.** While the public realm (streets and public property) create a framework for development, they are only a small part of the overall character that is created when a neighborhood is fully developed. TNDs strive to provide a human scale to development, so individual home sites typically include:
 - » Smaller front yards
 - » Prominent front porches that can extend close to sidewalks
 - » Rear yard garages and/or access
 - » Two-story homes to maximize square footage on smaller sites

Tree Maintenance Policy

The City already regulates removal of trees on private property, especially on non-residential sites, but maintenance of trees within road rights-of-way are often a shared responsibility between the property owner and agency who maintains the street. The types of trees chosen can impact the character and function of a road. In addition, lack of maintenance over time has the potential to threaten the health of several trees. Disease and infestation, if left unaddressed, can threaten not just the initial tree impacted, but several trees around it. Tree Management Programs aim to consider the variables that contribute to tree loss, and implement policies that will diversify tree species and ensure proper long-term maintenance.

Trees are an asset to communities by providing shade and aesthetic improvement. Appropriate planning, planting, and maintenance of city trees provide many economic, social, environmental, ecological, and aesthetic benefits. Moreover, properly maintained trees provide social and psychological well-being and enhance property values, securing and encouraging public and private investment. Installation of street trees requires time and money that should be protected. As trees grow, their value increases, and loss of larger trees can have a greater potential impact. Therefore, policies for maintenance of existing trees and for planting of new trees within the City's right-of-ways are needed to preserve the initial intent of the program and the investments made by both the public and private property owners.

Due to limited resources, the City relies on private property owners to plant new trees, usually during site development. Street trees are required along the frontage of commercial sites, and within planned residential developments, where possible. While the City cannot commit to funding a comprehensive Tree Maintenance Program, it can encourage community or neighborhood planting programs by aiding with purchase and acquisition of trees at a bulk rate, planting assistance for residents who request and pay for tree replacement, or by providing maintenance services if funding allows. Maintenance could include planting of new trees, annual pruning, and community-wide pest management (as required), but should not include everyday care, which should still remain the responsibility of the property owner.

Newly planted trees should have the following characteristics:

- They should include a mixed age population, adequate diversity of species, and an appropriate mix of types (evergreen vs. deciduous). A diverse forest ecosystem and street tree inventory is more able to adapt to changing environmental pressures such as disease and pest infestation. No one species should dominate the mix, to prevent widespread losses.
- They should contribute to the integrity of existing tree cover and canopy, both within the public right-of-way and on public land. Without over populating any one species, new trees should generally match the growth rates and sizes of those already established in the area.
- They should be tolerant of local conditions and not require special care or heavy maintenance.
- They should not cause interference with overhead wires, underground utilities or sidewalks.

Where it should apply

- All City Streets
- Public properties

Where it should apply

- Commercial Zoning Districts
- Pontiac Trail Subarea

C. Commercial Toolkit

Building Design Guidelines

Building design guidelines provide the principles upon which building design should be based. They often include a set of standards for building height, width, building material, colors, entrance features, architecture, windows, etc. that are recommended to help create the type of building character that is desired by the community.

Depending on the context, the form and character of buildings can have a significant impact on the function and activity within an area. Furthermore, the quality of buildings impact the local economy, as declining commercial districts with dilapidated buildings can have a compounding negative effect on the perceptions of safety and property value. By encouraging high-quality buildings that contribute to local character, each building that is built or improved can begin to reverse those trends and positively impact local markets.

Design standards can be implanted as a set of guiding principles for development that act as a suggested best practice for development. They can also be incorporated into the zoning ordinance or other general code as a requirement. If included in the zoning ordinance, care must be taken to ensure that the requirements do not extend beyond the scope of zoning regulations, which are intended to protect the public health, safety and welfare. Requirements that restrict creative freedom or dictate specific architectural styles or features should be limited to planned unit developments or areas where they can be encouraged through incentives rather than regulations.

The following general standards are suggested.

- Long or expansive building walls should include variations in the building wall, varied rooflines, archways or other architectural features.
- The rhythm of openings (the number and spacing of windows and doors) should be balanced on the facade and not disrupted.
- Rear elevations visible from roadways (both public and internal drives) and/or residential areas should have a finished quality consistent with the front elevation of the building.
- Recessed or projected vestibules with suitable overhead weather protection should be utilized.
- Durable building materials which provide an attractive, quality appearance should be chosen. Earth-toned brick, masonry block or other building materials typical in the area. "Dryvit" or "EIFS" products should be used as an accent material only, and limited to upper areas of the façade only.
- Building colors should consider and blend with local surroundings. Bright, offensive colors should be avoided, especially as the primary color of the building.
- Walls near building entrances should include windows, canopies and awnings to attract customers and contribute to a sense of place.
- Rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.
- Exterior gutters and downspouts should be avoided on non-pitched

roof buildings.

- Consider access needs for all building users, including those with disabilities and visual impairments.
- Incorporate sustainable building elements where possible.

Commercial Site Design Standards

Site design standards are a set of principles aimed at achieving certain development patterns or characteristics. They often include standards for location of buildings and parking, standards for pedestrian access, vehicular safety, landscaping, lighting, signage, and other elements that may affect the quality or proper function of a developed commercial site.

Depending on the context, the form and character of buildings can have a significant impact on the function and activity within an area. Furthermore, the quality of buildings impact the local economy, as declining commercial districts with dilapidated buildings can have a compounding negative effect on the perceptions of safety and property value.

New commercial development sites should possess the following qualities:

Streetscape & Site Design

- Streetscape treatment should be used to signify an entrance and contribute to a sense of place.
- Community amenities such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- Include amenities for bicyclists, pedestrians and transit riders, including wider sidewalks, bike storage facilities, bus shelters, lighting and landscaping in the standards for site plan review.

Parking and Access

- Off-street parking should typically be located in the side and rear yards with an additional entrance oriented to the parking lot.
- Parking lots adjacent to the roadway should provide a setback and landscape greenbelt. In the downtown area, a knee-wall or hedge may also be appropriate.
- Driveways should be designed and located according to the Access Management standards in this Section.
- Parking lot landscaping is especially important in minimizing large parking lots. Parking lot islands that incorporate pedestrian access to storefronts, may be appropriate for larger lots or high traffic sites.
- Internal pedestrian walkways should be included for persons who need access to the building(s) from internal parking areas. Walkways shall be designed to separate people from moving vehicles as much as possible, vehicle drive aisles or parking spaces may not be used for this purpose.
- Crosswalks should be distinguished from the parking and driving areas by use of any of the following materials: special pavers, bricks,

Where it should apply

- Commercial Zoning Districts
- On institutional sites
- Where development may have an impact on established residential uses



Example Site Design



Parking Lot Landscaping

raised elevation or scored concrete.

Landscaping, Buffers & Screening

- Required landscaping should both improve the aesthetics of the site and provide needed screening and buffers to adjacent residential uses.
- Greenbelts along public streets should include canopy trees and ornamental plantings, and knee walls to shield front yard parking.
- Buffers should include a combination of evergreen trees, canopy trees, berms, shrubs and hardscape screens like masonry walls or fences, where needed to minimize impacts on adjoining uses.
- Development abutting residential should be screened with a mixture of treatment such as landscaping, walls, and fences.
- Loading and unloading areas should be located where they can be effectively screened from view and where they will create the least impact on residential neighbors. Where necessary, limited hours for trash pick up may be considered to further protect neighbors.
- Where required, detention areas should be designed to mimic natural environments, and steep basins requiring safety fencing should be discouraged.
- Landscaping standards should require a minimum caliper for deciduous trees (at least 2.5 inches at breast height) and height for evergreen trees (at least 6 feet in height) to ensure landscaping will provide the desired screening



Preferred Knee Wall

Lighting

- Site lighting should be regulated so it does not spill into non-commercial areas or the public road, except where needed to illuminate driveways. Generally, levels between 0.5 and 1.0 footcandles at the property line are appropriate.
- Allow some additional illumination where safety may be a concern, and at driveway entrances.
- Light pole heights should be restricted within 100 feet of residential areas.
- Characteristics of different lighting require different considerations. Consider the unique attributes of alternative lighting options, such as Light Emitting Diodes (LED) when updating lighting requirements.

Signs

- Lower-level ground signs are preferred, however, visibility of signs should be maintained.
- Signs should include a durable base constructed of materials compatible with the architecture of the building.
- Sign locations should respect clear-vision areas and traffic safety.
- Regulations regarding changeable message signs should be incorporated into the zoning ordinance or sign code.



Preferred Ground Sign

Incentives

In some communities, the use of appropriate incentives is considered essential to the continued nurturing of commercial and industrial growth and development and the retention and creation of job opportunities.

The following represents a standard list of economic development tools that can be used to promote economic growth and private investment.

State Programs

The Michigan Economic Development Corporation (MEDC) is a public-private partnership run through the State of Michigan to provide business assistance services and capital programs for business attraction and acceleration, economic gardening, entrepreneurship, strategic partnerships, talent enhancement and urban and community development. The MEDC offers a variety of tax credits, abatements, funding and business assistance for businesses throughout the state.

Local Programs

- **Local Authorities.** Several State laws have been enacted to assist communities in redevelopment efforts. Many allow creation of an authority, which is established to govern redevelopment programs that are targeted to certain areas of the community. Through such authorities, additional implementation and funding is possible. The more popular Authorities used for economic development at the local level include the Downtown Development Authority Act (P.A. 197 of 1975, as amended), the Corridor Improvement Authority Act (P.A. 280 of 2005), the Neighborhood Improvement Authority Act (P.A. 61 of 2007, as amended) and the Local Development Financing Authority Act (P.A. 281 of 1986 as amended).
- **Local Grant Programs.** Communities and local authorities can provide financing assistance to businesses and property owners. Programs established through a legal authority, such as a Downtown Development Authority or Corridor Improvement Authority, may only be used to improve land within the respective district. However, broader programs can be developed by communities, if general fund money is to be used. Sometimes, grant programs are run through partnerships with local advocacy organizations, where they provide the support services and the community provides the fiduciary means to achieve their goals. Grant programs are often provided to assist with building maintenance, property improvements, redevelopment projects, or to encourage compliance with newly established laws or requirements.
- **Employment Training.** Training programs can provide resources or even grants for customized job training. Such programs aim to match local businesses with skilled workers, and as such, seek to identify gaps in local employment, whether there are too many skilled workers or not enough, to meet local demand. Once such gaps are identified, programs to address them are established. Ideally, such programs would involve representatives of local business and industry, educational providers, vocational training schools and the municipality.
- **Site Development Assistance.** Communities can encourage development by preparing sites for development in areas where

growth is desired. Establishing a growth boundary can further support these efforts. However, where a growth boundary seeks to limit development, site preparation in advance of development can help catalyze activity. Some communities assign specific staff to assist specific businesses to assist them through the development review process, provide a consistent contact or resource, and provide technical assistance in specialized areas, if needed. Generally, such incentives are recouped by the community once a business is established and contributes tax revenue.

Fast Track Permitting

Streamlining application procedures and timeframes are especially relevant during times of economic uncertainty. The timing of development can influence decisions almost as much as potential profit. Many developers are deterred by cumbersome procedures, lengthy regulatory reviews and multiple plan revisions. These things take time and cost money, so where they can be minimized, developers will see it as an incentive.

Zoning

Incentives in the zoning ordinance can also help encourage redevelopment. The first step is to determine those things the city wants to encourage most with future development, then establish zoning incentives, such as additional density, building height, etc. that may be attractive to developers. An example of this is provided below:

| Recognized Benefit | Incentives | | | | |
|------------------------------|---------------|--------------|-------------------|--------------|-----------------|
| | Density Bonus | Lot Coverage | Setback Reduction | Bldg. Height | Reduced Parking |
| Open Space | X | X | X | | |
| Low-Impact Stormwater Design | X | X | X | | |
| Mixed-Use | X | | | X | X |
| Architecture | | | | | |
| LEED/Green Building | X | X | | X | |
| Additional Buffer | | | X | | |
| Pedestrian Facilities | | X | X | | X |

D. Transportation and Access Toolkit

Parking

The purpose of parking regulations is to ensure adequate and well designed parking and loading areas in all districts at the time buildings are constructed, enlarged or re-occupied. Off-street parking and loading areas provide access to businesses and storage for vehicles not actively in use.

Parking is important to maintain safe operations on public roadways. They provide areas for vehicles when not in use. However, the very presence of parking lots can cause undesired visual and physical impacts that may be prevented through revised parking strategies. Recommendations for the design of parking are included in the Commercial Toolbox: Site Design Guidelines.

In some cases, the amount of parking required in the zoning ordinance may provide more spaces than are actually needed to serve the development.

- **Parking for All Users.** Parking for bicyclists should be incorporated into parking lots. The amount of bicycle parking should be relative to the sites proximity to commercial development nodes, schools, high-density neighborhoods, and areas where alternative travel options are needed in response to a socio-economic need. Some communities choose to allow a reduction in the number of vehicle parking spaces when a certain number of bicycle parking spaces are provided.
- **Parking Requirements.** Parking requirements should be consistent with national or regional averages to avoid requiring too many spaces.

Where it should apply

- Parking provisions should be evaluated throughout the zoning ordinance
- Flexibility should apply on all commercial sites, but especially in the downtown



| Land Use | Parking Requirement | | Average Parking Demand |
|---------------------------|------------------------------|---------------|------------------------|
| | Suggested Ratio | Typical Range | |
| Single-Family Residential | 2 spaces per dwelling unit | 1.5 – 2.5 | 1.11 |
| Shopping Center | 5 spaces per 1000 s.f. GFA | 4.0 – 6.5 | 3.97 |
| Convenience Store | 3.3 spaces per 1000 s.f. GFA | 2.0 – 10.0 | -- |
| Industrial | 1 space per 1000 s.f. GFA | 0.5 – 2.0 | 1.48 |
| Medical/Dental Office | 5.7 spaces per 1000 s.f. GFA | 4.5 – 10.0 | 4.11 |

Sources: (Wells, 1995)(ITE 1987).

- **Parking Maximums.** Sometimes too many spaces are required and in others, the developer wants to install more than are needed. To avoid this, the City can implement a limit to the number of spaces that are provided above the number required. Often, maximums are set at 110% to 125% of the original requirement.

The following flexibility could be applied during site plan review, if incorporated into the zoning ordinance:

- **Shared Parking.** A reduction in the total number of spaces could be considered when two or more businesses share a parking lot.
- **Deferred Parking.** Where a particular business is not likely to require as much parking, but the site is located in a district where future uses may demand them, deferred parking may be considered. This

Where it should apply

- *On slopes less than 5%*
- *Low volume streets (such as residential roads)*
- *Commercial parking lots and residential driveways*
- *Seasonal event locations*
- *Downtown pocket parks*
- *Bike lanes or on-street parking areas*

allows developers to defer construction of parking until such time as it is needed. Area should be set aside on the site plan for such parking, and any necessary agreements or contracts that ensure future compliance, should be required.

- **Downtown Parking.** Sites in the downtown development authority's downtown district should be allowed to use on-street parking located within 500 feet of the storefront.
- **Traffic or Parking Studies.** Flexibility may also be applied when a study, prepared by a transportation professional, is provided that shows their development will demand fewer spaces than required. Such flexibility is typically applied to larger shopping centers with four or more businesses.

Alternative Pavement Options

Porous pavement is a permeable pavement surface that allows runoff to percolate through the pavement and into the ground. This process naturally cleans water, which also reduces the need for costly water treatment systems. The many benefits of porous pavement, listed below, are some of the reasons it is recommended by the Environmental Protection Agency as a Best Management Practices (BMPs) for the management of stormwater runoff.

Benefits from use of alternative pavement include:

- Conventional development has resulted in large parking lots which are impervious to water. Because paved areas are designed to drain water, it will not percolate or sit in one location to evaporate. This causes the volume and velocity of stormwater runoff to increase, which can overtax local streams, stormwater collection or even sanitary sewer systems, especially during flood conditions. Use of porous pavement alternatives can help reverse this trend, and allow more water to naturally percolate into the ground.
- Porous pavement can contribute to healthier groundwater tables by allowing runoff to percolate and recharge underground aquifers. Homeowners and public water suppliers often rely on wells that tap groundwater. Without recharge, the threat exists that these drinking water supplies could dry up.
- Alternative technologies create more efficient land use by eliminating the need for retention ponds, swales, and other stormwater management devices. In doing so, pervious concrete has the ability to lower land consumption and overall project costs.
- Use of natural stormwater recharge systems as opposed to hardscaped detention systems helps alleviate flooding and contamination to streams.

Different settings call for different applications. Logically, more options exist where weight load is not an issue, such as residential patios, plazas, sidewalks, etc. The following table provides some guidance as to where the different options are appropriate:



Porous Pavement

| | Pervious concrete | Porous asphalt | Permeable pavers | Open-cell grids |
|--|-------------------|----------------|------------------|-----------------|
| Streets | x | x | | |
| Crosswalks | x | | x | |
| Sidewalks | x | x | x | |
| Walking trails | | | | x |
| Patios | x | x | x | x |
| Basketball courts | x | x | | |
| Bike Lanes | x | x | x | |
| On-Street Parking | | | x | |
| Parking Lots | x | x | | |
| Commercial Driveways | x | x | | |
| Residential Driveways | x | x | x | x |
| Plazas | | | x | x |
| Reserve fields or special event/seasonal use areas | | | x | x |

Access Management

Access Management is a series of techniques and standards used to maximize existing street capacity and minimize the potential for crashes. Studies show reducing or limiting the number of access points, carefully placing, spacing and design of access points can help achieve safer environments and preserve efficient traffic flow.

A common concern along commercial corridors is traffic safety and congestion. Numerous studies in Michigan and nationwide have shown that a proliferation of driveways or an uncontrolled driveway environment can increase the number and severity of crashes, reduce roadway capacity, and create a need for more costly improvements in the future. Access management can also restore capacity that is lost due to frequent flow interruptions for turns into and out of poorly spaced driveways.

Access management techniques are used to improve transportation operations and increase safety while maintaining reasonable access to properties. In some cases, access may be provided through shared or indirect means, but in every case, reasonable access is always maintained.

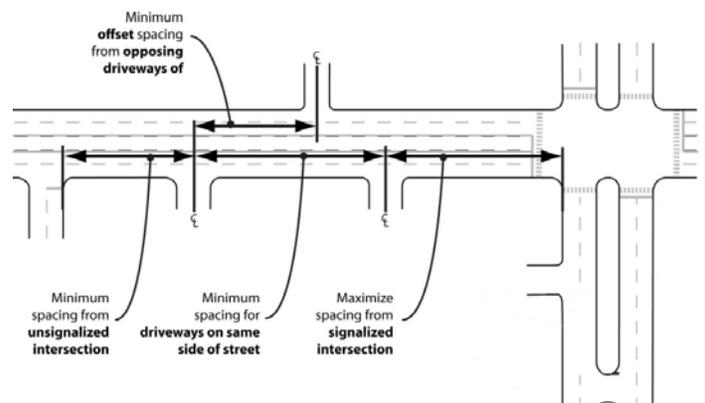
Access Management can also improve the corridor for bicyclists and pedestrians by reducing and limiting the number of potential conflict points along the corridor. Proper placement and design of access points can help improve visibility of pedestrians and bicyclists and reduce the risk involved in crossing multiple driveways and intersections.

The following principles used to manage access should be

Where it should apply

- Downtown
- Commercial Districts
- New residential development
- Along congested or unsafe road corridors

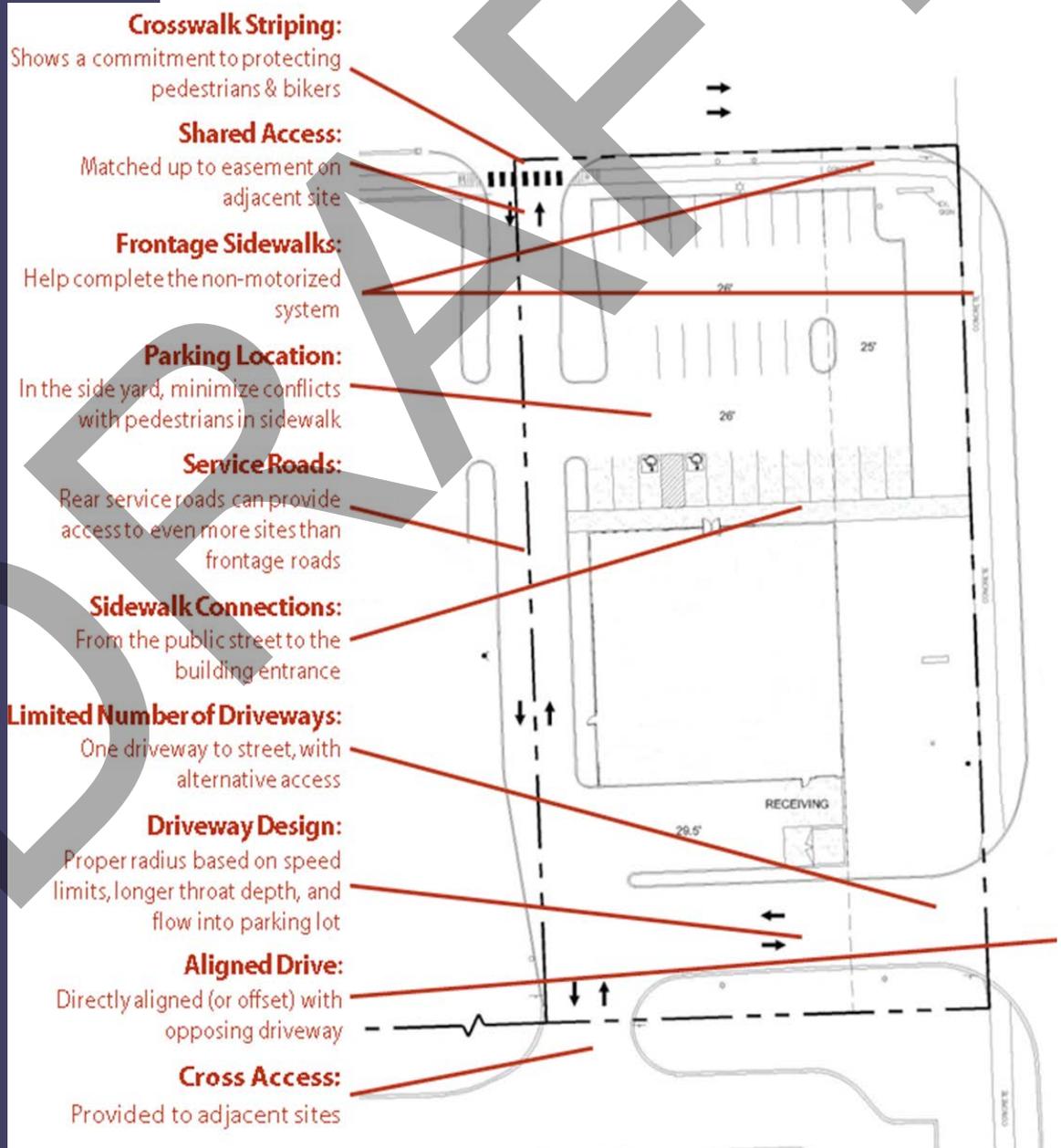
Driveway Spacing



incorporated into the zoning ordinance:

- **Limit the Number of Access Points.** Because the number of driveways affects traffic flow, ease of driving, and crash potential, the number of driveways on major roads should be limited.
- **Maintain Sight Distance.** Proper sight distance needs to be provided at driveways and intersections to ensure a vehicle can see oncoming traffic and pedestrians.
- **Separate Driveways.** Driveways need to be adequately spaced from intersections and other driveways (on both sides of the street) to assist in the reduction of turning movement conflicts.
- **Provide Cross-Access.** Providing connections between parking lots limits the number of turning movements onto the main roadway and reduces the potential for crashes.
- **Be Flexible.** Many developed sites may not meet the recommended spacing. In such cases, the following hierarchy of access principles

What to Look For on a Site Plan



should be followed:

- » Maximize spacing from signalized intersections
- » Directly align driveways, or provide sufficient offset from, access and median crossovers located across the street
- » Maximize spacing from other driveways on the same side of the street
- » Where minimum spacing and offsets are not practical, access should be located to maximize the spacing. In some cases, a shared access system should be considered

The following actions are suggested to support this Plan and ensure its implementation:

- Adopt ordinances that provide for consistent application of standards.
- In advance of development or redevelopment, consider places where pre-planning of driveway locations, service drives or other alternatives can help with access.
- Coordinate with MDOT, Oakland County and SEMCOG to see that needed improvements to local roads are included in the Transportation Improvement Plan.
- Maintain contact with SEMCOG to identify locations where low-impact development or improved stormwater management techniques can be applied.
- Continue to discuss implementation approaches, including future corridor improvement authorities, special assessment districts or subarea planning, for key corridors.
- Regularly meet to review and, if necessary, update this Plan as conditions change. A steering committee was developed as part of this process, which could continue to meet for this purpose after this project is complete.

Access management should be applied in the following situations:

- New Access Requests. Applications for new direct access (i.e. driveways and side streets) to a county street, excluding those intended for single-family residential or essential utility use.
- Land Splits and Subdivisions. Any major or minor subdivision, including residential developments.
- Change in Use or Condition. Changes in use are considered to include the following:
 - » Changes that will increase in parking by more than ten percent 10%
 - » Changes that will increase the number of residential dwelling units by more than 10%
 - » Sites within 500 feet of a high-crash roadway section or high-crash intersection
 - » Sites within 250 feet of a signalized intersection
 - » Uses that will increase in auto vehicle trips by more than 25% in the peak hour
 - » Increase in truck traffic by more than 20% in the peak hour
 - » Changes to the geometry or function of an existing driveway.

- **Road Improvement Projects.** Access management can be implemented with streetscape plans or road resurfacing or reconstruction projects. The design process for such projects should include time for coordination meetings with private property owners to discuss changes along their frontage. Often, the road agency can absorb the cost of driveway closures that are coordinated within the larger project. In fact, this approach is more cost-effective than reconstructing each individual driveway. During the design process, the focus should be on modifying or removing access points that have the potential to contribute to congestion or crash potential, especially those near intersections and high-crash areas.
- **Local or County Funding Sources.** Implementation of many of the Plan's recommended improvements will depend on available funding. In some cases, the costs of the improvements will be borne by the property owner as part of changes to private property. In others, grants or other transportation funds may be earmarked for access changes. Still in other cases, a local Downtown Development Authority (DDA) or Corridor Improvement Authority may seek to fund improvements that further their plans and goals.

Non-Motorized Planning

Historically, transportation decisions were made in the interest of motorized safety, and while such efforts have resulted in improved safety on Michigan roads, they have also resulted in degraded environments for pedestrians, bicyclists and transit riders. For years, road right-of-ways have served their function of moving vehicular traffic; however they are a tremendous public asset that can be used for much more. They represent important connections within a community, provide routes for travel and commerce, and project the first impression that will shape the community's image. Roads should still be preserved for their intended function, but they should also be designed to accommodate all expected users of the road. Careful planning for non-motorized facilities includes an assessment of the existing environment, review of possible alternatives or opportunities that can improve that environment, and a set of recommendations that should be implemented to studied in further detail.

Non-Motorized facilities are beneficial for the following reasons:

- They provide connections between homes, schools, parks, public transportation, offices, and retail destinations.
- They improve pedestrian and cyclist safety by reducing potential crashes between motorized and non-motorized users.
- They encourage walking and bicycling, with corresponding health and fitness benefits.
- They can help ease transportation problems by increasing the transportation network's overall capacity and reducing congestion.
- They provide options to make fewer driving trips, resulting in savings on operation and maintenance of motor vehicles.
- They help enhance the economic vitality of connected commercial areas.
- They support sustainability goals and objectives by advocating a reduction in fuel use and a corresponding reduction in air pollution

and carbon emissions.

As part of the Michigan Planning Act, communities planning for public streets must coordinate with other road agencies. The Road Commission for Oakland County published Complete Streets Guidelines which discuss use of the following.

- **Completing the System.** Providing alternative facilities like sidewalks and pathways will encourage more walking within the community, especially for those taking shorter trips. They also provide travel options for those without access to a personal vehicle, such as students, seniors and those with limited ability. Ways to better facilitate walking and biking include:
 - » Filling gaps in the existing system
 - » Replacing broken or deteriorated segments
 - » Connecting sidewalks, especially near schools and bus stops
 - » Installing new sidewalks where worn paths are noticeable
 - » Including buffers between the sidewalks and travel lanes (lawn, parking, etc.)
 - » Using curb extensions in the downtown to reduce intersection crossing lengths
 - » Adding pedestrian signals at signalized intersections (including “countdown” signals)
 - » Ensuring ADA compliant ramps are provided at intersections
 - » Removing overhead obstacles like tree limbs
 - » Clearing of snow, ice and debris
- **Pavement Striping.** Sometimes, changes within the existing road profile can provide benefits at less cost than physical changes. Pavement markings are a key component to the road; they identify where the vehicular realm ends and the non-motorized realm begins. They indicate travel lanes, crossing locations, bike lanes, on-street parking, or other activities within the roadway that can possibly be arranged in a variety of ways, such as the following:
 - **Crossings and Pedestrian Refuge Areas.** Striping is used to show on-street parking spaces and crosswalk locations. There are a variety of painted warnings and crosswalks that can be used. In cases where the pedestrian needs to cross very wide pavement, curb bump-outs can be used to shorten this distance in a more aesthetic way, but some of the same benefits can be achieved through cross-hatching bump-outs at intersections.
 - **Stop Bars.** At major pedestrian crossings where there are two travel lanes in each direction, staggered stop bars could be used so the inner vehicle is farther from the crossing than the vehicle in the outer lane. This provides more protection to the pedestrian by improving awareness of the motorist in the inner lane of the pedestrian. Stop bars can also be located farther back from the intersection to provide greater security for pedestrians, or re-designed with alternative styles (such as use of triangles) so they will more likely be noticed by motorists.
 - **Road Diets.** Striping can be used to convert travel lanes for other



Pedestrian Refuge



Improved Crossing

purposes, such as bike lanes, new on-street parking, widened sidewalks or landscaped areas and other streetscape enhancements. These types of conversions, often called “road diets” have been shown to reduce crashes, especially left-turn and driveway related crashes; enhance mobility for all users; and better harmonize street design with adjacent land uses. A reduction from four lanes to three should be explored where streets carrying 15,000 vehicles per day or less are designed to carry more traffic. A feasibility study is needed to determine if the reduction in lanes will maintain safe travel operations, particularly at intersections. If such studies show a conversion might be feasible, it should be included in a detailed alternatives analysis, with the final decision based on how well the road diet matches the goals and objectives of the jurisdiction within which the roadway is located, and whether the changes will result in acceptable travel operations.

- **Bike Lanes.** Striping is the most common method of identifying bike facilities. Often implemented as part of a road diet, bike lanes are narrow lanes within the paved portion of the roadway that are striped and marked or colored to indicate their separation from vehicular travel lanes.
- **Shared Lanes.** Where separate bike lanes cannot be accommodated, sometimes the bicycle can share travel lanes with vehicles. Such shared use may be identified with signs or pavement markings, but this often just happens along a street.

Physical Changes within the Right of Way

- **Road Shoulders.** Many pedestrians and bicyclists use existing road shoulders to travel along roads, especially in rural locations. Where feasible and where a need exists, road shoulders can be widened or paved to improve safety and comfort for non-motorized users.

Non-Motorized Approaches:

Suburban

- Sidewalks
- Roadside paths
- Bike lanes



Urban

- Bike lanes
- Sidewalks
- Shared Roads



- **Sidewalks.** Sidewalks are the most commonly used facility for pedestrians and less experienced bicyclists. Studies show that more bicycle accidents occur when bicyclists use a sidewalk because they are less visible to motorists when they are separated from traffic, so other facilities should be considered for bicyclists. For pedestrian use, sidewalks are typically five feet in width, and paved with a hard surface like concrete or asphalt. Walks should be continuous along at least one side of the roadway. Where they cannot be provided on both sides, careful road crossings need to be incorporated into the system to provide access to locations across the street.

- **Separated Pathways.** Pathways, including 8- to 10-foot wide pathways along a street sometimes intended to be shared by pedestrians and bicyclists, trails or greenways, are off-road, multi-use transportation networks. Often they wider than typical sidewalks, and are usually paved, but may be mulched or gravel where the context is appropriate for those materials or for equestrian paths. Pathways may be owned and managed by the community parks and recreation department, the street department, or a non-profit organization.

- **Mid-block Crossings.** Sometimes, an enhanced pedestrian crossing can facilitate access across the street at unsignalized locations.

Elements like pedestrian refuge medians within the roadway, pedestrian-activated traffic signals or flashers, pavement striping and signage can be used to improve safety and comfort for all users.

| | Downtown & City Streets | Suburban & County Roads | Rural Roads |
|----------------------|------------------------------------|------------------------------------|--------------------|
| Wider Shoulders | | x | x |
| Paved Shoulders | | x | x |
| Separated Pathways | | x | x |
| Sidewalk Connections | x | x | x |
| Wider Sidewalks | x | | |
| Mid-block Crossings | x | x | |
| Bike Lanes | x | x | |
| Shared Lanes | x | | |

Transportation Coordination

As part of the Michigan Planning Act, communities that plan for public streets must coordinate with other road agencies.

In 2005, the FHWA studied collaborative transportation planning in four states. A number of themes emerged that indicated a need for better communication:

- Conflicting transportation and land use policy
- Need for improved coordination between local agencies (County, City) and state/federal agencies
- Lack of involvement from environmental/resource agencies in transportation planning
- Need for interconnectivity and multi-modal planning
- Demand for political leadership in promoting collaboration on transportation issues
- Development and institutionalization of collaborative systems

Improving Communication

- **Education and Dialogue.** Each party in the transportation planning process must understand and appreciate the goals of the other in order to successfully collaborate. Municipalities or road agencies acting independent of others tends to create confusion, especially when they proceed without knowing how their work can affect others. South Lyon should designate a representative to attend regular Road Commission meetings to establish such a relationship.
- **Technology.** Use of computer models is more common, and the information they contain is more widely shared. Use of imperative data and tools will help reduce misconceptions, generally-accepted assumptions, and provide a more refined basis for discussion.
- **Flexibility.** Building more flexibility into project design standards can help ease tensions between opinionated participants.
- **Criteria and Evaluation Mechanisms.** Develop structured guidelines

Where it should apply

As listed in its 2009 Strategic Development Plan, the Road Commission for Oakland County has plans to widen the following road segments from 2 lanes to 3 lanes:

- Pontiac Trail between 8 Mile Road and 9 Mile Road
- Pontiac Trail from the railroad tracks to 11 Mile Road
- 10 Mile Road from Dixboro to Hagadorn

that are based on shared goals early in the process will help build consensus later in the process.

Where it should apply

- *Community destinations/focal points*
- *Pedestrian crossings*
- *School zones*
- *High crash locations*
- *Transition zones where speed limits change*

Gateways

Gateways are urban design elements located at entry points into the community. They can be used to announce the City boundary and/or introduce the character and theme of a place or district. Gateways can be defined as a narrowing or perceived narrowing of the roadway, intended to cause drivers to slow down and recognize that they are entering an area of changed land use. Their design often combines hard and landscape materials in a way that will influence travel behavior and project the desired community image.

Gateways serve to welcome visitors, workers, and residents, and orient visitors to the community. They provide opportunities to celebrate local culture and history and frame perceptions of the community, and can reinforce a larger marketing effort aimed at creating a “brand” for the community, corridor or district. If properly designed, gateways can also be effective at calming traffic and improving safety.

Generally, travel speeds are linked to a driver’s perception. Where a driver perceives the possibility of cross-traffic, pedestrian activity or slower traffic, they will intuitively slow their travel speed. Elements within the driver’s view will all shape how fast or slow they travel in order to feel safe. Just as expressways often are maintained with wide open areas alongside them, local roads should not be so “wide open” so as to encourage faster speeds.

How it should be implemented

Gateways should be considered for locations where the road function changes, such as where speed limits change, at key pedestrian locations, such as school zones or mid-block crossings, but can also be used to alert drivers they are entering the community, approaching downtown, or nearing a community destination.

Gateway design needs to consider limitations and regulations of the appropriate road agency. Sometimes road agencies discourage changes within the road right-of-way for safety reasons, but gateway treatments can influence travel behavior in a positive way that meets the goals of both the community and the road agency. For example, gateway treatments can be used where speed limits are reduced to help influence drivers to slow down.

Some considerations for gateway designs include the following:

- Gateways should reflect the attitudes and culture of the community. Celebrating civic facilities, historic events, or significant places are ways to project a positive image and foster community spirit.
- Gateways should set the tone for the community’s image, so they should reflect local culture, history or desires.
- Gateways must be consistent and appropriately scaled, and they should reflect characteristics of other elements used to define the district.
- The design approach and palette of materials must be consistent enough to relate to the other gateways and elements that define the districts.

- Improve landscaping along the road edge to present a sense of arrival. Landscaping can also be used to help buffer pedestrians from passing motorized traffic.
- Sidewalks should be maintained especially in gateway areas.
- Coordinated signage is essential to presenting a cohesive image, but some variety should be encouraged to delineate distinct districts or areas of the City.

Gateway treatments should be located where needed to signal drivers that they are entering a lower speed street segment, where they should reduce their speed, stay alert and exercise more caution, or where they should expect slower traffic, cross-streets, turning vehicles, bicyclists, and/or pedestrians.

Common Gateway elements:

- *Gates*
- *Landscaping*
- *Public Art*
- *Pocket parks*
- *Curb bump-outs*
- *Medians*
- *Roundabouts*
- *Rumble strips*
- *Bike lanes*
- *Changes in road surface*
- *Road markings*
- *Signage*
- *Overhead banners*
- *Lighting*
- *On-street parking*



Rough Gateway Concept

E. Land Use and Policy Toolkit

Future Land Use Guide

The Future Land Use Map may not look like the zoning map or the existing land use map, and it shouldn't. The Map illustrates the long-range expectations for use, based on discussion, research and public outreach conducted as part of the Master Plan. This guide is intended to give direction on how to use the future land use map, but should not be confused with the zoning map, recommendations for use of which is provided separately (see Land Use & Policy Toolkit: Zoning Plan).

The future land use map is not intended to be implemented immediately, but rather over time. This Plan projects the City's vision for the next 20 years, and as such, immediate changes in zoning may not be needed. As with any changes in policies and regulations, changes to the zoning map should be logical and incremental.

- **Be Flexible.** The Planning Commission recognizes that changing circumstances, unanticipated opportunities, and unforeseen problems can require a shift in direction. Such mid-term adjustments to the Plan should be anticipated, but should not be a frequent or an easy occurrence without careful thought and research. While reactionary changes are inevitable, the Planning Commission should strive to act proactively with respect to planning policies, rather than react to individual situations as they arise over time.
- **Keep It Current.** The Michigan Planning Enabling Act requires a review of the Master Plan every five years. However, the City can review it more frequently. Some communities use the Master Plan as a tool during annual reports of the Planning Commission, to determine which implementation tools have been accomplished, and which need additional attention.
- **Use it as a Public Improvement Tool.** The Michigan Planning Enabling Act, requires the Planning Commission to review all public improvements for conformance to the Master Plan prior to their final authorization. This provision is not intended to give the Planning Commission the authority over public improvements, but to ensure that formal consideration is given to the relationship of such improvements to the City Master Plan. In evaluating that relationship, the Planning Commission should look at consistency with land use, as well as the impact of the proposed improvement on other Plan recommendations.

Zoning Plan

The zoning plan is an element required by the Michigan Planning Enabling Act, which states that Master Plans must describe the relationship between the future land use map and the zoning map. For practical reasons, this Zoning Plan also discusses the timing of changes to the zoning map.

While there are many programs and activities important to the overall implementation of this plan, zoning is the single most significant mechanism for achieving the desired land use pattern and quality of development advocated in the plan. Because the future land use map is a long range vision of how land uses should evolve over time, it should not be confused with the zoning map, which is a current (short-term)

mechanism for regulating development.

The Planning Commission must consider the timing of changes to the zoning map, as they are not all intended to occur immediately following adoption of the Master Plan. They should occur over time, as discussed in the Future Land Use Plan. To determine if and when zoning changes are needed, the Planning Commission should consider the following:

- **Infrastructure.** There must be sufficient public infrastructure to accommodate the types of development allowed under the requested zoning. This should include sufficient sewer and water capacity, transportation facilities and other infrastructure required to serve the development. Location within the Township's Public Infrastructure Boundary should govern approvals of zoning to an intensity that would require such services.
- **Site Conditions.** Sites proposed for rezoning to accommodate change in land use need to have sufficient width and area to facilitate development that satisfies the requirements of the zoning ordinance, and its physical conditions capable of accommodating the type of development possible under the requested zoning.
- **Market Saturation.** As much as possible, and where it does not compromise other goals of the Township, rezoning should be logical and incremental. Over-supply of vacant land in any one district can lead to reduced overall property values.

If necessary, downzoning of areas may be needed if there is an identified surplus of commercial or industrial space. Over supply of certain land uses can cause a dilution of the market, and an overall decline in property values. Maintaining a balance in the market will help protect the dynamics of commercial districts. Where downzoning is not feasible, consider re-organizing land uses so mutually-beneficial businesses are grouped together in distinct districts, and those that do not contribute to the synergy are located at the periphery.

The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances and to control impacts on the environment and infrastructure.

- **Zoning Map:** The intent is that changes to the zoning map over time will gradually result in better implementation of the objectives encouraged in the Future Land Use Map. In some cases, the City may wish to initiate certain zoning changes as part of an overall zoning map amendment. Other changes to the zoning map will be made in response to requests by landowners or developers. In those cases, City officials will need to determine if the time is proper for a change. A key point to remember is that the future land use plan is a long range blueprint: Implementation is expected, but gradually in response to needs, conditions and availability of infrastructure.
- **Zoning Regulations:** Zoning regulations control the intensity and arrangement of development through standards on lot size or density, setbacks from property lines, building dimensions and similar minimum requirements. Various site design elements discussed in this Plan are also regulated through the site plan review process, which addresses overall site design for items such as landscaping,

A major recommendation of this plan is to thoroughly update the zoning ordinance. Some of the recommended changes are listed below:

- *Incorporate Sketch Plan requirements for developed sites or minor projects*
- *Develop an administrative review procedure for certain minor changes, and include a Site Plan Review Table to specify what process applies to which type of application*
- *Develop standards for gradual improvement of non-conforming sites*
- *Require ongoing compliance with site plans, especially when it comes to landscaping or other performance requirements. Require site inspections prior to occupancy and re-occupancy.*
- *Discuss and regulate changeable message signs*
- *Incorporate alternative energy concepts into the ordinance for wind and solar energy, and LED lighting alternatives.*
- *Update the list of allowed uses to modernize the list of uses, remove outdated terms, and revisit the lists of permitted and special land uses*



lighting, driveways, parking and circulation, access management, pedestrian systems and signs. Zoning can also be used to help assure performance in the protection of environmentally sensitive areas such as floodplains, State regulated wetlands and woodlands.

• **Subdivision, Land Division and Condominium Regulations:**

Subdivision, land division and condominium regulations control the manner in which property is subdivided in the City and the public improvements required to support the development. The distinctions are not always apparent once a project is built, but the approval procedures are different due to separate State statutes that govern the three types of land development/division in Michigan.

• **Property Maintenance Code:** The City has adopted a Property Maintenance Code via adoption of the State Building Code. This Code provides the City with enforcement powers to ensure that properties are maintained to the standards of the community.

• **Development Review and Approval Process:** Most land development regulations are applied when new construction is proposed. The City of South Lyon has a comprehensive development review process from development conceptualization to building occupancy. Once proper zoning is in place, a site plan must be approved followed by approval of building and site engineering construction plans and then permits for construction. Buildings and sites are inspected and then occupancy permits are issued. Regulations are enforced through a combination of monitoring by City staff and in response to complaints.

• **Form-Based Code:** Areas planned for more urban development may be more appropriate to regulate through form-based codes rather than traditional zoning ordinances. Form-Based Codes focus more on the building form than the land use and strives to achieve a desired atmosphere first, then considers use as a secondary concern. They include very specific building regulations that ensure proper building placement relative to the public realm.

Where it should apply

The tables below show how the Future Land Use Map corresponds to the City's current zoning districts.

| Future Land Use | Density or Intensity | Minimum Lot Size/Maximum Density | Zoning District |
|-------------------------|----------------------|----------------------------------|----------------------------------|
| Suburban Residential | 2.2 du/ac. | 15,000 | R-1A One-Family Residential |
| | 2.7 du/ac | 12,000 | R-1 One-Family Residential |
| | 3.3 du/ac | 10,000 | R-2 One-Family Residential |
| | 3.7 du/ac | 8,750 | R-3 One-Family Residential |
| | 4.1 du/ac | 4,000 | RT Two-Family Residential |
| | 10 du/ac | 1 br/ 1,100 s.f. | PD Planned Development |
| Traditional Residential | 7 du/ac | 1 br/1,500 s.f. | RM-1 Multiple-Family Residential |
| | 10 du/ac | 1 br/1,100 s.f. | RM-2 Multiple-Family Residential |
| | | | RM-3 Multiple-Family Residential |
| | 8 du/ac | 1 du/5,500 s.f. | MH Mobile Home Residential |

| | | | |
|-------------------------|--------------------|---|------------------------|
| Neighborhood Commercial | Moderate Intensity | — | OS-1 Office Service |
| | | | B-3 General Business |
| Downtown | Moderate Intensity | — | B-2 Central Business |
| | | | P-1 Vehicular Parking |
| General Commercial | High Intensity | — | B-1 Community Business |
| Industrial | High Intensity | — | I-1 Light Industrial |
| | | | I-2 General Industrial |

| Zoning Districts | Suburban Residential | Traditional Residential | Neighborhood Commercial | Downtown | Community Commercial | Industrial |
|----------------------------------|----------------------|-------------------------|-------------------------|----------|----------------------|------------|
| R-1A One-Family Residential | | | | | | |
| R-1 One-Family Residential | | | | | | |
| R-2 One-Family Residential | | | | | | |
| R-3 One-Family Residential | | | | | | |
| RT Two-Family Residential | | | | | | |
| RM-1 Multiple-Family Residential | | | | | | |
| RM-2 Multiple-Family Residential | | | | | | |
| RM-3 Multiple-Family Residential | | | | | | |
| MH Mobile Home Residential | | | | | | |
| PD Planned Development | | | | | | |
| OS-1 Office Service | | | | | | |
| B-1 Community Business | | | | | | |
| B-2 Central Business | | | | | | |
| P-1 Vehicular Parking | | | | | | |
| B-3 General Business | | | | | | |
| I-1 Light Industrial | | | | | | |
| I-2 General Industrial | | | | | | |

See the Parks and Recreation Assessment in Chapter II



Parks and Recreation

Parks are a vital component in establishing and maintaining quality of life, ensuring the health of citizens, and stimulating the economic and environmental well-being of a community and region. Presence of park facilities and recreation programming is becoming even more important as socio-economic conditions change and transportation choices shift. Parks and recreation can provide the following benefits

Economic

- Presence of parks in a community or neighborhood raises property values and increases business attraction.
- Natural areas provide important stormwater and water quality functions that if removed, might require costly treatment facilities instead.
- Some park programming can generate revenue for a community.
- Park facilities provide venues for local events and markets.

Community Health and the Environment

- Parks provide places for people to be active.
- Organized programming can increase activity among children and adults.
- Parks and protected public lands are proven to improve water quality, protect groundwater, prevent flooding, improve air quality, provide vegetative riparian buffers, and maintain wildlife habitats.
- Passive parks and natural areas provide places for people to connect with nature and each other.

Social

- Parks are a reflection of the quality of life in a community, often cited as one of the most important factors in livable community surveys.
- Parks provide gathering places for families and social groups, as well as for individuals of all ages and economic status, regardless of their ability to pay for access.
- Access to parks and recreation opportunities has been linked to reductions in crime and to reduced juvenile delinquency.
- Parks provide a sense of public pride and cohesion to a community.

Parks and recreation facilities are the gathering places, playgrounds, fitness centers and nature preserves that anchor a community. Ensuring residents have access to adequate parkland and a variety of recreation facilities requires study of several factors:

- Amount of parkland available to residents
- Location, type and function of parks relative to population centers
- Number of recreation facilities (i.e. ball fields, courts, playgrounds, etc.) relative to the number of residents that use them
- Accessibility of park systems and facilities for users of all ages and ability

Resources are available to assist with parks and recreation planning. The Michigan Department of Natural Resources suggests use of the National Recreation and Park Association (NRPA) Guidelines. They help to

determine the necessary amount of parkland, location and amount of facilities (fields, courts, amenities, etc.) that should be provided based on community population. The following table provides a summary of the most relevant NRPA guidelines for recreation facilities:

Where it should apply

Parks and recreation should be provided where a need exists. The NRPA provides guidance regarding the amount and location of community parks. These guidelines were developed to provide an understanding of typical recreation needs, based on local population. The NRPA suggests parks be categorized as Mini Parks that serve adjacent neighborhoods, Neighborhood Parks that serve residents within a half mile, Community Parks that serve the entire community and Regional Parks that serve residents in the study community as well as others. Because South Lyon occupies a relatively small geographic area and most parks serve multiple purposes (i.e. a Neighborhood Park is likely used by the whole community), for purposes of this analysis, parks were only classified as Mini or Community. Regional Parks are those provided by County, State and Regional recreational agencies.

| Facility | Facilities per Resident |
|-------------------------|-------------------------|
| Basketball | 1 per 5000 |
| Indoor Ice Hockey | 1 per 100,000 |
| Tennis | 1 court per 2000 |
| Volleyball | 1 per 5000 |
| Baseball | 1 per 5000 |
| Lighted Field | 1 per 30,000 |
| Football | 1 per 20,000 |
| Soccer | 1 per 10,000 |
| Softball/Youth Baseball | 1 per 5,000 |
| 9 Hole Golf Course | 1 per 25,000 |
| 18 Hole Golf Course | 1 per 50,000 |
| Multi-use Court | 1 per 10,000 |
| Swimming Pool | 1 per 20,000 |
| Recreational Trail | 1 system per region |

Source: National Recreation and Park Association (NRPA, 1983)

Safescaping

Safescaping is an approach to preventing crime through physical development considerations. Multi-disciplinary programs are most effective because they join law enforcement, community awareness and personal protection efforts so public safety officials, local leaders and neighborhood groups are all working toward the same goal. Policies generally promote the following three key principles and a variety of design recommendations, which are described below.

- **Natural Surveillance:** Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.
- **Natural Access Control:** Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.
- **Natural Territorial Reinforcement:** Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where “strangers” or “intruders” stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial

Where it should apply

- *In moderate to high-density residential areas*
- *Mixed use areas*
- *Downtown*

reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations. Territorial reinforcement measures make the normal user feel safe and make the potential offender aware of a substantial risk of apprehension or scrutiny.

The National Crime Prevention Institute suggests the built environment as a key factor in reducing fear, lessening crime and improving quality of life. Safescaping is a way to proactively prevent crime and unsafe conditions without additional public safety costs. It makes logical sense to consider safety during development design, as unsafe environment, or even those that may be safe but are perceived to be unsafe, will not thrive socially, culturally or economically.

Because the purpose of safescaping is to protect public safety, the following design recommendations could be published as guidelines for developers, or incorporated into the zoning ordinance as a set of standards or requirements. As written, they are intended to be the former, but more prescriptive requirements could be crafted to achieve the principles below:

| Design Recommendations | Surveillance | Access Control | Territorial Reinforcement |
|---|--------------|----------------|---------------------------|
| SITE DESIGN: | | | |
| Design streets to encourage pedestrian and bicycle traffic. | ■ | | |
| Use passing vehicular traffic as a surveillance asset. | ■ | | |
| Use structures to divert persons to public and reception areas. | | ■ | |
| Use a locking gate between front and backyards. | | ■ | |
| Ensure potential problem areas are well lit: pathways, stairs, entrances/exits, parking areas, ATMs, phone kiosks, mailboxes, bus stops, children’s play areas, recreation areas, pools, laundry rooms, storage areas, dumpster and recycling areas, etc. | ■ | | |
| Limit the size of projects that cater to one particular housing type or price range. Studies show that the larger the project, the more isolated residents feel. | | ■ | |
| Where possible, encourage attached single-family housing types that provide ownership opportunities. | | | ■ |
| If possible, assign parking spaces or provide attached garages that offer direct entry to homes. | | ■ | |
| FENCING: | | | |

| Design Recommendations | Surveillance | Access Control | Territorial Reinforcement |
|---|--------------|----------------|---------------------------|
| Use the shortest, least sight-limiting fence appropriate for the situation. | | ■ | |
| In the front yard, use waist-level, picket-type fencing along residential property lines to control access, encourage surveillance. | | ■ | |
| Use shoulder-level, open-type fencing along lateral residential property lines between side yards and extending to between back yards. They should be sufficiently unencumbered with landscaping to promote social interaction between neighbors. | | ■ | |
| Use substantial, high, closed fencing (for example, masonry) between a backyard and a public alley. | | | ■ |
| Avoid cyclone fencing and razor-wire fence topping, as it communicates the absence of a physical presence and a reduced risk of being detected. | ■ | | |
| LANDSCAPING: | | | |
| Create landscape designs that maintain open views, especially in proximity to designated points of entry and opportunistic points of entry. | ■ | | |
| Use thorny bushes beneath ground level windows. Use rambling or climbing thorny plants next to fences to discourage intrusion. | | ■ | |
| Actively maintain the premises such that it communicates an alert and active presence occupying the space. | | | ■ |
| Plant trees in common open spaces, which are found to improve the perception of safety. | | | ■ |
| LIGHTING: | | | |
| Avoid lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. | ■ | | |
| Use more fixtures at a lower lighting intensity to distribute light and prevent severe lighting disparities, which require the eyes to adjust. | ■ | | |
| Use shielded or cut-off luminaires to control glare. | ■ | | |
| Place lighting along pathways and other pedestrian-use areas at proper heights for lighting the faces of the people in the space (and to identify the faces of potential attackers). | ■ | | |
| BUILDING DESIGN: | | | |
| Place windows so residents can overlook sidewalks and parking lots. | ■ | | |

| Design Recommendations | Surveillance | Access Control | Territorial Reinforcement |
|--|---------------------|-----------------------|----------------------------------|
| Use transparent vestibules at building entrances. | Blue | | |
| Require that storefront windows remain clear of signs, display racks and other items that prevent clear views into and out of the store. | Blue | | |
| Use a single, clearly identifiable, point of entry. | | Green | |
| Incorporate maze entrances in public restrooms. This avoids the isolation created by double door entry systems. | | Green | |
| Eliminate design features that provide access to roofs or upper levels. | | Green | |
| Display security system signage at access points. | | | Red |
| Restrict private activities to defined private areas. | | | Red |
| Use quality building materials to improve the perceived value and provide a safer building in case of fire or natural catastrophe. | | | Red |
| Limit the number of units (i.e. less than 5) within multiple-family buildings. | | Green | |
| Balcony railings should be low in height and should not be solid or obstruct views | Blue | | |
| Common building entrances should include self-locking entrances. | | Green | |
| Where needed, locate stairwells and elevators in a central location where activity is higher. | | | Red |
| Require windows on all building facades. | Blue | | |
| PUBLIC PARKS: | | | |
| Illuminate an area extending 30 feet on either side of trails and active areas at 0.6 footcandles or more. | Blue | | |
| Where security is an issue, illuminate areas at 3 footcandles or more. | Blue | | |
| Locate restrooms, telephones and drinking fountains in high-activity areas, and illuminate them properly at night. | Blue | | |
| Clearly mark entrance and exit routes, emergency call boxes and nearby public safety offices. | | Green | |
| Cluster amenities likely to be used at night to minimize the need for costly lighting and patrols. | | Green | |
| Include safety signage to reinforce local patrols and neighborhood watches. | | | Red |

| Design Recommendations | Surveillance | Access Control | Territorial Reinforcement |
|--|---------------------|-----------------------|----------------------------------|
| Restrict vehicular access to parking areas only. | | | |
| Trim landscaping such that shrubs are no taller than 2 feet in height and tree canopies fall no lower than 6 feet. | | | |
| Prevent tampering of lights by installing tamper-proof covers on fixtures and by trimming trees near light poles. | | | |

Sustainability

Sustainability refers to efforts based on addressing the entire sustainability wheel that includes environmental, fiscal, social, physical, economic and cultural aspects of the community.

The term can mean many things, but in the context of this Plan, sustainability involves a set of policies that create development environments in which our consumption of resources does not exceed our ability to harvest or renew them. Sustainability seeks to reduce current demand so our resources can not just serve the current population, but also for generations to come.

Increased development activity has placed a burden on many natural drainage systems. The overtaxing of drainage systems leads to localized flooding, environmental damage and the need for costly storm drainage facilities.

By encouraging efficient development patterns, endorsing environmentally conscientious policies to guide municipal behavior, and encourage development that respects the natural environment, our resources can be better protected, while public infrastructure and maintenance costs can be reduced. Additional benefits include:

- Improved water quality
- Reduced municipal infrastructure and utility maintenance costs (e.g., streets, curbs, gutters, storm sewers)
- Decreased flooding and streambank erosion
- Reduced stormwater management costs
- Less heating, cooling, and irrigation costs
- Increased groundwater supply
- Improved recreational opportunities
- Protection of community character and aesthetics
- Enhanced sensitive habitat, including fisheries

Incorporating certain regulations into the zoning ordinance can also help conserve natural features during site design. Providing incentives

Where it should apply

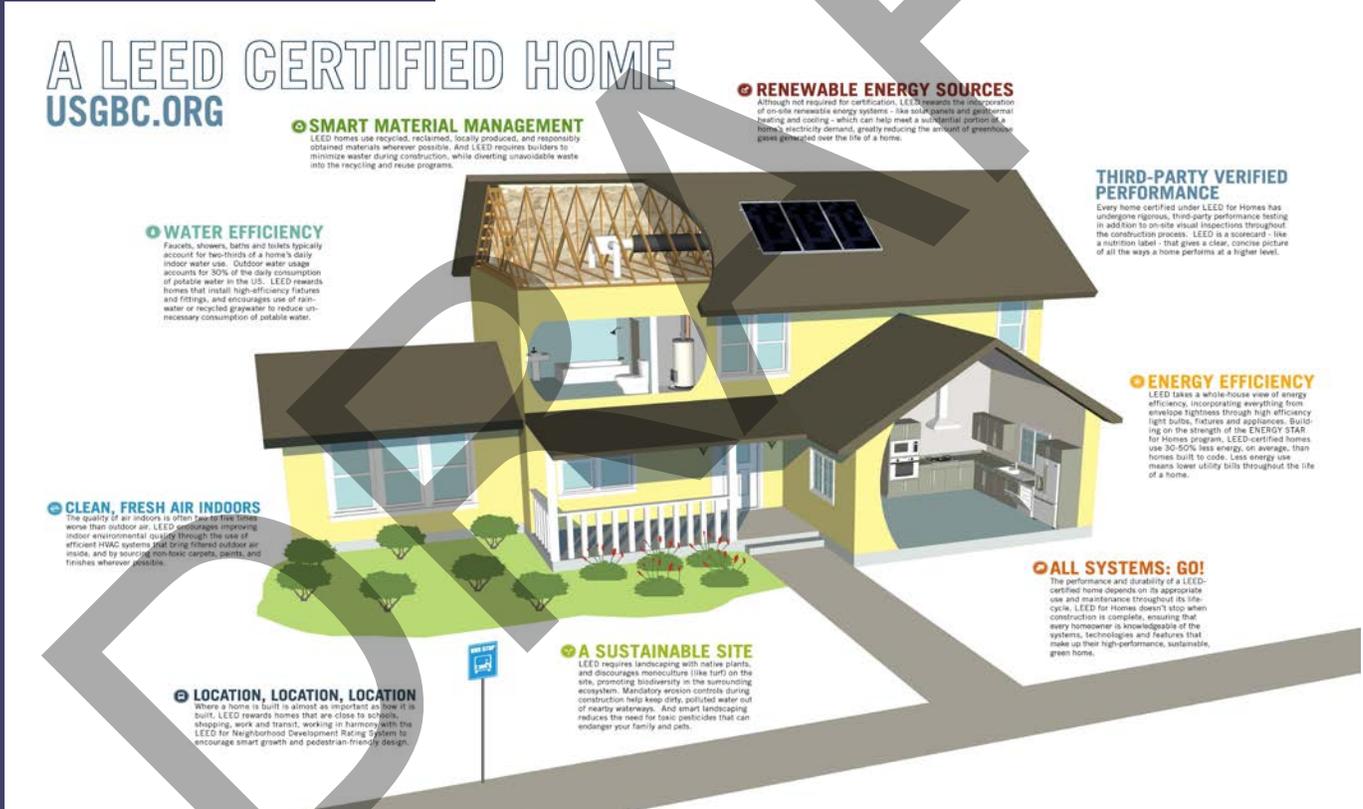
- *New development projects*
- *During public road or building projects*
- *Along streets*
- *On non-conforming sites that cannot meet current stormwater requirements*
- *Where impervious lot coverage exceeds 25%*

for preservation of natural features, or use of sustainable site and building design principles, can also improve the environment over time. Site development principles should follow those given for Traditional Neighborhood Development, Downtown and Mixed Use as discussed elsewhere in this Plan.

The following additional tools can be utilized to improve sustainability:

Municipal Policies

- Recycling/Composting to Reduce Waste.
- Air Quality, Reducing Emissions.
- Cost of Service Studies.
- Overlay Zoning. The impact to sensitive areas can be minimized through overlay zoning districts that limit the intensity of development and require clustered development to preserve these critical natural areas. Other regulations, such as protection of significant woodlots, vegetative corridors, or other significant environmental areas can also be incorporated into the overlay district, or may become part of a general ordinance.



from USGBC.com

Site Design Guidelines

- Advocate open space and cluster development options that protect open space and natural features while minimizing impervious area, construction costs, and impacts to the watershed.
- Relax side yard setbacks and allow narrower frontages to reduce total road length in the community and overall site imperviousness. Relax front setback requirements to minimize driveway lengths and reduce overall lot imperviousness.
- Reduce overall lot imperviousness by promoting alternative driveway

surfaces and shared driveways that connect two or more homes together (see Transportation & Access Toolkit: Alternative Pavement Options).

- Direct rooftop runoff to pervious areas such as yards, open channels, or vegetated areas and avoid routing rooftop runoff to the roadway and the stormwater conveyance system.
- Reduce the total length and impervious coverage required of residential streets by allowing narrower lot widths, cluster design, and requiring street inter-connections instead of cul-de-sacs.
- Use vegetated open channels rather than hardscaped storm drains should be used in the street right-of-way to convey and treat stormwater runoff, where density, topography, soils, and slope permit.
- Revise parking standards to minimize the amount of impervious coverage required with development (See Transportation & Access Toolkit: Parking Standards).
- Wherever possible, provide stormwater treatment for parking Lot runoff using bioretention areas, filter strips, and/or other practices that can be integrated into required Landscaping areas and traffic islands.

Natural Area Conservation

- Require preservation and restoration of a natural buffer system along perennial streams that also encompasses critical environmental features such as the 100-year floodplain, steep slopes and freshwater wetlands.
- Preserve and restore riparian stream buffers during development reviews. Incentives for additional protection of natural resources should be incorporated into zoning and other codes.
- Encourage natural landscaping during site plan reviews – allow clustering of trees and promote use of native plants.

Building Design

To be certified by the Leadership in Energy and Efficient Design Council, buildings must earn a certain number of points during an evaluation of the building design. Buildings must meet a set of basic criteria, and are awarded additional points for each development principle that is met. While the checklist is quite comprehensive, some of the principles most relevant to this Plan include those for Sustainable Sites :

- Site Selection.
 - » Do not develop prime farmland, low level lands, special habitat or public land.
 - » Require a minimum 100 setback from bodies of water.
- Transportation Alternatives.
 - » Prioritize non-motorized projects located within 1/2 mile of public transit lines, planned downtowns or development nodes.
 - » Provide alternative parking options, including secure bicycle storage, alternative fuel vehicle parking and recharging stations.
- Parking Policies.
 - » Size parking capacity to meet, but not exceed, minimum local zoning

requirements.

- » Reduce or eliminate parking requirements in downtowns
- » Allow flexibility in parking requirements to consider shared and deferred parking, and programs that either incentivize or encourage travel demand management, carpools and vanpools.
- Site Disturbance.
 - » Limit disturbance to natural resources on greenfield sites.
 - » Provide incentives to redevelop brownfield sites.
- Reduced Development Footprint.
 - » Consider floor-to-area ratios or lot coverage maximums that reduce building footprints.
 - » Allow multi-story buildings to help maximize buildable areas.
- Air Circulation.
 - » Provide at least an average of one operable window and one lighting control zone per 200 square feet for all regularly occupied areas within 15 feet of the perimeter wall.

Stormwater Management

LID is an approach to development aimed at conserving natural resources and protecting the environment by strategically managing rainfall close to its source, minimizing impervious coverage, using native plant species, and conserving and restoring natural areas during site development or redevelopment. Design techniques are focused on the use of applications that are modeled after nature rather than building costly infrastructure and water quality restoration systems. LID can be applied to open spaces, rooftops, streetscapes, parking lots, sidewalks, and medians.

LID can be implemented through installation of wet ponds and storm water marsh systems for detention instead of deep detention ponds that require security fencing. Storm water facilities should be landscaped with plantings adapted to hydric conditions to create a system that emulates the functions of natural wetlands and drainage ways both in terms of hydrology and natural habitat. Use of rain gardens is increasing in popularity and require little maintenance if designed correctly.



Rain Gardens