

# Chapter 9 DIXBORO AREA PLAN AMENDMENT

- Dixboro Area Development Policy
  - Amendment to the Master Plan
  - Superior Charter Township

## INTRODUCTION

### Planning Area

The plan amendment covers the Dixboro community, which is delineated by the M14 freeway on the north, Voorhies Road on the east, Dixboro Road on the west and south of Ford Road, Fleming Creek and Fleming Creek impoundment, east of Cherry Hill and Gale Roads and including the western 1/2 of Section 17, portions of the eastern 1/2 of Section 18, the north-east 1/4 of Section 19 and the north-west 1/4 of Section 20. The area is designated as the Dixboro & Fleming Creek Sub-Area for detailed policies on Map 6.1 (Superior Township Sub-areas) of the Master Plan.



Photo 9-1: Dixboro Planning Area

### History of the Dixboro Area Plan

The first Dixboro area amendment was part of the General Development Plan adopted in 1982. This area plan was adopted by reference in the Township’s 1992 Growth Management Plan (GMP). In 1993 an amendment to the Growth Management Plan was adopted described as the "The Cherry Hill Road/Gale Road/Fleming Creek Impoundment Area." These amendments were referenced and adopted as refinements of the policies of the 1992 GMP as they applied to the Dixboro and Fleming Creek areas.

The 1992 Growth Management Plan was revised in 2004. As part of this process, the two area plans referenced above were combined into a single comprehensive Dixboro Area Plan Amendment.

### **Description of Amendment**

This "Dixboro Area Plan" has been revised from the 2004 Plan to comply with the new Michigan Planning Enabling Act. It is a part of the overall Master Plan but contains detailed policies for this specific area. In the event of a conflict between this area plan and the overall Master Plan, the policies in this area plan should control.

## **BACKGROUND**

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

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

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

### **Strengths Characterizing the Dixboro Community**

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

### **Weaknesses Characterizing the Dixboro Community**

- There is no traffic management plan for roadways experiencing speeding and excessive traffic through the community.
- The intersection of Ford and Plymouth Roads is considered dangerous and should be addressed.

- The excessive traffic has raised concerns for pedestrian safety and noise.
- Sidewalks, bike paths, and a vehicle-parking plan are considered essential along certain roadways.
- Currently there is no active public school within the community.

### **Opportunities of the Dixboro Community**

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

### **Threats Facing the Dixboro Community**

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

## **AREA PLAN STRATEGY**

The results of the "Futuring Session" served as a basis and an integral part of the Dixboro Community area plan planning process. Also considered in the planning process were the trends and pressures of the surrounding region and adjacent units of government. The Dixboro

Community will be faced with heightened challenges in the near future. Directions of growth will continue to be orientated towards transportation corridors within Superior Township and the immediate region, most of which pass through or are adjacent to the community. It is believed that supplementary pressures will escalate along M-14, Ford Road and Plymouth Road as these routes link the Ann Arbor/Ypsilanti area with developing areas of the greater Detroit metropolitan area.

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

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

This Dixboro area plan amendment is the culmination of extensive study of the planning area, meetings with Dixboro community residents, and discussion of critical issues facing the community.

## GOALS

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

- 1.0** The physical identity of the Dixboro area as a rural, village type of residential settlement with buildings of historical and cultural heritage that display a compactness and self-contained appearance, should be protected and strengthened.
  - Visual and physical techniques should be incorporated to increase community-focused awareness by the incorporation of boundary markers for separation of transportation, land use, pedestrian orientation, and the physical limits of the Community of Dixboro.

- Open space and very low-density residential will be maintained at the edges of the defined community, and a central spine of open spaces, public facilities, and walkways will be designed to tie the various parts of the community together.
  - New development in the area should be consistent with the rural, village character.
- 2.0** The exterior appearance and physical setting of existing historic buildings should be preserved.
- 3.0** The existing character of the Plymouth Road corridor, characterized by the visual cohesiveness of the village church, general store, old brick schoolhouse and various residences, distinctively define the village identity between Dixboro Road and Church Street and should be preserved.
- New buildings should be consistent with this visual and architectural character.
  - Existing buildings that are not consistent with this character should be remodeled to be consistent with it.
- 4.0** In the Plymouth Road frontages, maximum flexibility in types of uses should be permitted, so long as these uses are consistent with the established rural village character. Uses in the Plymouth Road frontages between Dixboro Road and the Church Street/Plymouth Road intersection should be consistent with the historic character of this area.
- 5.0** Action should be taken to acknowledge and lessen the impact of vehicle transit through the Dixboro Community. The impact of regional traffic flows through the community should be lessened using traffic-calming methods. A roadway system should be constructed through the Community of Dixboro that is scaled for characteristic uses (rather than being oversized and "over-engineered" to accommodate "worst-case scenarios").
- Plymouth Road will be de-emphasized between Dixboro Road and M-14/M-153, in order to discourage use of this segment of the road by regional traffic.
  - De-emphasis will be accomplished by incorporating curbing along the roadway through the community, allowing curb

parking, and other traffic-calming methods that offer a pedestrian-friendly atmosphere.

- 6.0** Stream corridors in the Dixboro area should be protected as a natural open space system. The corridors should be open for passive recreation where such use will not damage or threaten the natural character or functions of the corridors. The corridors should be a visual amenity for the community.
- 7.0** The historic Freeman Schoolhouse on the village green should be adapted for a community center or similar public use. The building should be maintained and used in a way that would permit a school use again in the future.
- 8.0** The historic Freeman schoolhouse and playground, the Methodist church, and the village green will be the focal points and social core of the Dixboro area, and will be the key parts of the internal structure for the physical organization of the community.

  - The wooded area north of the school site, the Cherry Hill Road right-of-way south of Plymouth Road, the designated conservation area north of Cherry Hill Road, and the open space along Fleming Creek will be added to the other elements to enhance a continuous, central spine of facilities and areas through the community.
  - This continuous, central spine will help tie components of the community together, and will increase the attractiveness of the school, playground, church, and village green as social gathering places. The spine will provide pedestrian and bicycle facilities.
  - The village green will be the principal focal point of the community.
- 9.0** Wooded areas and fence rows should be preserved, where feasible, as natural features and visual amenities.
- 10.0** Each development proposal, such as a rezoning petition, site plan, or subdivision plat, should be reviewed in terms of its relation to the entire Dixboro community, in addition to the site's conditions and its relation to neighboring properties.
- 11.0** The Dixboro area should be protected from future development in the southwest quadrant of the Plymouth/Dixboro intersection, in

Ann Arbor Township. The impact of development in this area should not be permitted to spill over into the Dixboro community.

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

**13.0** Unless there are no alternatives and public health policies require it, publicly owned and operated water and sanitary sewer services will not be provided to the Dixboro area. Private community wastewater treatment and disposal systems (PCWS) are only permitted in Superior Township in accordance with the requirements of the policies of this Plan, the Zoning Ordinance, and other Township ordinances. Therefore, uses and densities will generally be permitted in Dixboro only if they can safely utilize individual wells and septic tanks/drain fields.

**14.0** A special “Village Center” zoning district was created for the Plymouth Road area of Dixboro. This district was updated in 2008 to increase opportunities for a variety and mixture of uses, including dwellings with nonresidential uses. The recently completed “Village Green” development is an example of the types of commercial projects envisioned for this area.

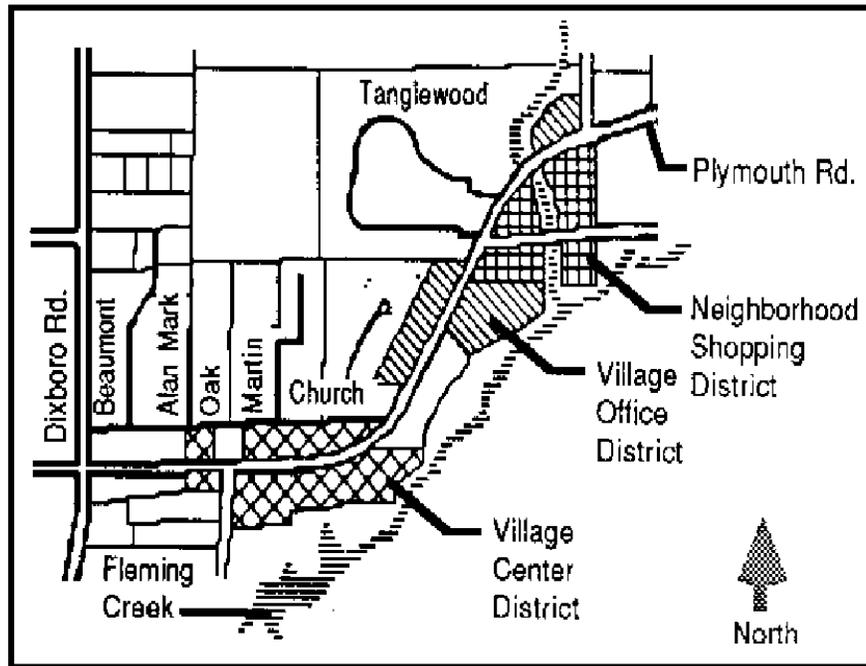
- The scale of uses and buildings will be kept small, to be consistent with the existing historic structures in the area, and a rural village character. The size of parking lots and the number of parking spaces will be limited, so that parking lots will not dominate the visual character of the area.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

## LAND USE POLICIES

This section provides specific recommendations regarding the development and the preservation of character concerning the Community of Dixboro. It is understood that many of the following policies could be initiated by Community residents individually or acting as a unified group. Also as new development is initiated within the Dixboro Community, the incorporation of these policies can be a part of the proposed development.

It is also recognized that the cooperation of outside governmental agencies may be necessary and that the costs of certain actions or recommendations may be beyond the ability of the Community alone. In such a case the capability to acquire outside funding, either separately or through a coordinating governmental agency, may be necessary.

**Figure 9-1 – Community Development Designations**



**Community Development**

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

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

Existing residential structures should be retained, but may be converted to the types of non-residential uses listed above. New

buildings should be compatible in scale with the existing residential structures, and should have rooflines and architectural proportions and details that reflect existing houses. Exterior finish materials should be the same as commonly used on single-family dwellings; commercial-appearing materials, such as metal or glass curtain walls and concrete blocks, should not be used in this area. Building height should be limited to two floors and 30 feet.

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

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

- B.** Village Office - The existing office area at the east end of Dixboro continues to be a transition area between the commercial center at the intersection of Plymouth Road/Old Ford Road and the residential area and village center to the south and west. The designation for office use is also intended to permit reasonable, small-scale uses and has a mixture of residential and small commercial and office buildings and uses, similar to the Village Center designation.

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

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

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

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

The east edge of the center should have a landscape buffer strip at least 50 feet wide, to separate future residences to the east from the shopping center. The center should have a vehicular and pedestrian connection with the office area to the south.

### **Village Green**

The village green should be maintained as an open space, to serve as the community's principal visual open space and as a place for people to gather. It should be developed as a part of the central pedestrian corridor and should have pedestrian paths around the perimeter of the space. Park benches should be provided.

A landscape plan should be prepared for the village green; ornamental trees and shrubs should be planted in the west and northwest parts of the site, to define the west edge and to screen the space from the properties to the west. Ornamental plantings and fencing should be provided east of Short Street, to strengthen the east edge of the space.

### **Church**

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

### **Open Space**

The historic Freeman schoolhouse/community center and village green are part of the open space system within the community. The open space systems, along with the proposed street system, are the most important elements in defining the Dixboro community and in preserving it from encroachment and domination by urban development in neighboring areas. The schoolhouse/community center, pedestrian corridor, and the

village green will provide an internal focus for the community, in both a physical and social sense.

The Fleming Creek corridor and its north tributary corridor should be retained as a natural boundary along the south and east edges of the community. The corridor along the main branch of the stream should be acquired for public use where possible, or retained in public ownership, as in the case of the University of Michigan property.

Where not acquired for public use, the stream and its frontage should be restricted in use so that its natural character is preserved and its continuity is protected. A landscape plan should be developed for the main branch corridor, so that existing natural features can be augmented. The north branch corridor need not be acquired for public use, but should be preserved in a natural condition.

**Freeman Community Center**

Although the historic Freeman elementary school on the village green closed, the building and site should be adapted and reopened as a community center or similar public use. Facilities for active recreation should be provided on the site.

**Central Pedestrian Corridor**

A pedestrian path should be developed to pass through the village green, follow Oak Street, and connect to Cherry Hill Road. The path’s crossing of Plymouth Road should be designed to emphasize pedestrian continuity and the safety of pedestrians.

**Sanitary Sewer and Water Services**

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

**Fire Protection**

The new fire station at the Prospect Road and Ford Road intersection serves the Dixboro area. The Township anticipates that this station has the capability to serve the northwest part of Superior Township, including the Dixboro planning area, as future residential development occurs in the area.



Photo 9-2: Playground of the historic Freeman schoolhouse (with the Dixboro General Store in the background).

## STREET POLICIES

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

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The Dixboro community may continue to experience substantial levels of regional traffic along Dixboro Road, Plymouth Road, Cherry Hill Road, and Old Ford Road. The policy of this plan is to address Plymouth Road with traffic-calming methods including roadway curbing, parallel parking, additional street trees, sidewalks, pedestrian crossings at designated intersections, and fencing along residential portions of the community. The following specific policies are intended to implement this policy.

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### **Plymouth Road**

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

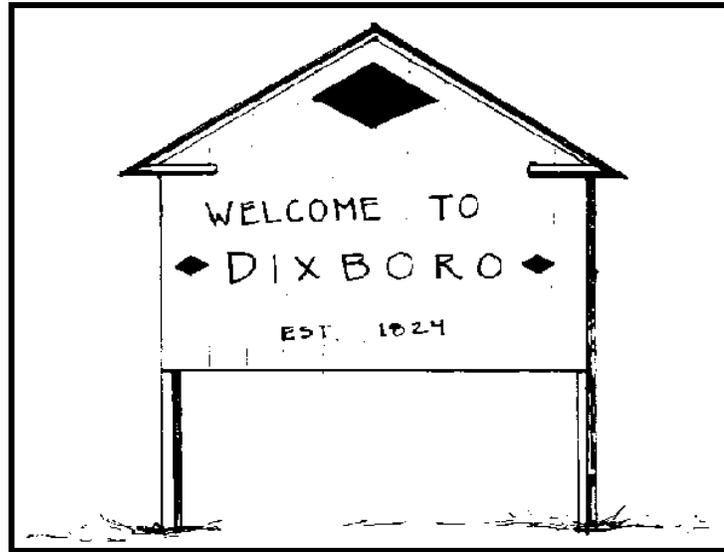
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- A.** The existing road should be maintained as a two-lane, minor collector road for the community, between the Dixboro Road and M153 (Ford Road).
- B.** The speed limit in the segment between Ford and Dixboro Roads should be reduced to 25 mph.
-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

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

1. **Provide Entrance Signage at Each Entrance to the Community.**

Figure 9-2 – Entrance Signage



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

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□ 2. **Consider a Variety of Vehicle Traffic Calming Techniques Along Plymouth Road.**

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

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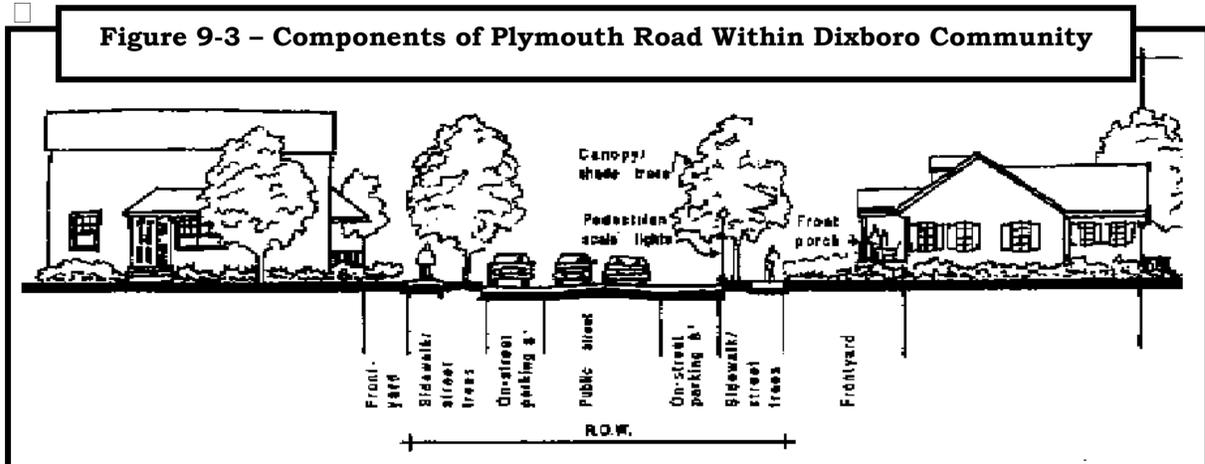
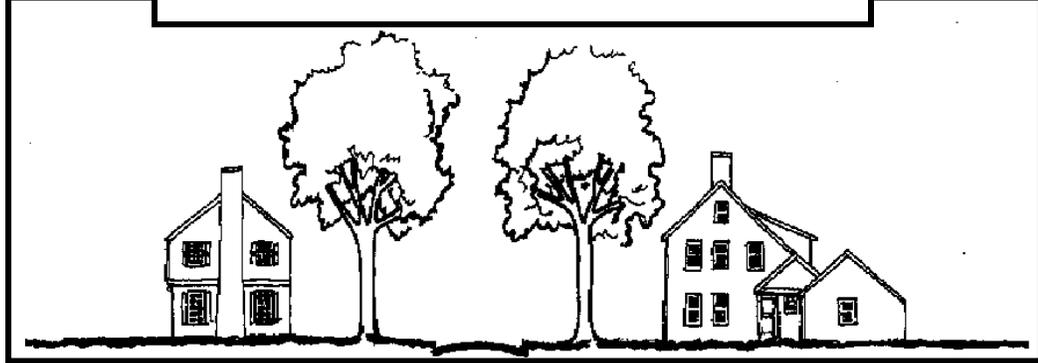


Figure 9-4 – Trees Adjacent to Plymouth Road



- 3. Provide Roadway Curbing Along Plymouth Road, and Cherry Hill Road north of Fleming Creek.**
  - Provides greater separation of roadway and adjacent parcels and land uses.
  - Provides for delineated areas of vehicle parking.
  - Physically separates roadway from non-roadway areas and activities.
  
- 4. Provide Sidewalks Adjacent to Plymouth Road, and a Paved Bicycle/Non-Motorized Pathway Adjacent to Cherry Hill Road from Plymouth Road south to the Humane Society of Huron Valley facility and the Cherry Hill Nature Preserve.**
  - Would allow greater pedestrian access to adjacent land uses.
  - Would provide structured pedestrian access corridors.
  - Would provide safer pedestrian travel and access to land uses and activities.
  - Would provide continuity structure and focus pedestrians along roadway corridors.
  - Could link to other pedestrian access points adjacent to the central community.
  - Would visually create a sense of community.
  - Would create greater opportunities for casual socializing within the Community.
  - Would provide a sense of Community.
  
- 5. Allow Parallel Vehicle Parking Adjacent to Plymouth Road, and Cherry Hill Road north of Fleming Creek.**

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

**6. Establish a Tree Planting Program Adjacent to Plymouth Road (between Voorhies and Dixboro Roads) and Cherry Hill Road north of the Cherry Hill/Gale Roads Intersection.**

- Would establish continuing visual character of the transportation corridors of the Dixboro Community.
- Would provide a focused community atmosphere.
- Would provide physical and visual separation from establishments adjacent to roadways and vehicles traveling on roadways.
- Would enhance roadway and pedestrian access points to Plymouth Road.
- Would begin to create additional distinguishing features within the community.
- Deciduous shade trees would be planted in a linear fashion along these roadways

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

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

**8. Consider Street Lights along Plymouth Road, and Cherry Hill Road north of Fleming Creek.**

- Lighting would be designed to accent or highlight prominent architectural and/or natural features and be intended to enhance nighttime aesthetics, pedestrian movement, and other Community activities.
- Would provide visual mood along roadways.

- Would contribute to predetermined physical character of the area.

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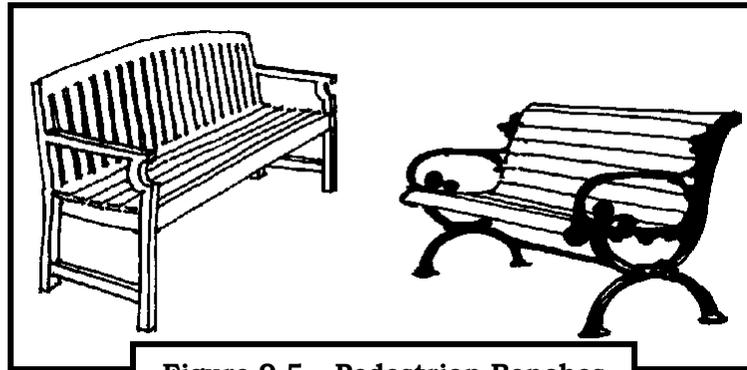


Figure 9-5 – Pedestrian Benches

□ **9 Provide Benches Adjacent to Sidewalks Within Commercial Portions of Community.**

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

□ **10. Provide selective vegetative planting areas within open space areas and adjacent to public areas with access to pedestrian walkways.**

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

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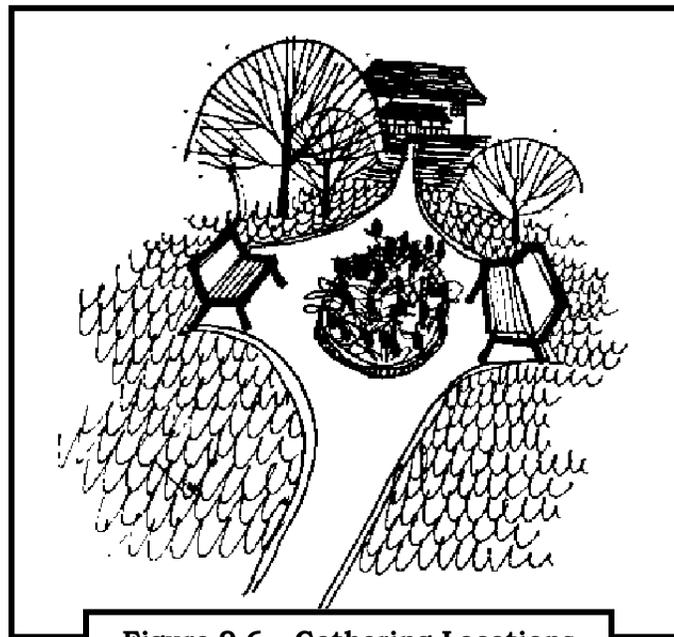


Figure 9-6 – Gathering Locations

**11. Consider Vehicle Traffic signal at the Plymouth Road/Cherry Hill Road intersection.**

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

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

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

**13. Consider Roundabout at Designated Point on Plymouth Road within the Dixboro Community.**

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

**14. Consider Small Scale Community Parking Lots.**

- Would provide central location for parking within Community.
- Could be connected to Community-wide pedestrian path system.

**15. Community Character Incorporating Visual and Physical Techniques Along Plymouth Road.**

- The incorporation of traffic-calming and other physical treatments along Plymouth Road can be designed to enhance the safety, visual perspective, and character of the Dixboro Community.
- Looking west along the southern side of Plymouth Road at the intersection with Cherry Hill Road and along the frontage of the Dixboro Store.

Figure 9-7 – Plymouth Road Character



- 16. **New Development can add to the Character of the Community.**
  - - When vacant parcels are developed, additional physical features can be added along the roadway including vegetative planters, pedestrian benches, sidewalks, streetlights, etc.

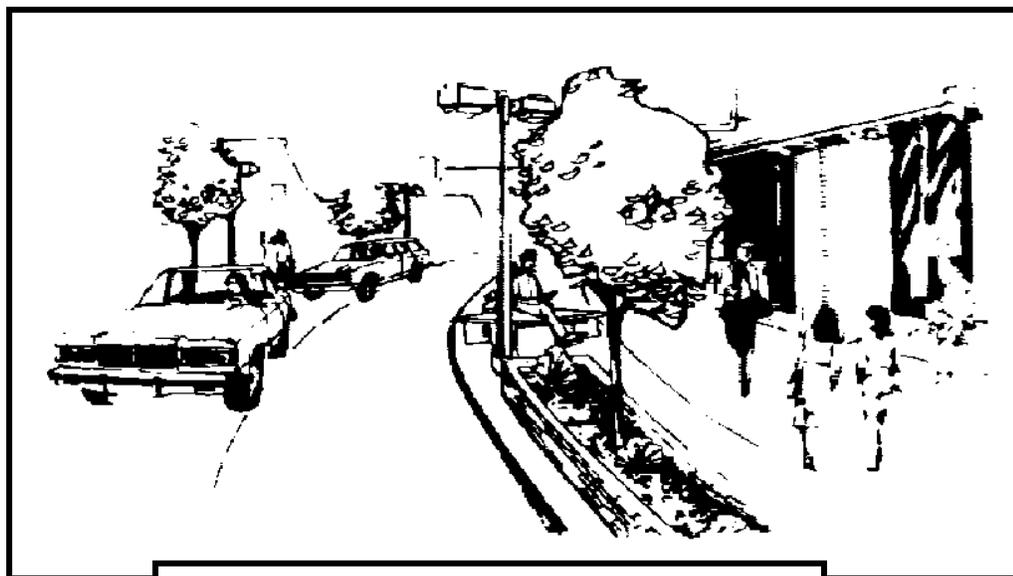
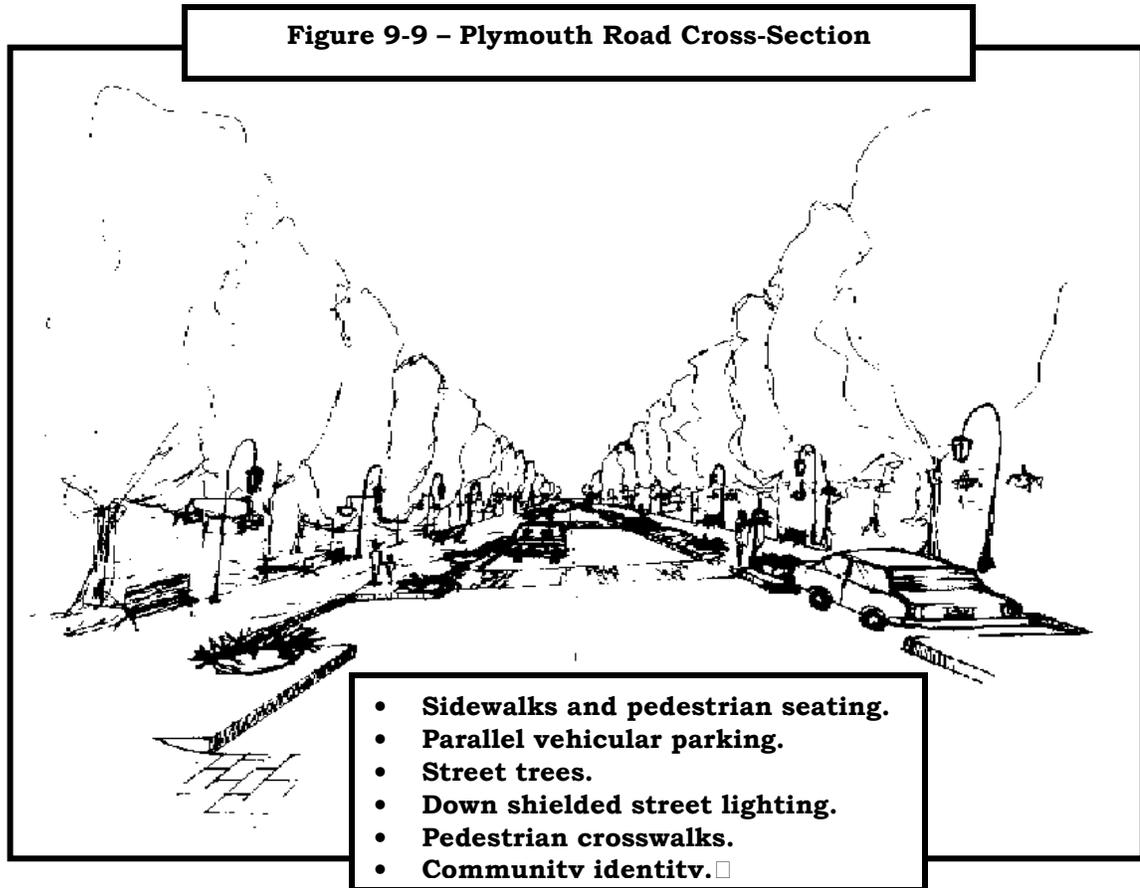


Figure 9-9 – New Development Character

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



### **Cherry Hill Road**

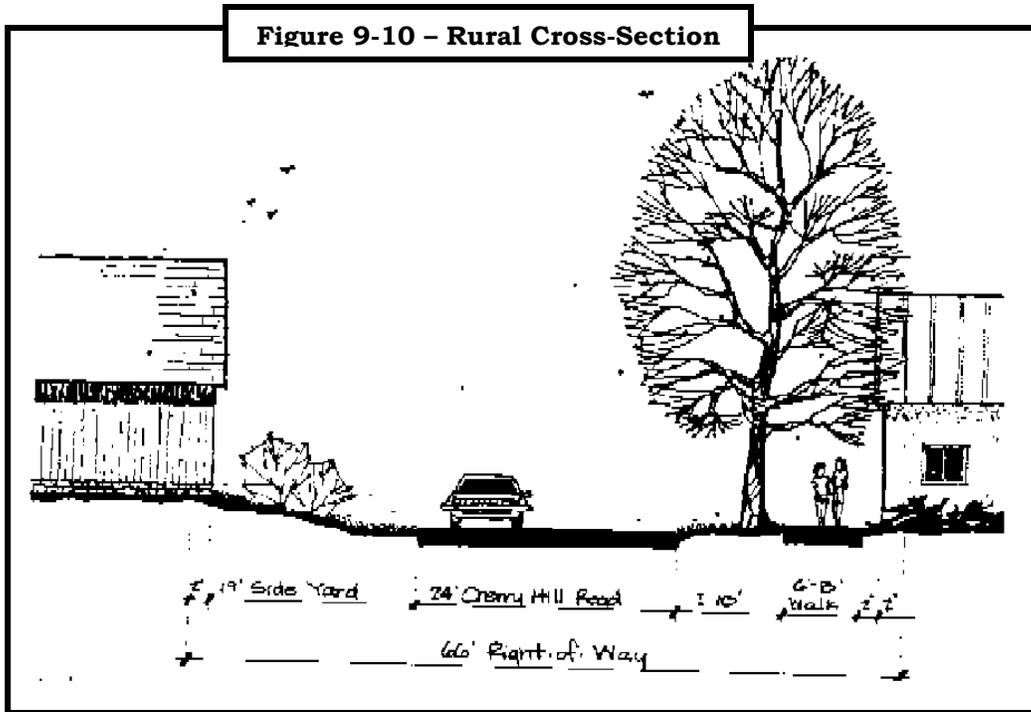
The Cherry Hill Road/Plymouth Road intersection presents difficulty for the Dixboro Community because of the proximity of buildings to the road and the fact that the intersection is located in the center of the community. As residential development occurs south and east of the community, traffic flow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

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Similar traffic-calming methods and community character enhancements should be incorporated along Cherry Hill Road, between Plymouth Road and Fleming Creek.

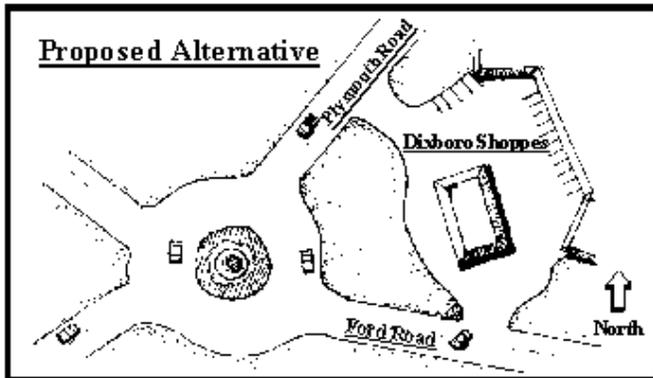
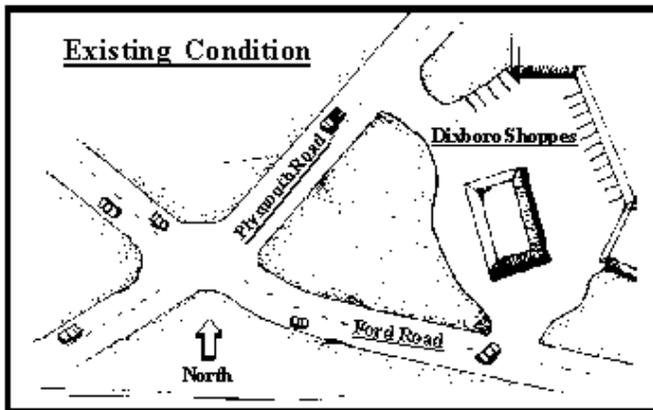
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South of Fleming Creek, as Cherry Hill Road becomes more rural, pedestrian walkways should continue through Glenborough to the Cherry Hill Nature Preserve, to the east of the Glenborough residential development. An example of this treatment is shown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



**Plymouth/Ford Road Intersection**

The intersection of Ford and Plymouth Roads is generally considered to be the physical eastern entrance to the Dixboro Community. These roadways currently carry significant traffic and as these regional arterials continue to increase in traffic volume, the impact to the Dixboro Community will be considerable.



**Figure 9-11 – Roundabout**

New roundabout: To ensure that traffic continues to flow at this intersection and to establish a substantial physical entrance point to the Dixboro Community, a roundabout should be considered. At left is a graphic representation of the potential of this application.

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**Church Street/Plymouth Road Intersection**

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

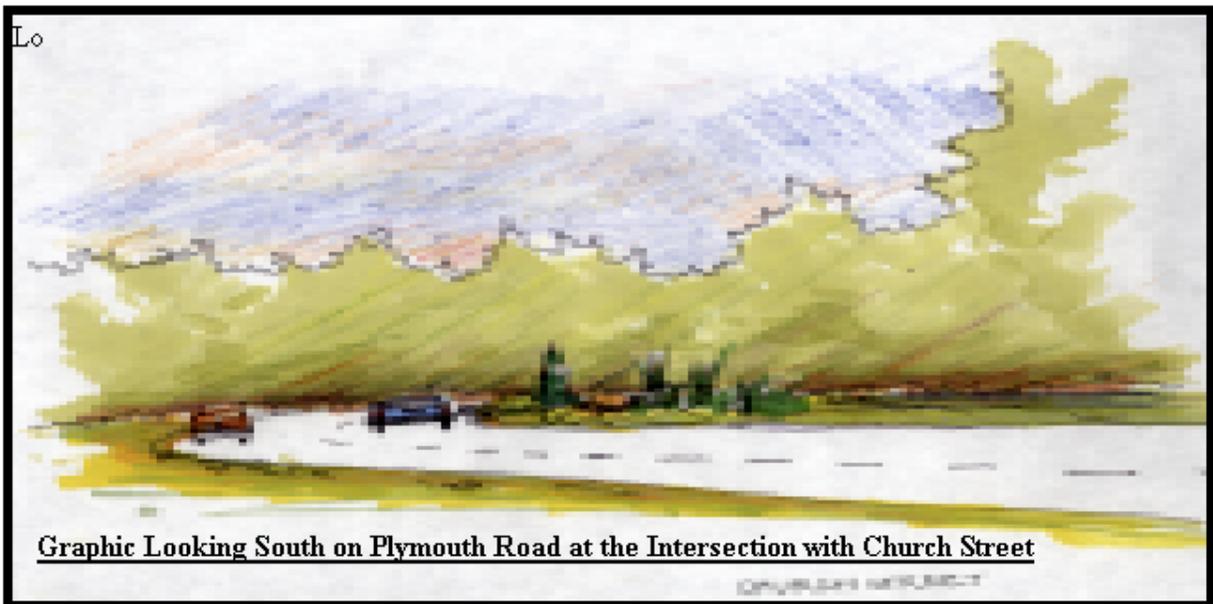
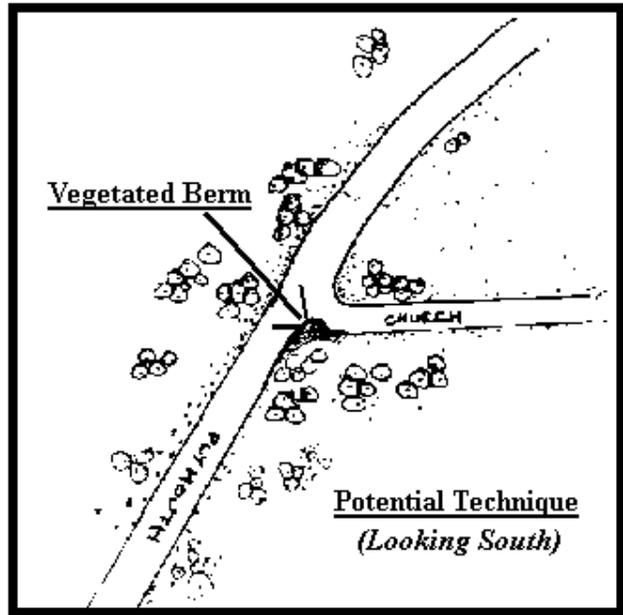
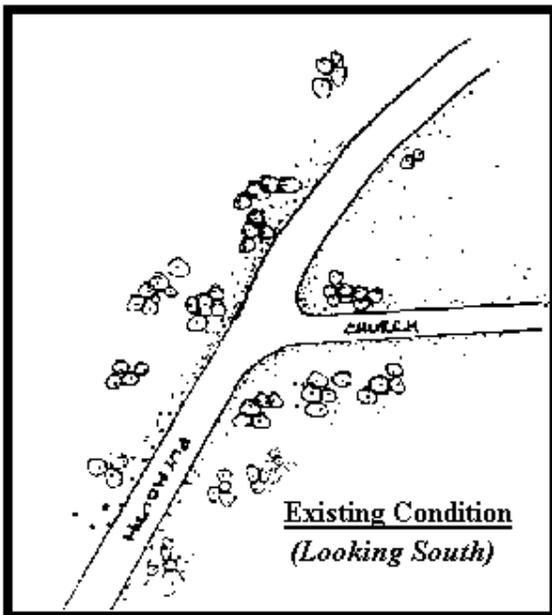


Figure 9-12 – Church Street

**Short Street/Plymouth Road**

Short Street is a central focal point within the Dixboro community. It physically and visually connects internal local streets to activity areas, including the Methodist Church and Village Green with Plymouth Road.

The following graphical depiction considers a vehicular island circulation pattern at the intersection of Short and Church Streets with angular vehicular parking shown adjacent to Short Street. This concept would interconnect with the continuation of pedestrian walkways across Plymouth Road as well as access parallel vehicular parking along Plymouth Road.

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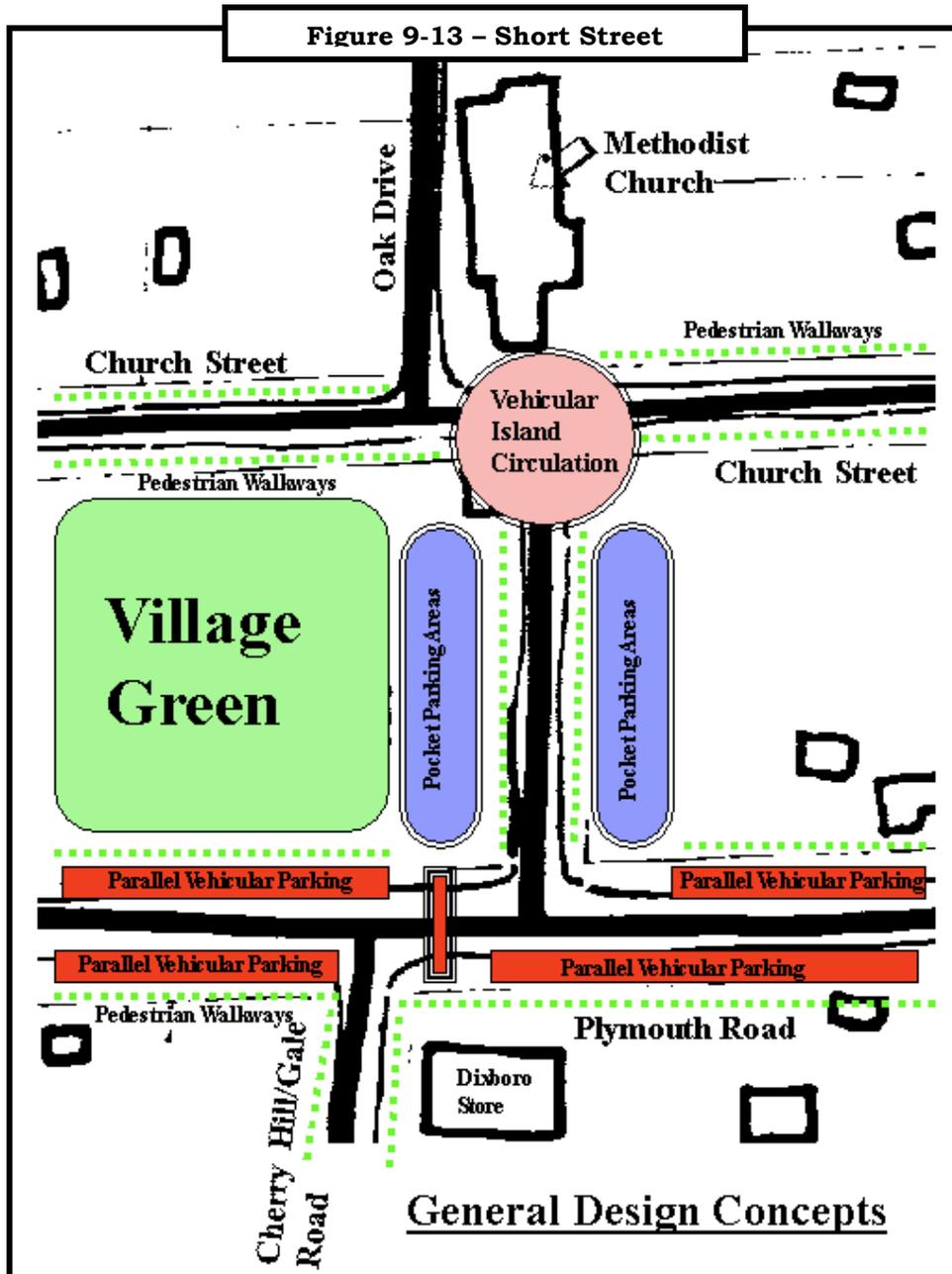
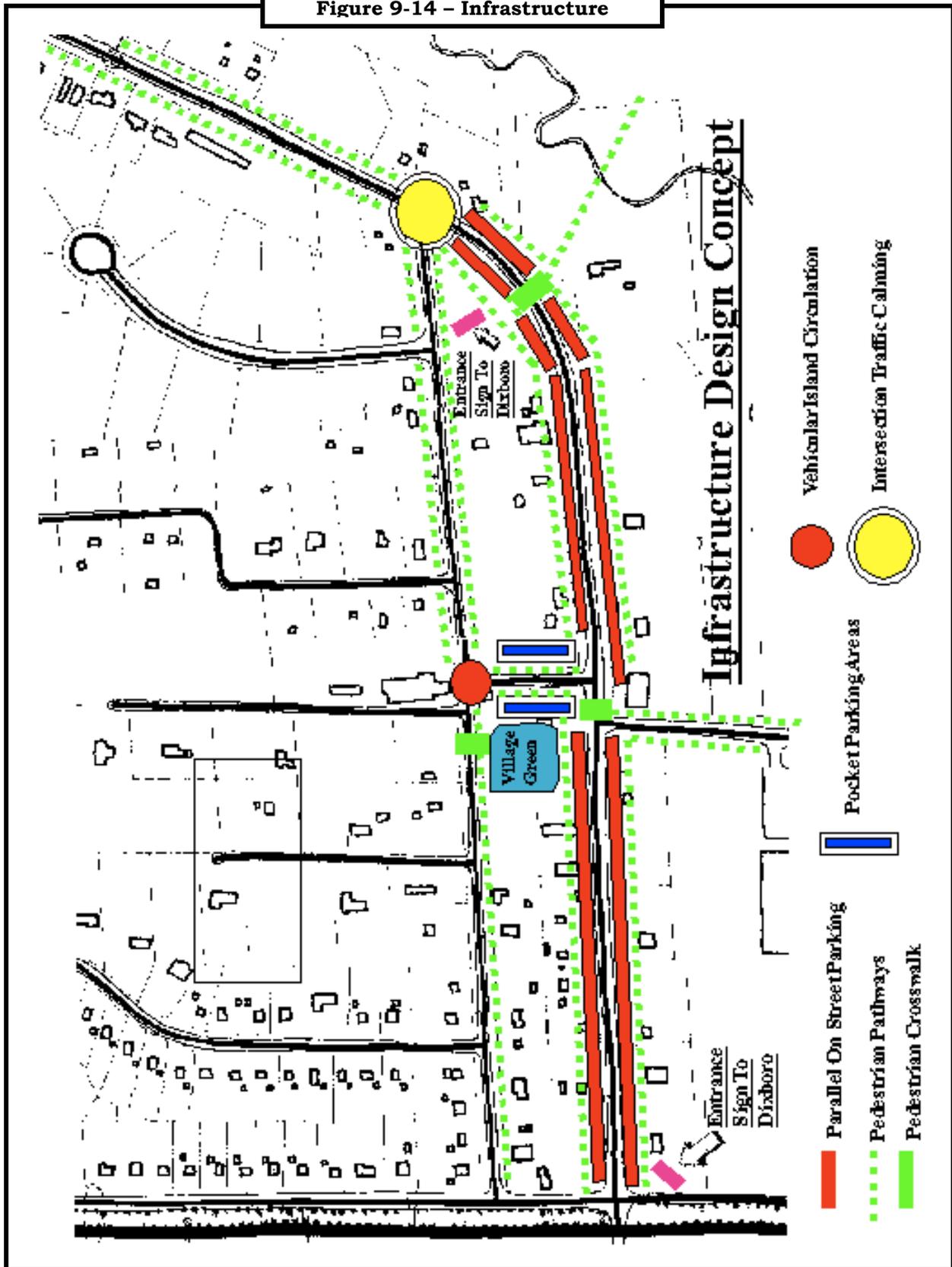


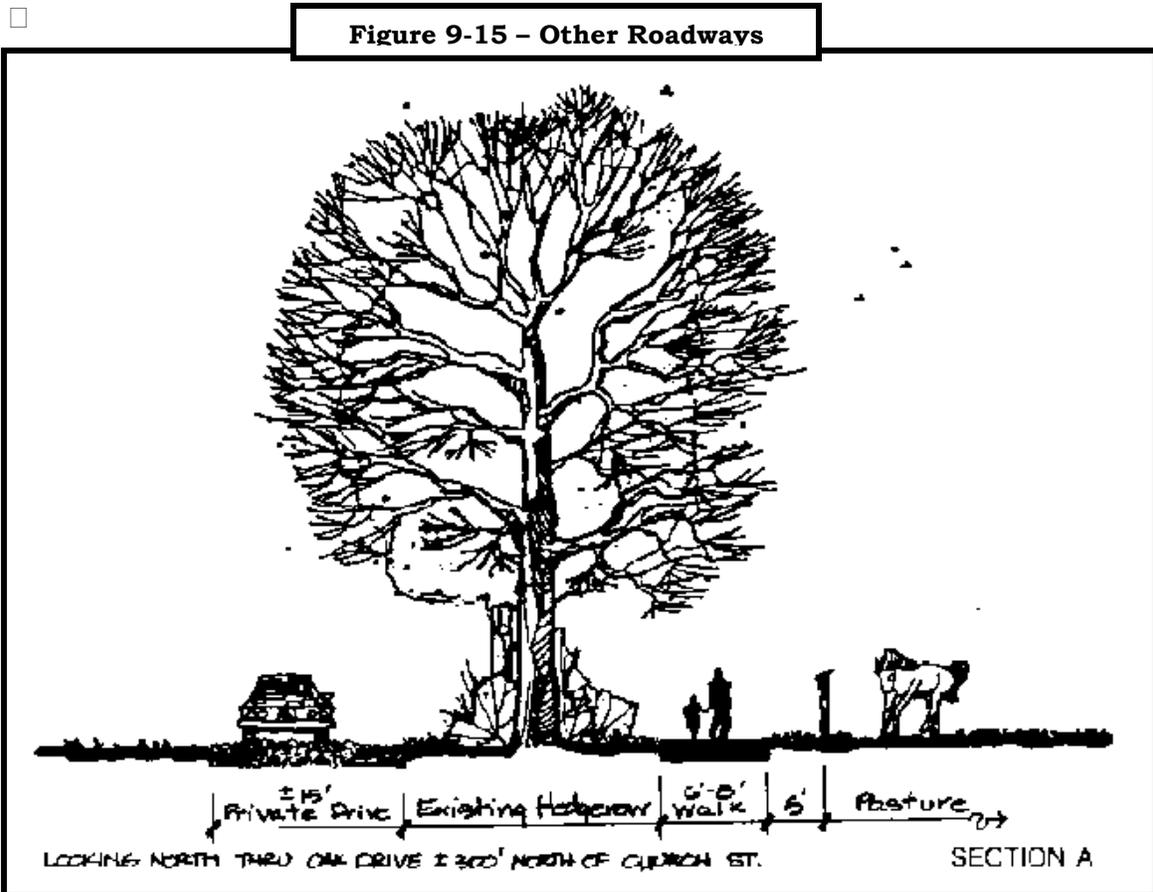
Figure 9-14 – Infrastructure



**Other Roadways**

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

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



## IMPLEMENTATION POLICIES

□

### **Introduction**

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

□

### **Zoning**

Special zoning districts are currently in effect within the Dixboro community, (i.e., the VC and NSC Districts). These districts were designed to ensure that character and environmental objectives would be achieved within the community.

In 2008, these districts were amended to promote greater economic viability and vitality for the Dixboro area, while continuing to improve the quality of design of buildings and sites as well as the livability of the regulated districts.

□

### **Density Transfer**

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

□

### **Land Acquisition**

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

□

### **Road Construction**

The road changes proposed in this plan should be incorporated into the Washtenaw Area Transportation Study (WATS) long-range transportation improvement plans. State and federal funds should be used for major changes. County Road Commission funds should be used for minor changes. Road improvements in any new development area should be provided by developers.

### **Neighborhood Association(s)**

The Township should encourage the creation of one (1) or more voluntary neighborhood associations for Dixboro residential areas, for the purpose of promoting healthier neighborhoods, organizing local block parties and

events, and improving communication between residents and with the Township on law enforcement, blight, and other issues of concern.

**Business Groups and Local Improvement Authorities**

The Township should encourage the growing group of commercial and office business owners in Dixboro to consider forming a Dixboro Merchants Association for the purpose of coordinated marketing, hours of operation, and cross-promotion of products and services.

The Township should also consider establishing a downtown development authority (DDA) or corridor improvement authority and a tax increment financing district in the Dixboro area to provide additional means to fund future capital improvement projects in the district.

□

**□ DEVELOPMENT STRATEGY**

□

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

□

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

□

**Existing uses in the Dixboro Community** should be adequately screened and protected from spillover effects of new development within the study area.

□

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

