

# Chapter Ten

## Site Specific Land Use Recommendations



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The sites in the Northeast Area selected for site specific recommendations were identified as substantial in size and either vacant or underutilized. The density recommendations are based on gross density, which is the full parcel size, minus right-of-way. The following is a list of the 27 sites with specific land use recommendations.

**Site 1** - This 63-acre site is located on the west side Pontiac Trail, east of M-14 and north of the Huron Highlands sub-division. It consists of eight parcels. The site has historically been used as farmland, although recently, farm operations have ceased. Large landmark trees are located in the southwest and western portion of the site. Pioneer vegetation has established itself in absence of farm activity on much of the remaining site. Although the western portion of the site slopes down toward M-14, the site is generally flat. A woodland area is located on the southwest portion of the site. A historically significant house exists near the southeast corner of the site. A site plan was approved in 2005 for the northern portion of this site.

Residential uses are recommended for the site at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre. A mixture of housing types is encouraged, including single-family detached homes, duplexes, attached townhouses, and multiple-family (stacked units). Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan.

Development should be sited away from significant natural features in the west and southwest portions of the site, which include landmark trees, high quality woodlands and slopes. The historically significant house near the southeast corner of the site should be preserved and incorporated in any future development proposal. A neighborhood park should be provided as described in the 2006-2011 Parks & Recreation Open Space Plan and located in an area that allows convenient access for future residents of this site and residents of the Huron Highlands neighborhood to the south. A vehicular and pedestrian connection should be provided to the existing stub street on Skydale Drive to provide access to off-site parks and to allow residents to the south access to any parkland on the site.

Consideration should be made to minimize visual impacts of proposed development. Landscaping should be provided between development on this site and the M-14/US 23 freeway to help soften the visual impacts of the freeway for future residents and to maintain a greenbelt image of this area from the freeway. Additional landscaping also should be provided in front of this site along

Pontiac Trail to help preserve the existing natural image along this roadway. Landscaping should also be provided along the side property lines to help soften the visual impact to adjacent sites. Providing a public sidewalk along Pontiac Trail will be required as part of any development proposal. Additional public right-of-way may be requested along Pontiac Trail to accommodate this sidewalk. A maximum of two vehicular access points to this site should be provided from Pontiac Trail. If parcels are developed separately, they should be interconnected with a publicly accessible roadway and sidewalks.

**Site 2** - This 67-acre site is bounded by M-14 to the north, Nixon Road to the east, Dhu Varren Road to the south, the Foxfire subdivision to the west. Various types of wetlands exist on the site. An extensive wooded area exists on the west side of the site. A tributary of Traver Creek flows through the site. Portions of the site have been recently farmed.

Residential uses are recommended for the site at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre. A mixture of housing types is encouraged, including single-family detached homes, attached townhouses, multiple-family (stacked units) and assisted living facilities. Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan. The density calculation should be based on the future realignment of Dhu Varren Road to the south.

Although the previous Northeast Area Plan recommended office and research uses for this site with commercial uses on the corner of Nixon and Dhu Varren Roads, residential uses are now considered appropriate. Without direct freeway access at Nixon Road, office and research uses would result in greater peak period traffic impacts when compared to residential uses. Furthermore, residential uses on this site will improve the jobs/housing balance in the Northeast Area, as a significant amount of office and research uses continue to develop and expand along Plymouth and Green Roads. The community commercial center previously recommended for this site is now being recommended on Site 3, since that site is more central to the surrounding neighborhoods and fewer natural features likely would be impacted.

Development should be sited away from significant natural features on the site, including the high quality woodland on the west side of the site, the creek corridor and all high quality wetlands. The planned roadway connection to the west (Hickory Point Drive) no longer appears feasible due to natural features constraints. A pathway should be provided instead to allow a pedestrian connection to the Foxfire neighborhood to the west. A pedestrian path also should be provided along the creek corridor to provide a link between Foxfire East Park to the west and Nixon Road to the east, as described in the 2006-2011 Parks & Recreation Open Space Plan.

Consideration should be made to minimize visual impacts of proposed development. A landscape buffer should be provided along the M-14 freeway to screen future residents from the freeway and to maintain a greenbelt image from the freeway. Landscaping also should be provided along Nixon and Dhu Varren Roads to preserve the green edge along the roadway. Public pedestrian paths must be provided along both Nixon and Dhu Varren Roads as part of any development proposal. Additional public right-of-way may be requested along both Nixon and Dhu Varren Roads to accommodate these public sidewalk improvements. Access to the site should be provided from a single curb cut along Nixon and at least one but no more than two curb cuts along Dhu Varren Road. The relocation of the Dhu Varren/Nixon intersection should be considered as part of the design and density of this site (see Site 3).

Sites 2,3, and 4 have interconnected natural systems, are adjacent to one another and have land use recommendations that will likely result in neighborhoods being created. The sites should therefore be planned in a manner that considers the interrelationship of natural systems, transportation systems and land use patterns.

**Site 3** - This 40-acre site is bounded by Dhu Varren Road to the north, Nixon Road to the east, Logan Elementary School to the south and single-family homes to the west. The site consists of gently rolling farm fields, a hedgerow of trees, and high quality wetlands in the southwest corner and northeast section of the site. A tributary to Traver Creek begins in the west portion of the site and flows to the southeast.

Residential uses are recommended at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre for the residential portion of this site (areas other than the village center). Single-family detached homes are recommended on the southern and central portions of the site. Such units could provide housing opportunities to families with children seeking closer proximity to schools, recreation and commercial services. A mixture of single-family homes, duplexes, townhouses and multiple-family (stacked units) uses are recommended for the northern portion of the site. The density calculation should be based on the realignment of Dhu Varren Road to the south.

Site 3 provides a unique opportunity to integrate a mixed-use neighborhood retail center into a newly developing neighborhood. A mixed-use neighborhood retail center of no more than 3 acres is recommended as an integral component of any residential development on this site. Neighborhood retail and neighborhood service uses should be located along Dhu Varren Road or Nixon Road and should be limited to those uses allowed in the C1 Zone (a business district designed solely to serve the needs of the surrounding residential neighborhood). The center should consist of a variety of neighborhood retail shops and could include small professional or medical offices. Residential units should be provided above retail or office uses. The number of residential units in the village center will be limited by the three-story height limitation and the parking requirement of at least one space per unit. Residential parking should be provided underneath the units instead of in surface parking lots. The retail uses should include multiple tenants; single tenant retail uses should not be allowed. On-street parking is encouraged within the village center. Off-street parking should be minimized and located in a manner that minimizes impacts to surrounding uses. Large surface lots should be discouraged. A Planned Unit Development (PUD) District is recommended for this site to ensure that the mixed uses center is well integrated with the surrounding neighborhood. The PUD standards would define performance and design criteria for the site. Such standards should incorporate community design techniques described in Chapter 6 of this Plan. Because of the potential for pedestrian access, a mixed-use neighborhood retail center could reduce the number of vehicular trips in the area and provide easily accessible services and job opportunities to area residents.

Development should be sited away from the wetland system in the southwest portion of the site. The land between the wetlands and the south property line would be suitable for recreational uses as described in the 2006-2011 Parks & Recreation Open Space Plan, since development opportunities are limited due to open space and building setback requirements. Paved pedestrian connections to Logan School and to the Placid Way stub street should be provided to allow access to the school and neighborhoods to the west since the planned road connection to Placid Way no longer appears feasible due to wetland constraints. The creek corridor in the west/central portion of the site should be preserved to enhance water quality and expand the open space linkage to Foxfire South Park.

Future development of this site should include the realignment of Dhu Varren Road with Green Road, located east of Nixon Road. This will involve shifting Dhu Varren Road to the south to line up with Green Road at the Nixon Road intersection. This realignment will improve the safety of this intersection. Access to the site should be provided from Dhu Varren Road and Nixon Road. The internal street system should be designed to discourage cut-through traffic (vehicles attempting to avoid the Nixon/Dhu Varren intersection). Public sidewalks must be constructed along Dhu Varren and Nixon Roads as part of any development project. Additional public right-of-way may be requested along both Nixon and Dhu Varren Roads to accommodate the sidewalks and future intersection improvements.

Landscaping should be provided along Dhu Varren and Nixon Roads to preserve the green edge along the road. Landscaping should also be provided along the west property line to provide a buffer between the properties west of the site.

Sites 2,3, and 4 have interconnected natural systems, are adjacent to one another and have land use recommendations that will likely result in neighborhoods being created. The sites should therefore be planned in a manner that considers the interrelationship of natural systems, transportation systems and land use patterns.

**Site 4** - This 54-acre site is bounded by M-14 to the north, Nixon Road to the west, townhomes to the south and single-family homes to the east. A large wetland system exists on the eastern and central portion of the site. Wooded areas exist east of the wetland area. The western portion of the site consists primarily of farm fields and small wetlands.

Residential uses are recommended at a gross density (minus right-of-way) of 4 to 10 dwelling units per acre. A variety of housing types would be appropriate, including single-family detached homes, duplexes, attached townhouses, multiple-family (stacked units) and assisted living facilities. Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan.

Although the previous Northeast Area Plan recommended office and research uses for this site, residential uses are now considered appropriate. Without direct freeway access at Nixon Road, office and research uses would result in greater peak period traffic impacts when compared to residential uses. Furthermore, residential uses on this site will improve the jobs/housing balance in the Northeast Area, as a significant amount of office and research uses continue to develop and expand along Plymouth and Green Roads.

Development should generally be concentrated on the west side of the site and away from the large wetland system and the woodland area that contains small, scattered wetlands located east of the wetland system. The wetland and areas east of the wetland are appropriate for recreational uses. The small area south of the large wetland is appropriate for limited residential development, which should be accessed through the Barclay Park site to avoid impacting the wetland. A pedestrian path should be provided around the large wetland and link to Oakwoods Nature Area to the southeast. A public pedestrian connection also should be provided from the large wetland to Nixon Road as described in the 2006-2011 Parks & Recreation Open Space Plan.

A public sidewalk along Nixon Road will be required as part of any development proposal. Additional public right-of-way may be requested along Nixon Road to accommodate this public sidewalk.

Landscaping should be provided along Nixon Road to preserve the green edge along the road. Landscaping also should be provided along M-14 to screen future residents from the freeway and maintain a greenbelt image from the freeway and along the south side where units from Barclay Park front the site.

Sites 2,3, and 4 have interconnected natural systems, are adjacent to one another and have land use recommendations that will likely result in neighborhoods being created. The sites should therefore be planned in a manner that considers the interrelationship of natural systems, transportation systems and land use patterns.

**Site 5** - This 93-acre area includes seven parcels along Pontiac Trail and four along Dhu Varren Road. The parcels include single-family homes, small industrial facilities, vacant land and an abandoned landfill. The largest parcel is 59 acres and contains the abandoned landfill. The vacant portions consist primarily of fields, wooded areas and landmark trees. A wetland is located in the southwest portion of the site.

A comprehensive study of the location and condition of the landfill should be conducted prior to any development on the parcel. No development is recommended on top of the landfill. Any future development on the landfill portion of the site is contingent on appropriate removal and remediation of the landfill. For the remainder of the site, residential uses are recommended at a gross density (minus right-of-way) of 7-10 dwelling units per acre. [The landfill should not be included when calculating the gross density for the site.] A mixture of housing types is encouraged, including single-family homes, duplexes, attached townhouses, multiple-family (stacked units) and assisted living facilities. Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan. Re-use of the small industrial buildings on the west of the site is encouraged. Low intensity uses such as artist studios or professional office may be appropriate for these buildings.

If this site is developed as a single parcel, a maximum of two vehicular access points from Pontiac Trail and one from Dhu Varren Road should be provided to the largest parcel on the site. If parcels are developed separately, they should be interconnected with publicly accessible roadways and sidewalks. A street connection should be provided to any existing or planned stub street to the west. Public vehicular and pedestrian access should be provided through the site to Leslie Park. A pedestrian path to link Northeast Area Park and Leslie Park through the site also should be provided. Providing a public sidewalk along Pontiac Trail and Dhu Varren Road will be required as part of any development proposal that fronts Pontiac Trail or Dhu Varren. Additional public right-of-way may be requested along both roadways to accommodate the sidewalk.

Landscaping should be provided in front of this site along Pontiac Trail to help preserve the existing natural image along this roadway and along Leslie Park to screen the park from the development. Landscaping should also be provided on the periphery of individual sites to minimize visual impacts on adjoining properties.

**Site 6** - This 10-acre site currently is the headquarters and warehouse for a non-profit, food distribution organization. It is primarily a flat site with few natural features. The site is bounded by Northeast Area Park to the north and west, Dhu Varren Road to the south and railroad tracks to the east.

The limited industrial use currently on the site is appropriate to continue. If the existing operation ceases, residential uses at a gross density (minus right-of-way) of 10 to 15 dwelling units per acre are recommended for the site. The site can accommodate this density range due to the absence of significant natural features and its proximity to a large park and transit corridor. Appropriate housing types include attached townhouses and multiple-family (stacked units). Residential uses should be located on the west side of the site, away from the high-voltage electric wires east of the site. If the existing operation were to expand or relocate in a new building on the site, residential uses should be incorporated as part of a mixed-use project. The residential component of the project should constitute at least 50 percent of the total floor area. Office uses or a combination of office and residential uses also would be appropriate. Ancillary retail uses of no more than 2,000 square feet would be appropriate as an attached part of an office or residential development project. Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan.

A maximum of one access point to the site should be provided from Dhu Varren Road. If this site becomes two or more separate parcels, a shared access point is preferred. A public sidewalk must be constructed along Dhu Varren Road as part of any development project. Additional public right-of-way may be requested to accommodate this sidewalk. A public walking path should be provided on the east side of the site to connect the Northeast Area Park located north of the site to Leslie Park located south of the site. Future development will be strongly encouraged to work with the railroad owner to establish a safe pedestrian crossing of the railroad at Dhu Varren Road. If residential uses are proposed on this site, significant buffering, including a safety barrier (i.e., fence or wall), should be provided along the east property line to help buffer the development from the railroad and to help prevent individuals from crossing the railroad tracks in undesignated areas.

A new storage facility was constructed in 2003; the old storage facility was demolished. Thirty residential units were completed in 2005 on the west side of the site.

**Site 7** - This 22-acre site is located on the west side of Traverwood Drive. Leslie Park Golf Course is located immediately to the west. The north portion of the site is adjacent to a high quality woodland (now a city park). The remaining portion of the site contains a detention pond and gently sloping open fields. The site was part of the original 93-acre Traverwood Area Plan which called for a mixture of land uses including commercial, office and residential. The commercial portion has been constructed (Traver Village) and many of the office sites have been constructed. This site is currently zoned for multiple-family uses (R4D) which allows a density of up to 25 units per acre and office, research and limited industrial uses (ORL).

Residential uses are recommended for the R4D portion of the site at a gross density (minus right-of-way) of 7 to 25 dwelling units per acre. Multiple-family (stacked units), townhouses or an assisted living facility would be appropriate. The site can accommodate this density due to its proximity to nearby parks, employment and commercial centers, and a main transportation corridor. Furthermore, residential uses would maintain an important mixed-use component of the Traverwood Area Plan. The mixture of uses (retail, office, residential and recreational) in this area would improve the balance of jobs and housing and promote pedestrian activity. As an alternative, an office and residential mixed-use development would be appropriate for this site. The residential component of a mixed-use development should constitute at least 50 percent of the total floor area. The office portion of the project should not be constructed prior to the completion of the residential portion. Below grade or structured parking is strongly encouraged.

The small ORL (Office/Research/Limited Industrial) zoned parcel on the southwest corner of Traverwood Boulevard and Huron Parkway is appropriate for residential uses of up to 25 dwelling units per acre or a mixture of residential, office, research and retail uses. A public pedestrian linkage from the public sidewalk along Traverwood Boulevard to Leslie Woods Nature Area to the west is recommended to improve pedestrian access in the area. Pedestrian walkways should be provided to adjacent office uses and public park land. Landscaping should be provided on the west side of the R4D portion of the site to soften the visual impact of future development from the golf course to the west.

Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan. A pedestrian access easement should be provided north to south from Leslie Woods Nature Area to Stapp Nature Area.

**Site 8** - This 18-acre site contains two parcels and is bounded by Plymouth Road to the south, Green Road to the east and restaurant and office uses to the west and north. The north parcel of the site (11 acres) contains an office building, now used as a law school, and parking areas. The south parcel (7 acres) was divided from the north parcel in November 1999 and is undeveloped. It contains landscaped lawn, trees, wetlands and a headwater tributary of Miller Creek. The site is zoned for research use (RE).

Ideally, future development should integrate the two lots into one unified project. The site is appropriate for a pedestrian oriented, mixed-use center that should include a mixture of research, office, retail, educational, residential and restaurant uses. If the two parcels develop separately, a combination of uses such as research, office, retail, educational, residential or restaurant on each site also would be appropriate. Residential uses should be a part of any mixed-use development project. The various uses should be complementary and encourage convenient pedestrian interaction. The Miller's Creek Restoration Plan outlined various best management practices, which are appropriate for future development. Every effort should be made to protect the character of the wetland including best practices including, but not limited to: green roof design, bio-swales, porous pavement and the planting of additional trees. Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan. Taller buildings might be appropriate on this site to minimize imperviousness. Structured parking is strongly encouraged.

The southeast corner of the site should not be developed due to its proximity to the wetland and the Plymouth/Green intersection. The turf lawn in this corner should be replaced with native vegetation to reduce storm water runoff, improve water quality and enhance the visual image of the site. A site plan was approved in 2006 for the southern portion of this site.

Preferred access to the south parcel is from the parcel to the north, which has access to both Green Road and Commonwealth Drive. A second alternative would be to access the south parcel from the site to the west, which has access to Commonwealth Drive. Restricted access to the site might be appropriate from Plymouth Road. Pedestrian access should be provided to adjoining sites. Extensive landscaping should be provided with new development to help maintain the natural image of this gateway site. Information on protecting Millers Creek has been provided by the Millers Creek Restoration Plan.

**Site 9** - Concordia University, a private institution affiliated with the Lutheran Church, is located on five parcels totaling approximately 160 acres that surround the intersection of

Geddes and Earhart Roads. The main campus area is located south of Geddes Road and consists of academic and administrative buildings and dormitories. Land uses north of Geddes Road include athletic fields, church administrative offices, a private school (Saint Paul Lutheran School, two houses, a barn and wooded area. In the mid-1990's, Concordia College (later called Concordia University) sold a number of single-family homes and parcels along Pine Brae Drive to private parties. Natural areas on the site include Huron River frontage, woodlands and slopes. The northeast portion of the site is within the Fleming Creek watershed while the southwest portion is within the Huron River watershed. Concordia's master plan recommends that primary academic facilities be located south of Geddes Road. The Plan also recommends athletic fields and residential uses such as married student housing be provided north of Geddes.

If Concordia University chose to sell portions of the site, outdoor recreational or residential uses would be appropriate. Residential uses are recommended at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre. Due to the proximity of the US-23 interchange and the AATA bus route (on Geddes Road) as well as the amount of land without significant natural features, the site is appropriate for this density range. A mixture of housing types is encouraged including single-family detached homes, duplexes, townhouses and multiple-family (stacked units). Substantial residential projects could include a mixed-use element such as ancillary retail and offices. Any mixed-use project should have residential uses as the primary component. Any retail use should be located on the ground floor of residential and/or office uses. Strip commercial centers would not be appropriate. Ancillary office uses are appropriate as part of a larger residential project.

Development should be sited away from significant natural features such as the woodland at the northeast portion of the site and the Huron River on the south side of the site. Public pedestrian access should be provided along the Huron River to provide a critical link in the system of public paths along the north and south side of the Huron River. Such a path will provide non-motorized access to Concordia University from downtown Ann Arbor and points east. Public pedestrian access also should be provided along both sides of Geddes and Earhart Roads to encourage pedestrian, bicycle and transit access. Landscaping should be provided around the periphery of the site to soften the visual impact of this gateway site. Outdoor recreational uses are appropriate for any portion of this site.

**Site 10** - This 48-acre parcel is bounded by the Woodcreek neighborhood of single-family dwellings to the west, Arborland shopping center to the south, US-23 to the east and Huron River Drive and the South Pond Nature Area to the north. The site contains flat areas and pioneer vegetation on the southern portion. Wetlands and some slopes are located on the northern portion. Most of the site was farmed into the 1960's. A stub street at the east edge of the Woodcreek development has been constructed to provide access to the site, as does the 90-foot public right-of-way along the southern boundary of Woodcreek. Access to the site will be challenging for a number of reasons: a) US-23 freeway is located east of the site, b) Arborland shopping center is located south of the site, c) extensive natural features exist on the north side of the site including steep slopes, wetlands and woodlands, d) access to Huron Parkway west of the site by a collector road would impact a creek corridor and require the removal of single-family homes. Additionally, access to Washtenaw at Chalmers would be very challenging since no traffic light is planned on this Michigan Department of Transportation (MDOT) trunkline. [A 50-foot wide public right-of-way is located along the western property line of Arborland from Washtenaw Avenue to the public right-of-way north of Arborland.]

Because of the limited access, residential uses are recommended at a gross density (minus right-of-way) of 2 to 4 dwelling units per acre. Single-family detached homes, duplexes, townhouses, multiple-family (stacked units), and assisted living facilities are recommended. Development should be located at the south and central areas of the site and away from the wetlands, steep slopes and wooded areas on the northern portion. If primary access can be provided directly through the Arborland shopping center south of the site, with adequate access provided to Washtenaw Avenue, residential uses are recommended at a gross density (minus right-of-way) of between 6-10 dwelling units per acre and include single-family detached homes, duplexes, townhouses, multiple-family (stacked units) and assisted living facilities. Uses such as hotel, retail, and office would also be appropriate for the portion of the site south of the Algebe Way stub street (from Woodcreek) if access can be provided through the Arborland shopping center with adequate access to Washtenaw Avenue. A mixture of these residential and non-residential uses would also be appropriate if adequate access is provided through Arborland to Washtenaw Avenue. All traffic generated by hotel, retail, or office uses should be directed through Arborland. Non-residential uses should be adequately screened from existing residential areas.

Future development should incorporate community design techniques (described in Chapter 6) that support the goals and objectives of this Plan.

Public pedestrian access should be provided to the woodlands and wetlands on the north portion of the site. A neighborhood park is recommended that is centrally located and easily accessible to residents of this site and the Woodcreek neighborhood. Lighted, paved pathways to accommodate pedestrians and bicyclists should be provided to the Woodcreek neighborhood and the rear pedestrian access point for Arborland Mall Landscaping should be provided on the east side of the site to buffer the project from US-23. Landscaping should also be provided on the south side of the site to screen the possible future east-west collector street and Arborland Mall.

**Site 11** – This 5.4-acre site consists of two parcels with a single-family home on each parcel. The large parcel includes open lawn with scattered trees and vegetation along the railroad tracks. The small parcel is wooded. Dhu Varren Woods Park is located east of the site, while Ann Arbor Railroad tracks are located to the west. Residential uses are recommended for this site at a gross density (minus right-of-way) of 7-10 dwelling units per acre. The recommended density is appropriate because of the number of park facilities in the immediate vicinity and the proximity to an existing transit corridor. Appropriate housing types include single-family detached, duplexes, townhouses and multiple-family (stacked units). This site would also be appropriate for small-lot single-family homes. Units should be clustered to preserve natural features. A maximum of two vehicular access points should be provided from Dhu Varren Road. Landscaping should be provided along Dhu Varren Road.

**Site 12** – This 3.8-acre site consists of three parcels; a single-family home is located on the southwest parcel. The vacant portions of the site generally consist of flat land with scrub vegetation. Logan Elementary School is located east of the site. Single-family detached residential uses are recommended for the site at a gross density (minus right-of-way) of 4 to 6 dwelling units per acre. Access should be provided from Traver Road.

**Site 13** – This 2.1-acre wooded site consists of one parcel with a single-family home and outbuildings. The Thurston Nature Area, owned by Ann Arbor Public Schools, is located east of the site. Single-family detached residential uses are recommended for this site at a gross

density (minus right-of-way) of 4 to 6 dwelling units per acre to remain consistent with the allowable density of the adjoining R1C zone. Development should be directed away from the southeast portion of the site to provide a buffer to Thurston Pond. Units should be clustered to preserve natural features. Due to the grades in the area, it will be difficult to serve this site with gravity flow sanitary sewer. A single access point should be provided from Bluett Drive.

**Site 14** – This 5.9-acre site consists of two parcels; a single-family home is located on the western parcel. The wooded site includes a small creek that flows on the north side of the site, scattered landmark trees, and slopes. M-14 freeway right-of-way is located west and north of the site. Residential uses are recommended for this site at a gross density (minus freeway and residential street right-of-way) of 4 to 6 dwelling units per acre, which is consistent with the allowable density of the adjoining R1C zone. Appropriate housing types include single-family detached, duplexes and townhouses. Units should be clustered to preserve natural features. Primary Access should be from a public street, either Cloverdale Road to the east, or Brookside Drive to the south. At a minimum, pedestrian access to Hilldale should be provided over the Cloverdale Road right-of-way. The site should provide a narrow strip of open space at the western edge that could accommodate a north-south pedestrian path as part of a greenway system that would connect the Huron River to open space north of the site.

**Site 15** – This 6-acre wooded site is gently sloping and consists of three parcels. Two of the parcels each contain a single-family home. A Michcon utility substation (Pontiac Regulator Station) exists on the southern parcel. Single-family uses exist around all other sides of the site. Residential uses are recommended for this site at a gross density (minus right-of-way) of 6 to 8 dwelling units per acre to remain consistent with the allowable density of the adjoining R1D zone. Units should be clustered to preserve natural features. Appropriate housing types include single-family detached, duplexes and townhouses. Primary vehicular access should be provided to Pontiac Trail. Attempts should be made to provide a pedestrian and vehicular connection to the existing private stub street, east of the site (off Tibbitts Court). Landscaping should be provided along Pontiac Trail to help preserve the existing natural image along this roadway.

**Site 16** – This 2.7-acre site consists of three parcels, each with a single-family home, and scrub vegetation. The site is bounded by apartments to the west and the Ann Arbor Railroad and apartments to the east and south. Leslie Golf Course is located north of the site. Residential uses are recommended for this site at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre, which is consistent with the allowable density of the adjoining R4A zone. Appropriate housing types include duplexes, townhouses and multiple-family (stacked units). A single access point should be provided from Traver Street. A connection should be provided to the property west of the site to accommodate emergency vehicles.

**Site 17** – This 1.7-acre site consists of two parcels, located in Ann Arbor Township agreement Area A. A truck rental business currently occupies the east parcel. A cellular tower and billboard sign exist on the west parcel. Due to heavy peak period traffic volumes, office uses are recommended for this site. Commercial uses that are consistent with the nearby C1 zone also would be appropriate. A single access point should be provided from Plymouth Road. The billboard sign should be removed from the site. Extensive landscaping with a brick wall or berm should be provided along Plymouth Road to buffer parking areas and enhance the appearance of the site.

**Site 18** – This 6.3-acre site, zoned R1C, consists of a church, parking lot, detention pond, lawn, steep slopes and woodlands. The site consists of a combination of steep and gentle slopes. Surrounding uses include single-family homes to the west and south, apartments to the east and north. Residential uses are recommended for this site at a gross density (minus right-of-way) of 4 to 6 dwelling units per acre, which is consistent with the allowable density of the R1C zone. Appropriate housing types include single-family detached, duplexes, townhouses and multiple-family (stacked units). Units should be clustered toward the southern portion of the site to preserve natural features. Access should be provided from Broadway. Vehicular access should not be provided from Plymouth Road.

**Site 19** – This 3-acre site, zoned R1C, is wooded and generally slopes from north to south. The site consists of two parcels. The western parcel is wooded and vacant and the eastern parcel includes a single-family home. Residential uses are recommended for this site at a gross density (minus right-of-way) of 4 to 6 dwelling units per acre to remain consistent with the allowable density of the R1C zone. Appropriate housing types include single-family detached, duplexes or townhouses. Units should be clustered to preserve natural features. Access to the site should be provided from Broadway. Pedestrian access also should be provided to Baits Drive.

**Site 20** – This 5.7-acre site consists of a single-family home, open field and wooded areas. The site is bounded on the east, west and south by University of Michigan property. Residential uses are recommended for this site. Higher residential densities are appropriate due to the proximity of nearby commercial uses, the University of Michigan's North Campus and transit lines. Higher residential densities should be accompanied by site amenities that minimize environmental, traffic and visual impacts. Those amenities should include underground parking to minimize imperviousness, building height that does not exceed 6 stories, building design that complements the character of a campus setting and conveys a residential instead of institutional setting, and stone and/or brick facades that convey a sense of permanence. This use would provide opportunities for student housing near the University of Michigan's north campus and encourage pedestrian access. Appropriate housing types include townhouses or multiple-family (stacked units). Access should be provided from Broadway and Hubbard Road. A development proposal called "North Quad" was approved by City Council in 2003 for this site.

**Site 21** – This 3.8-acre site consists of six parcels. Three of the parcels are located within the City and zoned C3, C1 and P. The remaining 3 parcels are located in Ann Arbor Township. A gas station and towing operation is located at the southwest corner and a satellite car storage lot is located on the north end of the site. The remaining portion of the site consists of an auto parts salvage yard. No natural features exist on the site. A mixture of office, retail and residential uses are recommended for the site. Retail uses should be located toward Plymouth Road, while office and/or residential uses should be located above the retail shops and/or at the northern end of the property. Higher residential densities are appropriate due to the proximity of nearby commercial uses, the University of Michigan's North Campus and transit lines. The mixed uses will encourage pedestrian activity from North Campus and can provide shared parking opportunities. Any contamination that exists on the site must be mitigated prior to construction (see Chapter 4 for further information on Brownfields). If a commercial zoning designation were requested for the south portion of the site, a neighborhood commercial zone such as the C1 zone (local business) would be more appropriate than an auto-oriented C3 zone (fringe commercial). The retail shops should be located near the Plymouth Road sidewalk to encourage pedestrian access. Parking should not front Plymouth Road, but should be located

at the rear of retail stores and/or underground. Access could be provided from Upland Drive. Upland Drive should be paved the length of the site.

**Site 22** – This 8.3-acre site consists of four parcels, two of which contain single-family homes. Traver Creek flows through portions of the three parcels on the east side of Traver Road. A wetland exists on the northeast portion of the site. Portions of the site are within the Traver Creek floodplain. Leslie Park Golf Course is located south and west of the site. Traver Creek Park is located north of the site. Due to the extensive natural features on the site, few development opportunities exist. Single-family uses would be appropriate when the site is annexed into the City of Ann Arbor. Any new parcels created through a land division should be able to accommodate a single-family home outside of the floodplain.

**Site 23** – This 4.6-acre site consists of one parcel with a single-family home. The site is wooded with gentle slopes. Residential uses are recommended for this site at a gross density (minus right-of-way) of 4 to 6 dwelling units per acre to provide transitional residential development between the townhouses to the west and the single-family homes to the east. Appropriate housing types include single-family detached, duplexes or townhouses. Units should be clustered to preserve natural features. Access should be provided from Wolverhampton Lane.

**Site 24** – This 11.7-acre site consists of 4 parcels. Single-family homes exist on three of the parcels. Portions of the site contain woodlands and a creek corridor. The vacant parcel on the west side of the site contains Miller's Creek and does not provide an opportunity for development due to the creek and surrounding floodplain. Townhouses are located south, east and west of the site. A church is located to the east and owns the eastern most lot on the site. Residential uses are recommended for this site at a gross density (minus right-of-way) of 4 to 6 dwelling units per acre to provide a diversity of housing opportunities adjoining the apartments to the west and the townhouses to the south. Appropriate housing types include single-family detached, duplexes, townhouses, or multiple-family (stacked units). Units should be clustered to preserve natural features. Units also should be screened from Huron Parkway. The parcels are in a special assessment district for the construction of Glazier Way, which was completed in 2000. Access should be provided from Glazier Way. Landscaping should be provided along Glazier to help maintain the natural image of this roadway. Information on protecting Millers Creek has been provided by the Millers Creek Restoration Plan.

**Site 25** – This 8.8-acre site consists of one parcel. Miller's Creek flows in the northwest corner of the site. A small portion of the lot is located north of Glazier Way and is unbuildable. The site also includes slopes, open fields, trees and scrub vegetation. Residential uses are recommended for this site at a gross density (minus right-of-way) of up to 3 to 4 dwelling units per acre to remain consistent with the allowable density of the adjacent R1B zone. Appropriate housing types include single-family detached, duplexes or townhouses. The creek corridor and the wooded slopes near Glazier should be should be protected from development to preserve the wooded character of Glazier Way. Units should be clustered to preserve natural features. Access should be provided from Lakehaven Drive (if possible, since it is a private drive) to the west and Shagbark Court (public) stub street to the east. Landscaping should be provided along Glazier to help maintain the natural image of this roadway. Information on protecting Millers Creek has been provided by the Millers Creek Restoration Plan.

**Site 26** – This 20.8-acre site consists of five parcels; a single-family home is located on the southeast parcel. The northern portion of the site consists of a high quality woodland with steep slopes, ravines, a wetland and two creek corridors that converge. This sensitive natural area received the highest rating for floristic quality from the City Parks and Recreation Department and should be protected from development. Residential uses are recommended for the southern part of this site at a gross density (minus right-of-way) of up to 2 dwelling units per acre to remain consistent with the overall density in the area. Appropriate housing types include single-family detached, duplexes or townhouses. Units should be clustered in the southern portion of the site to preserve the high quality natural features. Access could be provided from the existing private stub street to the west. Attempts should be made to minimize natural feature disturbance with the construction of any roadway.

**Site 27** – Refer to Chapter 8: “Lower Town”. In 2003, the City approved a site plan for a mixed-use development project.