



Land Use Categories



INTRODUCTION

The pattern of development in Pittsfield Township has included a variety of different land use types. While there has been general consistency in development patterns, the 2010 Pittsfield Master Plan aims to focus development or preservation based on existing land use patterns in order to create cohesive development patterns that allow for, and provide connectivity within and between land uses. Careful attention has been devoted to clearly defining the characteristics of different geographic areas of the Township. By doing so, new development and redevelopment can be concentrated within contextually appropriate areas that support and enhance desired land uses and provide for connectivity via multiple modes of transportation.

Pittsfield Township has distinct areas, e.g. Northeast, West Central, and South, which embody different characteristics based on the type of development or lack of development in those specific areas. Most areas of the Township have grown as a single-use development type; there are areas that have primarily experienced commercial growth (especially along major corridors and at major intersections), and areas that have been dedicated to business uses via office and/or industrial park growth. Aside from these commercial and business districts the majority of the Township's developed land has been dedicated to housing, and the character of these residential areas vary (e.g., condominiums, apartments, and small lot residential). It is also important to note that certain areas of the Township have developed at a very low-density and maintain their rural history, these areas are characterized by larger lot residential parcels, active farmland, and open space.

Previous Township Master Plans have incorporated these general land use patterns; however, they have not been as focused on preserving and enhancing the character of each land use area as the 2010 Pittsfield Master Plan. This Plan aims to solidify existing development patterns by concentrating new development within mixed-use nodes and redevelopment in areas that are appropriate. This strategy of infill development and creating mixed-use nodes protects and enhances existing residential neighborhoods, and protects our open spaces and natural resources. This goal will be accomplished by making agricultural land more viable through expanded land uses, providing cohesive and contiguous open space and agricultural areas that lend themselves towards preservation, and focusing future development into contextually sensitive and connected developments

within or between areas that are already developed.

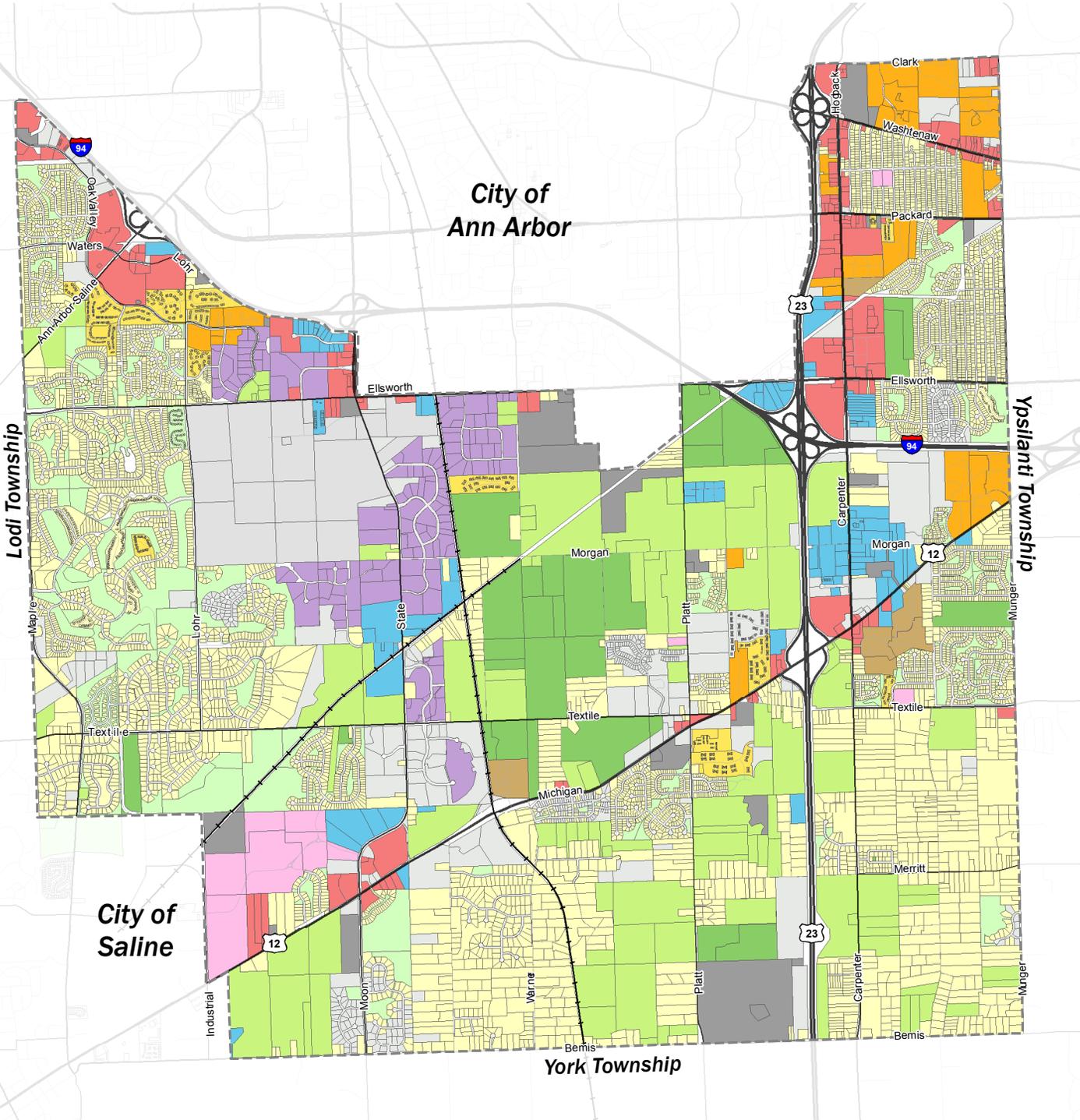
The types of land uses have been designated for specific areas of the Township and are based on: future land use needs; existing land use patterns; existing and planned neighboring uses; existing or intended community character; and existing and planned infrastructure such as: transportation facilities, utilities, public safety services, schools, and parks.

This chapter provides a narrative description of Pittsfield's main areas: rural, suburban, and urban. It goes on to define each of the land uses that comprise these areas. These land use definitions form the basis on which the 2010 Pittsfield Master Plan is built and the future land use map developed.

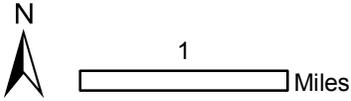
Existing Land Use Map



Pittsfield Charter Township
Washtenaw County, Michigan



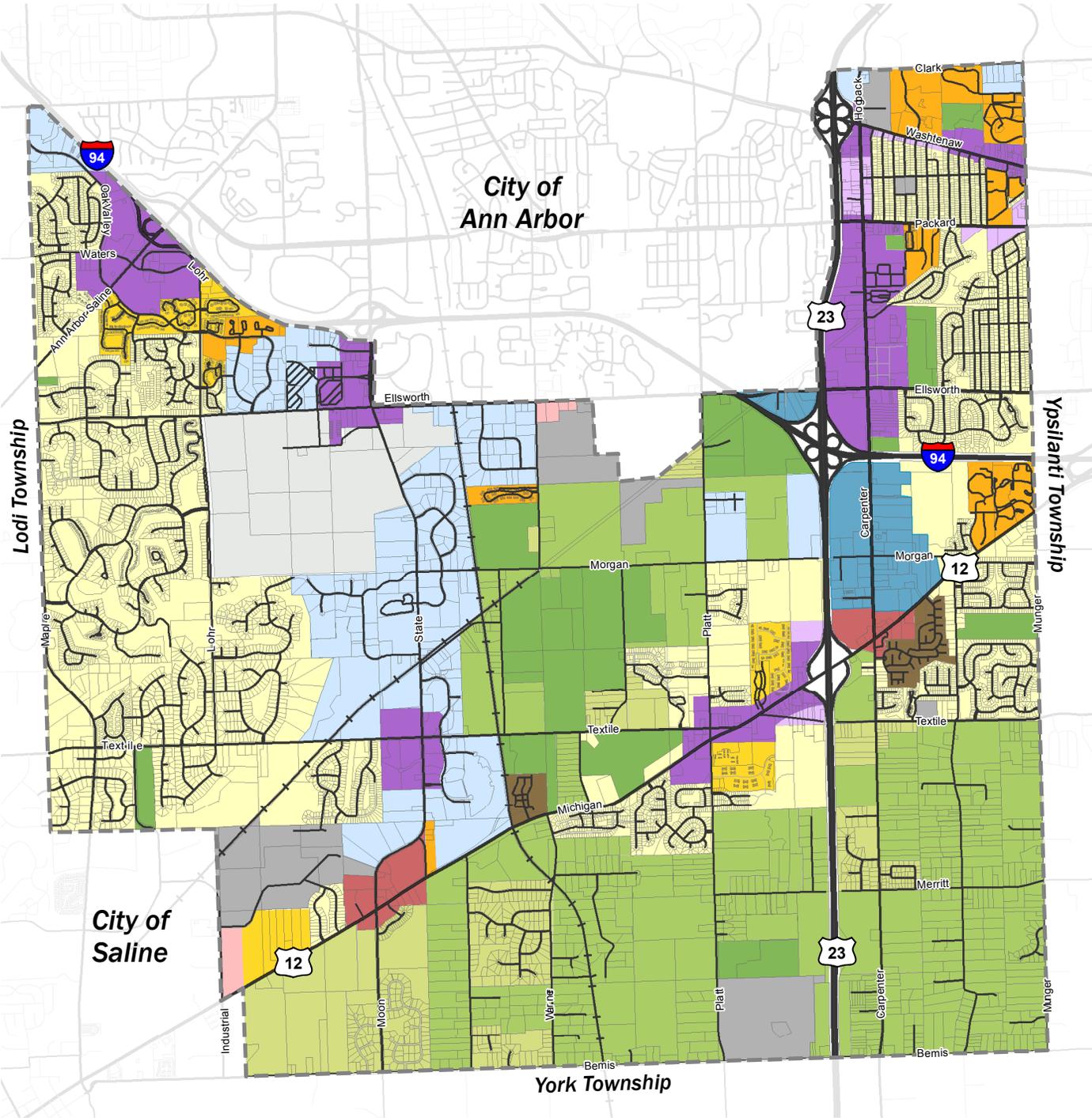
- Agriculture
- Private Open Space
- Single Family Residential
- Attached Single Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Commercial
- Office/Research
- Industrial
- Ann Arbor Airport
- Public/Semi-Public
- School
- Park
- Vacant



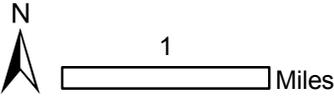
Future Land Use Plan



Pittsfield Charter Township
Washtenaw County, Michigan



- Agricultural Preservation
- Rural Residential
- Suburban Residential
- Multi-Unit I
- Multi-Unit II
- Manufactured Housing
- Neighborhood Commercial
- Regional Commercial
- Business District
- Industrial
- Mixed-Use I
- Mixed-Use II
- Park & Open Space
- Public
- Airport



GENERAL AREA DESCRIPTIONS

RURAL AREAS

Rural areas include those parts of the Township that are largely undeveloped, contain important agricultural lands, and sensitive natural features. These areas also support many rural residential developments that help define their character. While both *rural residential areas* and *agricultural areas* contain residential uses and are clearly part of the same character area, there is a distinction between them.

Rural residential developments tend to be characterized by large lots which are either developed individually or sometimes as part of a neighborhood; they are exclusively used for residential buildings and are surrounded by lands that exhibit a rural character. *Agricultural* lands are often also used primarily for residential purpose, however, they are on much larger parcels of land, and typically include additional accessory uses customary to agricultural areas or large undisturbed natural features.

Preserving existing natural features, agricultural lands, and open spaces and maintaining the rural atmosphere of these areas is a primary consideration of the 2010 Pittsfield Master Plan.



An area of the Township exemplifying a rural character

SUBURBAN AREAS

Suburban areas comprise a majority of the Township. This character area is typified by a single-purpose use area, such as: single family residential subdivisions, big box and strip mall commercial developments, and business and industrial park campuses.

Historically, suburban areas were designed to accommodate the automobile; nearly all trips and tasks of daily living in a suburban area require the use of a car. Some of the design considerations in this Plan for suburban areas are based on continuing to meet the needs of the automobile and respecting existing development patterns, while at the same time introducing pedestrian and bicycle connections from these areas to other areas in the Township.



An area of the Township exemplifying suburban areas

URBAN AREAS

Urban areas in the Township are planned to accommodate higher density, intensity, and mixed-use developments. These areas are intended to accommodate multiple modes of transportation that connect various land use types in Pittsfield together.

Urban areas are also intended to be designed at the human scale. Designing human-scaled developments will be key to the success of urban areas in Pittsfield. This will require that the size and layout of these areas be based on how far a person will walk to reach services, and that all design decisions keep the comfort and convenience of the pedestrian as a key consideration. However, it will also be necessary to consider the needs of a user relying on motorized transit because urban areas must be accessible from the rural and suburban areas of the community.



St. Louis Park, MN, mixed-use development
SOURCE: <http://www.tcbmag.com/>

LAND USE CATEGORIES & DEFINITIONS

AGRICULTURAL PRESERVATION

General Characteristics. Agricultural preservation areas are intended to protect existing agricultural areas of the Township by promoting agricultural activity and allowing for additional uses that will be consistent with the agricultural character, as well as providing for large lot residential uses that will support residential or niche farming operations. Residential dwellings should be accessory to the principal use of farming on the property or should be located on large lots that contain substantial areas of natural features. Residential subdivisions and other forms of development are considered incompatible with agricultural land uses.

Location. This use category is planned for areas that include existing farmland, existing large lot or estate residential parcels, and demonstrate continuity or connectivity between existing or potential natural features, such as restored wetlands, prairies, or woodlands, and large areas of open space or agricultural lands.

Appropriate Land Uses. The agricultural preservation designations will support the production of farm products including but not limited to vegetables, fruit, livestock, plants and specialty crops. Accessory retail uses may be permitted in conjunction with an agricultural operation. Examples of traditional uses may include farmers' markets, roadside stands, nurseries and greenhouses, wineries with sales and tasting rooms, and other similar uses. Some non-traditional uses that may be appropriate may include low intensity businesses that support arts and cultural activities such as small scale arts and craft classes located in outbuildings, or small scale venues that could house ephemeral gatherings or markets that showcase local musicians', artists', or artisans' work. Uses that provide for energy production such as wind farming and small-scale biofuel production would also be appropriate in agricultural preservation districts. Other examples of non-traditional uses may include low-intensity family-run businesses, such as lawn care companies, provided the land is sufficiently large enough to sustain such uses without negatively impacting adjacent land uses. These uses should be developed in conjunction with an existing agricultural use or as an accessory to the use of the parcel as a residence.

Density. A maximum density of 0.4 dwelling units per acre is permitted. Non-traditional uses should comprise no more than 10% of a parcel. Larger lots may also support a single rental unit attached to an accessory building designed to house single-family members or couples such as adult children or aging parents.

Blocks and Connectivity. Given the nature of the use and the large tracts of land associated with agricultural land uses, new roads and connectivity through transit to these areas is unlikely. However, non-motorized connections should be provided as necessary to connect the Township's agricultural land, and open and green spaces to other residential and recreational areas in the Township. This connectivity will typically occur via roadside pathways based on the vision outlined in the Non-Motorized map or on dedicated pedestrian pathways that provide access to our natural features and open space.

Building Location. Buildings should be located with yard spaces provided on all sides of the building. Buildings should be located such that they respect and do not impact natural features such as wetlands, streams, floodplains, woodlands, and viewsheds, as well as adjacent non-farm uses.

Building Design. Buildings should be agricultural or residential in character. Pitched roofs are more appropriate than flat roofs. Any new building that may be developed to support a non-traditional agricultural use should be designed to be similar in nature and in scale to other buildings traditionally found in rural areas.

Parking. The uses that are appropriate in agricultural areas typically do not require large parking lots. When a use does require an off-street parking area, such as a farmers market or roadside stand, the parking area should be designed to be consistent with the agricultural character of the area. Formal landscaping and extensive lighting should be discouraged. Parking should be designed so that it is largely hidden from view of roadways.

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: RURAL

General Characteristics. Rural residential neighborhoods are intended to accommodate low-density residential development. Residential development will typically occur on large lots along collector roads, but can be grouped or clustered on smaller lots to preserve natural features or important vistas and viewsheds.

Location. These uses are planned for areas that have limited infrastructure. Because minimum lot sizes are large, well and septic systems can provide for water and sanitary disposal needs and therefore these areas need not have public utilities. Because densities are very low, these areas are located along low volume rural roads that may or may not be paved. These areas are surrounded by agricultural uses, natural features, and open space.

Appropriate Land Uses. This designation is intended to include detached residential dwelling units. In some instances it may be appropriate to attach single-family units by one or two building walls to preserve natural features or additional open space.

Density. A maximum density of one unit per acre is appropriate in rural residential areas.

Blocks and Connectivity. Rural residential neighborhoods will have low densities and will be designed to preserve natural features, so street connectivity will not be a high priority in these areas. Vehicular and non-motorized connections should still be provided within and between neighborhoods. Connections to other areas of the Township will be provided by the existing county road network and through non-motorized pathways based on the non-motorized plan.

Building Location. Buildings should be located in the middle of lots with yard spaces provided on all sides of the building. Smaller accessory structures may be located closer to lot lines. Buildings should be located such that they respect and do not impact natural feature areas such as wetlands, streams, floodplains, woodlands, and viewsheds.

Building Design. Buildings should be residential in character. Pitched roofs are more appropriate than flat roofs. Accessory structures could be modeled after traditional agricultural buildings.

Parking. The uses that are appropriate in rural residential areas accommodate parking through driveways and attached or detached garages.



Examples of rural residential in the Township

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: SUBURBAN

General Characteristics. Suburban residential neighborhoods are moderate density areas that consist primarily of detached single family units. These areas tend to be designed to be aesthetically pleasing with trees, landscaping and manicured lawns. They are usually internally walkable. Other uses that tend to add to the character of a suburban residential neighborhoods include, civic and public land uses such as municipal buildings, schools, places of worship, parks, pools, etc.

Location. These uses are located throughout the Township. They must be in areas that have substantial infrastructure including public utilities, multiple transportation options, and be in close proximity to schools, parks, and public safety facilities. While suburban neighborhoods tend to be clustered in areas with other suburban neighborhoods, they should also be in relative proximity to business centers and areas that provide retail, personal, service and entertainment opportunities.

Appropriate Land Uses. This area will support uses that include detached single-family residential dwelling units, duplexes, schools, parks, places of worship, community centers, home offices, home businesses that attract limited customer activity, and compatible municipal and civic uses. A single rental unit attached to an owner-occupied building may also be appropriate in these neighborhoods.

Density. A maximum density of 2.5 dwelling units per acre is recommended in suburban neighborhoods. The minimum lot size should be 10,000 sq. ft for single family units and 20,000 sq. ft. for duplexes, with minimum lot widths of 70 ft.

Blocks and Connectivity. The recommended maximum block perimeter and block lengths in suburban neighborhoods are relatively large. The minimum lot size in existing subdivision neighborhoods make it difficult, but not impossible, to create a truly walkable environment. Future development of these neighborhoods should include principles of traditional neighborhood design. Shorter blocks that have intersections with square angles are less attractive to cut-through traffic than sweeping curvilinear local streets that increase the ability for vehicular speeding. Multiple vehicular and non-

motorized connections to each adjacent collector street and adjacent neighborhoods and districts should be provided. Single entrances to neighborhoods are discouraged as they focus all the traffic to and from a neighborhood to one or two points.

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

Building Design. Buildings should have a residential scale and character.

Parking. The uses that are appropriate in suburban neighborhoods typically do not require large parking lots. Parking will largely be accommodated on the street, in driveways or in attached or detached garages. When a use does require an off-street parking area, such as a school, a place of worship, or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Neighborhood Parks and Open Space. The Township should strive to supplement the existing parks with small-scale parks (public or private) in each neighborhood in the Township so that every residential unit is located within ¼ mile of a park.

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



LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MULTI UNIT I

General Characteristics. Multiple Family I areas include attached and apartment-style dwelling units typically arranged in a townhouse style developments. These areas are less dense than the Multiple Family II but more dense than a suburban neighborhood. They can provide transitions between lower density neighborhoods and commercial areas. They are easily incorporated into and along the edges of local walkable mixed-use nodes.

Location. These uses are located throughout the Township. They must be in areas that have substantial infrastructure including public utilities, multiple transportation options, and should be in close proximity to mixed-use areas or local commercial areas that provide retail, personal, service and entertainment, employment opportunities.

Appropriate Land Uses. This designation is intended to include attached and apartment style dwelling units. This area should also include common open space such as small parks or plazas, and courtyards.

Density. A maximum density of 6 units per acre should be allowed. There is no minimum lot area for development in multiple family areas.

Blocks and Connectivity. The recommended maximum block perimeter and block length in Multiple Family areas are intended to create smaller blocks and a walkable pedestrian environment. The block network in many of these areas has already been established and should be continued when possible. Vehicular and pedestrian connections between adjacent developments on separate parcels should be provided so that it will be possible to meet the recommended minimum block perimeter and length for blocks on adjacent parcels. These connections should be provided to adjacent parcels, including other residential areas along with business, commercial, retail, and recreational spaces.

Building Location. Buildings in Multiple Family I areas should be located toward the street, separated from the roadway by a small landscaped buffer or furniture zone and sidewalk. Space should

be provided behind the building for small yards or patios and rear loaded garages.

Building Design. Buildings should have a moderate density residential scale and character. Townhouses or brownstones are typical for this type of development.

Parking. The uses that are appropriate in these neighborhoods typically do not require large parking lots. Parking will largely be accommodated on the street, in driveways or in attached or detached garages.

Neighborhood Parks and Open Space. The Township should strive to supplement the existing parks with small-scale parks (public or private) in each neighborhood in the Township so that every residential unit is located within ¼ mile of a park.



Townhouses in New York City
PHOTO: Kelly Koss

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MULTI-UNIT II

General Characteristics. Multiple family II areas include attached and apartment-style dwelling units. These areas are outside of but immediately adjacent to the mixed-use areas. The Multiple Family II residential areas are the highest density areas in the Township.

Location. These uses should be located adjacent to mixed-use developments and along or in proximity to major corridors which provide public transportation options and have capacity for larger volumes of traffic.

Appropriate Land Uses. This designation is intended to include attached and apartment-style dwelling units. This area should also include common open space such as small parks or plazas, and courtyards.

Density. A maximum density of 9 units per acre should be allowed. There is no minimum lot area for development in multiple family areas.

Blocks and Connectivity. The recommended maximum block perimeter and block length in Multiple Family areas are intended to create smaller blocks and a walkable pedestrian environment. The block network in many of these areas has already been established and should be continued when possible. Vehicular and pedestrian connections between adjacent developments on separate parcels should be provided so that it will be possible to meet the recommended minimum block perimeter and length for blocks on adjacent parcels. These connections should be provided to adjacent parcels, including other residential areas along with business, commercial, retail, and recreational spaces.

Building Location. Multiple family buildings are typically located in the center of the lot. In some circumstances, depending on the development's location and its relationship to adjacent context areas, a reduced front yard setback may be appropriate.

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

should have a prominent entrance on the front façade facing a street, and garage doors should be located behind this entrance or entrances.

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



Example of multi-unit residential uses in the Township

LAND USE CATEGORIES & DEFINITIONS

RESIDENTIAL: MANUFACTURED HOUSING

General Characteristics. The manufactured housing designation is intended to provide for residential neighborhoods that consist of prefabricated housing that are moved to the site via road or rail. The character of these areas are to be the same as any other residential district.

Location. These uses are located in areas where existing manufactured housing developments are already located. They must have substantial infrastructure including public utilities, multiple transportation options, and be in close proximity to schools, parks, and public safety facilities.

Appropriate Land Uses. Appropriate uses in the manufactured housing designation include detached single-family dwelling units, parks, places of worship, and community centers.

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

Blocks and Connectivity. There are no maximum block perimeter or block lengths recommendations in manufactured housing areas, although blocks should be small enough to create a walkable environment. Non-motorized connections should be provided within the development and along adjacent public streets according to the non-motorized plan. These connections should ultimately connect to other Township destinations and neighborhoods.

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

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

Parking. Parking will be accommodated on the street or in driveways. The uses that are appropriate in manufactured housing areas typically do not require parking lots. When an use does require a parking lot, such as a community center, the parking lot should be buffered from the street with landscaping to help.

Neighborhood Parks and Open Space. Small-scale parks should be located in each neighborhood so that every residential unit is located within ¼ mile of a park.



Example of manufactured housing in the Township

LAND USE CATEGORIES & DEFINITIONS

COMMERCIAL: NEIGHBORHOOD

General Characteristics. Neighborhood commercial centers are intended to be small-scale retail and service nodes that provide goods and services primarily for surrounding neighborhoods and business districts.

Location. These uses are located at intersections of collector and arterial roads in close proximity to the neighborhoods and business districts that they serve.

Appropriate Land Uses. Office, general retail commercial, and food service uses are permitted. Automotive-oriented uses such as gas stations, auto repair, and drive-through facilities may be appropriate in certain instances if designed in keeping with the character of the general area in which they are located. No single building should have a floor area greater than 15,000 square feet in order to maintain a proper building scale in neighborhood commercial centers.

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

Blocks and Connectivity. Neighborhood commercial areas are located along major existing streets, so it is not anticipated that new streets or blocks will be developed within these areas. These areas should have access to transit facilities. Pedestrian connections to the commercial building should be provided and ultimately connect the site to other Township destinations and neighborhoods according to the non-motorized plan.

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

Building Design. Buildings should be generally small in size to have a residential neighborhood scale and character in order to best interface with their surrounding context.

Parking. Parking areas in neighborhood commercial areas should be located in the side or rear yard, if possible. It is not recommended that parking be permitted in front of the building, however, if parking is located in the front yard it should only be a portion of the lot

frontage and be screened and landscaped from view of adjacent uses and streets.



Example of neighborhood commercial in the Township

LAND USE CATEGORIES & DEFINITIONS

COMMERCIAL: REGIONAL

General Characteristics. Regional commercial areas are intended to accommodate large-scale single use retail and service establishments that provide goods and services for residents of our community as well as other surrounding communities.

The intent of this plan is to permit a greater flexibility of use in regional commercial areas to allow for the existing model of larger single purpose developments, while at the same time permitting and encouraging the redevelopment and continued improvement of these centers over time so these areas do not become abandoned and blighted, as is often the case with older single-purpose commercial development. In the future as the Township grows it may be appropriate to allow for and encourage infill development similar to mixed-use areas.

Location. Regional commercial areas have been planned in the location of existing regional commercial areas. These are located at the intersections of major vehicular corridors.

Appropriate Land Uses. This category is primarily designed to support commercial uses which by their nature typically require a large sprawling footprint such as department stores or automotive dealers. These areas may also include uses such as office, general retail, and service establishments including food service. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be permitted in these areas.

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

Blocks and Connectivity. Regional commercial areas are located along major existing streets, so it is not anticipated that new public streets or blocks will be developed within these areas. However, some developments will be large enough that they will need to develop an internal drive network to provide access to buildings. These internal drives should be laid out so as to mimic a block system and should be developed with a maximum block perimeter of 2,200 feet and a maximum block face of 800 feet.

Contextually appropriate complete street principals should be applied

to the surrounding public roadways as well as internal drives that provide circulation between structures and parking areas. In addition to the existing roadways that support personal vehicle traffic, these uses should be connected to other areas in the township through transit and non-motorized facilities based on the non-motorized plan.

Building Location. Buildings facing streets may be located close to the street or set back to permit front-yard landscaping. If buildings are located within close proximity to the street, they should be designed with a pedestrian entrance along that façade to help create a walkable, pedestrian-friendly environment.

Building Design. Buildings should be built using substantial material. Large building faces should be broken up with oscillation and design elements that provide variation to the façade.

Parking. Parking areas in regional commercial areas may be located in front, side, or rear of buildings. Interior streets should also feature on-street parking, if applicable.



Regional Retail in the Township

LAND USE CATEGORIES & DEFINITIONS

BUSINESS DISTRICTS

General Characteristics. The business district designation is represented by the area that encompasses the established research and development corridor along State Street. In addition to numerous businesses, this area has significant natural features and open space.

It is intended that as these areas evolve, they will become more pedestrian-friendly, have access to transit, and linkages within its open space areas. These areas are intended to evolve with a mixture of uses designed at the human scale along the major road frontages in order to accommodate pedestrians and the use of transit. Along interior roadways and drives, buildings will be designed with open spaces and larger setback areas. Much of this area is currently designed to accommodate vehicles and will therefore need to retrofit with pedestrian facilities.

Location. These uses are planned in areas that have the appropriate infrastructure to include public utilities, fiber optics, and major roadways and highways that can provide for freight and delivery traffic as well as multiple transportation options for employees.

Appropriate Land Uses. Light industrial, office, and research and development uses. Limited retail and service uses may be permitted to meet the needs of nearby residents and employees. On a case-by-case basis, multi-unit residential dwellings may also be permitted in this area to provide housing within close proximity to the Township's major employers.

Density. There are no density standards for these areas.

Blocks and Connectivity. There are no block standards for these areas. However, blocks should be designed to connect to adjacent developments to provide continuity. Non-motorized connections should run along roadways based on the non-motorized plan, and contain paths that meander through the area to connect this area to housing, other Township destinations, and transportation facilities.

Building Location. Buildings along transit corridors should be located closer to the street to permit a more pedestrian-friendly environment along the corridor. Buildings on internal streets within the area can be setback farther from the roadway and each other.

Building Design. Buildings along transit corridors should be taller with windows along the front street façade and include pedestrian entrances. Buildings should include quality materials and detailing on all facades visible to the public.

Parking. Parking should be located in parking garages or in the side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage areas are necessary, they shall be completely screened from adjacent roadways and developments.



Businesses in the Township

LAND USE CATEGORIES & DEFINITIONS

INDUSTRIAL

General Characteristics. Industrial areas are typified by larger warehousing or manufacturing buildings, outdoor storage, heavy equipment, and road trucks. While some industrial uses consist of office buildings or light manufacturing operations that do not cause nuisances to neighbors, industrial uses are typically consolidated to certain areas to minimize their impacts.

Location. Industrial areas are located along the southern portion of Carpenter Road (just north of Michigan Avenue), where single use industrial land uses currently exist. These areas have a relative isolation from established neighborhoods. The type of traffic associated with these uses will be concentrated on Carpenter Road.

Appropriate Land Uses. Industrial wholesale, warehouse, and production uses are appropriate for this area. Outdoor storage may be appropriate in certain limited instances where the outdoor component of the use will not generate any negative impacts on nearby residential neighborhoods or major streets. In some cases it may be appropriate to include some ancillary service uses that would support the industries or the employees of the businesses in the industrial district.

Density. There are no density standards for industrial areas.

Blocks and Connectivity. There are no block or connectivity standards for industrial areas. However, pedestrian connections should be provided to other township destinations, neighborhoods, and transportation facilities.

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

Building Design. Buildings may be industrial in nature, but should include quality materials and detailing on the front façade and those façades visible along surrounding roadways and residential areas.

Parking. Parking and loading activities should be located in side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage

areas are necessary, they shall be completely screened from adjacent roadways and developments.



An example of an industrial type of building in the Township

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE I

General Characteristics. This designation is intended to accommodate mixed-use buildings and land uses providing for high density residential, business centers, retail, arts and cultural centers, and services, or a mix therein, that are easily accessible through multiple modes of transportation. This area may also provide shopping and recreational destinations. These areas are to be designed at a human scale and must support accessibility. These areas will exhibit an urban feel with a mix of uses that provide opportunities for use of the area through a 24-hour day. Each area will be developed in a contextually relevant manner.

Location. This use category is planned for areas along established corridors and major intersections or nodes that are primarily already developed or could serve existing or planned residential areas. These areas have existing infrastructure necessary to support higher densities and more intense uses of land or are located where infrastructure could easily and logically be enhanced or expanded to support such land use. These areas will transition from predominately single-use sites and buildings into mixed-use areas that contain a variety of uses. There are six areas within the township that have been identified specifically as prime locations for this type of development. They include the State Road/Ellsworth Road area, the Michigan Avenue/Platt Road area, the Carpenter Road/Packard Road area, the Washtenaw Avenue area, Ann Arbor/Saline Road area, and the State Road/Textile Road area.

Appropriate Land Uses. This designation will support a mixture of many uses including business centers, arts and cultural centers, general retail commercial, restaurants, grocery stores, personal services, apartments, and condominiums, etc. This land use should be mixed in a manner conducive to providing access to each type of use that supports walkability and transit usership. Ease of access between uses within a mixed-use area shall be considered crucial to an effective development. Uses should be mixed in multi-story buildings, incorporating appropriate commercial and service uses in office and residential buildings. The commercial and service uses should support the adjacent residential and business uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not

appropriate in the mixed-use areas unless they are designed at the human scale. These uses must be contextually appropriate to the character and general use in the surrounding area. For example, the mixed-use area at State and Textile should be geared more towards the business community along the State Road corridor and residents within walking distance, while the mixed-use area on Washtenaw Avenue or Ann Arbor/Saline Road may include uses that have more of a regional draw.

Density. Maximum residential densities in these areas should be in a range from 15 to 30 dwelling units per acre. Maximum lot coverage and floor area ratios in these areas are expected to be higher to accommodate a mixed-use development. Maximum building height in this area should not exceed 6 stories and should be a minimum of 2 stories.

Blocks and Connectivity. Mixed-use areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 700 feet. The streets in these areas should exhibit all aspects of a complete street. Mixed-use areas are highly interconnected with surrounding neighborhoods, and the complete street network in the area must continue into surrounding neighborhoods. Roads and non-motorized connections must be designed to connect to adjacent land uses.

Building Location. Buildings should be located close to the street to create a walkable, pedestrian-friendly environment. A 0 foot of setback may be appropriate for a portion of, or an entire building frontage. Buildings should be located close together, separated by alleyways, public streets, and public open spaces.

Building Design. All retail and service uses should be located on the ground floor with either internal or external access or both as these uses can serve both the primary users of the building in which they are located as well as the general public. Office uses and residential uses should be located on the second floor or higher, where appropriate, and be accessed internally as these uses require a buffer from the activity on the street. Balconies may be appropriate

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE I (CONTINUED)

on upper stories for residential uses. Buildings should be made of substantial materials, incorporating contextually appropriate building design. Façades should be designed to provide a strong relationship with the sidewalk and street. Windows and doors should incorporate design features such as projecting eaves and overhangs, porches or awnings, and other architectural elements that create a human scale and break up the mass. Windows and doors should face onto the street. Seventy-five percent of a building’s ground floor frontages should be transparent. Outdoor seating areas for restaurants should also be incorporated into the design. All buildings should have a building frontage in the build-to area for at least 80% of the lot width. Garages, if provided, should be located in, and accessed from rear yards.

Parking. Parking areas in mixed-use areas may be located in parking structures, or side or rear yards. Interior streets will also feature on-street parking.



Pentagon Row, Arlington, Virginia
 SOURCE: EPA Smarth Growth

LAND USE CATEGORIES & DEFINITIONS

MIXED-USE II

General Characteristics. These areas serve as a transition along corridors between the Mixed-Use I areas where it would not be appropriate to continue the density and intensity of those developments. The area can also provide a transition between more suburban areas that may be adjacent to higher intensity development areas. However, these areas are also intended to allow for a mixture of certain appropriate uses, as well as be walkable, and support the use of transit. It is further intended that future uses could be accommodated in existing residential structures. In some cases, a structure may serve as both a residence as well as a business.

Location. These uses should be located adjacent to mixed-use developments and along or in proximity to major corridors that provide public transportation options and have capacity for larger volumes of traffic.

Appropriate Land Uses. This designation is intended to include office and service uses, live/work units, town homes, and attached and upper-story residential uses. Auto-oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in these areas.

Density. Maximum residential densities in these areas should not exceed 6 dwelling units per acre. Maximum lot coverage and floor area ratios in these areas are expected to be higher to accommodate a mixed-use development. Buildings in these areas should not be more than 1 to 3 stories.

Blocks and Connectivity. These areas are linear in nature and do not lend themselves to creating a new internal street system. However, pedestrian connections from the building to the Township's non-motorized network must be provided.

Building Location. Buildings should be setback from the roadway at distances that are consistent with the established building line on adjacent lots. The preference would be to minimize front yards, and as areas are redeveloped, buildings should be brought toward the street with consideration for the existing adjacent uses.

Building Design. There are no specific building design

recommendations for this area, although taller buildings are recommended to provide the proper sense of height and enclosure along major roads. Garages or surface parking areas, if provided, should be located in and accessed from rear yards and sufficiently screened by decorative walls and landscaping to protect views from adjacent developments.

Parking. Parking areas in live/work areas should be located in private garages or in the side or rear yards. Parking lots should be accessed from shared access drives that serve more than one parcel to reduce the number of curb cuts to as few as possible. If possible, shared access drives should be located in the rear yard. Front yard parking shall be prohibited.



Birkdale Village, Huntersville, North Carolina is an example of this development type
SOURCE: <http://www.sunnyyates.com/>

LAND USE CATEGORIES & DEFINITIONS

PARK & OPEN SPACE

General Characteristics. Parks and open space vary drastically throughout suburban communities. Some parks consist mainly of open space and natural features with low-impact parking facilities and trails. Others have been developed with modern parking lots, play equipment, sports fields and courts, pavilions, and restroom facilities. Neighborhood parks vary from open space to areas with play equipment and picnic benches. In denser urban areas, parks may be more of an open plaza on the corner built into the urban streetscape.

Location. Parks and open space should be provided throughout the Township. Regional parks should be strategically located throughout the Township so they are in relative proximity to all residents of the community. Small neighborhood parks and plazas should be located opportunistically within or adjacent to all residential developments. Open spaces and natural feature preservation should occur in a pattern that is consistent with the existing rural character area of the Township. Areas planned for future park uses include all existing Township parks and open space preservation areas.

Appropriate Land Uses. These areas include play equipment, formal and informal playfields, paved and unpaved pathways (for walking, hiking, running or biking), preservation areas, and other similar uses. In addition, Township parks should provide space and venues to accommodate public events and social gatherings.

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

Blocks and Connectivity. Parks and natural features are one of the Township's best assets; however, they must be accessible not only by vehicle, but by foot and bike. Connections to parks from adjacent neighborhoods and within park areas should be provided. Accessibility to preservation areas should be provided contextually

so as to respect and protect natural features. If the block size of a park is not consistent with an adjacent use, pedestrian connections can be made at the location where adjacent roadways and pathways intersect a park area.



Top two rows: Township Parks, Bottom: Paley Park in New York City is an example of an urban pocket park
 SOURCE: <http://michelina.docimo.com/myartobiography/2010/09/18/private-public-paley-park/>

LAND USE CATEGORIES & DEFINITIONS

AIRPORT

General Characteristics. This area is predominantly open space as most of the area needed for a small scale local airport is runway area and approach zones. While this area cannot be built upon, it can be used as farmland or preservation area. The built area of the airport consists of hangars and equipment storage buildings and a terminal facility.

Location. The airport area is planned for the area currently occupied by the City of Ann Arbor Airport on the southwest corner of State and Ellsworth. This area is planned for continued use of the airport and its accessory uses.

Appropriate Land Uses. Runways, terminal facilities, offices, storage, and similar uses associated with the airport.

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

Blocks and Connectivity. Due to the nature of the airport use there are no maximum block perimeter or length guidelines. Transit connections should be made to this use. In addition, non-motorized facilities should be provided on the surrounding roadways in accordance with the non-motorized plan.

Building Location. Buildings should be located closer to the street, with parking lots located in side or rear yards.

Building Design. Buildings along State and Ellsworth should be designed to be compatible with the design character of the Mixed- Use and Business District areas in order to create a cohesive development center in the Township.



Aerial Photograph of the Ann Arbor Airport
SOURCE: <http://www.annarbor.com/>



Ground view of the Ann Arbor Airport

LAND USE CATEGORIES & DEFINITIONS

PUBLIC

General Characteristics. Public areas are planned to accommodate existing and future government and municipal buildings and services, schools, and other similar uses.

Location. These areas are planned where existing public facilities, government buildings, and schools currently exist.

Appropriate Land Uses. Offices, schools, municipal services and administration facilities, and correctional facilities.

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

Blocks and Connectivity. Areas planned for public uses are not large enough to create a block network. Therefore, there are no maximum block perimeter or length guidelines. However, pedestrian and other connections should be provided to these destinations in the community. Connections may be made via transit, sidewalks or pathways according to the non-motorized plan.

Building Location. Buildings used for administrative and office uses should be located closer to the street. Those buildings used for more intense uses, such as storage of materials or maintenance equipment, should be located farther from the street and adjacent residential areas. All bay doors, except as necessary for public safety, should be oriented away from adjacent roadways and screened from view, to the extent possible, from all neighboring uses.

Building Design. Public buildings should be designed to reflect the premiere image of the community.

Parking, Loading and Storage Area. For buildings used for administrative offices, parking should be located in side or rear yard lots or in parking decks shared with adjacent land uses. For buildings used for storage of materials or maintenance equipment, parking and loading activities should be located in side or rear yards. Loading areas and docks should be screened from view from adjacent roadways and developments. Where outdoor storage areas are necessary, they shall be completely screened from adjacent roadways and developments.



Top: Township Administrative Offices

Bottom: Fire Station #3 and the Parks & Recreation Building

