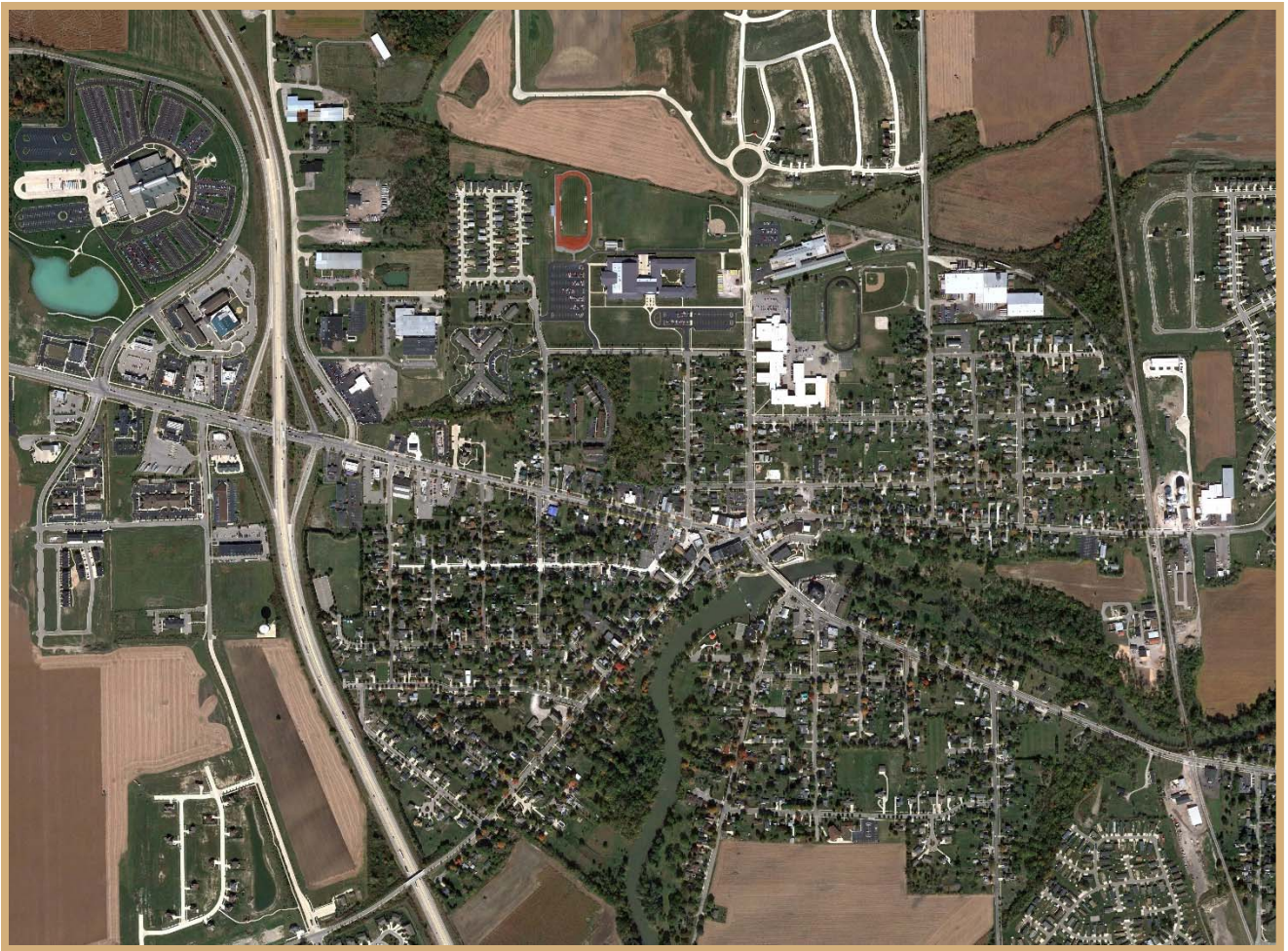


Village of Dundee Master Plan 2014



Village of Dundee

Master Plan 2014

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The *Village of Dundee Master Plan 2014* was approved by the Dundee Planning Commission on October 6, 2014, and adopted by resolution by the Dundee Village Council on October 21, 2014, by authority of the Michigan Planning Enabling Act, Public Act 33 of 2008, after holding a public hearing for this Master Plan on October 6, 2014.



Ted Norris
President
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Village of Dundee

Village of Dundee

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Dundee Master Plan



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Chapter 1

The Planning Process



INTRODUCTION

This document is the outcome of a year-long effort by the Village of Dundee Planning Commission to draft a new Master Plan and to steer the course for the future. This document reflects the community's concern for the future development of Dundee and conveys a strong commitment to retain and strengthen the local quality of life. The preferred future, or vision, for the Village of Dundee is outlined within this Master Plan. Specifically, the vision is expressed in the way this Master Plan:

- Documents citizen input on community needs and services,
- Articulates goals and related actions to be accomplished by local leaders,
- Provides an overall view of future physical development of the Village of Dundee, and
- Presents a map that shows locations of how land is proposed to be used in the future.

The Michigan Planning Enabling Act (MPEA), Public Act 33 of 2008, as amended, is the legal basis for Villages in the State of Michigan to develop a Master Plan. The main purpose of a Master Plan is to guide and enable a community to establish a future direction for its development. The Planning Act specifically gives communities the authority to prepare and officially adopt a Master Plan, which serves as the primary policy guide for local officials when considering matters related to land development. As a policy guide, the Master Plan is specific to the Village of Dundee and considers market trends, community character, environmental conditions, the

availability or capacity of public infrastructure and services, and the relationship to existing and planned land uses. As such, the Master Plan aims to:

- Guide the use of limited resources in an efficient manner,
- Promote public health, safety, and general welfare,
- Preserve the quality of the environment in the Village, and
- Guide future zoning decisions.

Because of constant change in our social and economic structure and activities, this Master Plan must be maintained through periodic review so that it reflects contemporary trends while maintaining long-range goals. The MPEA requires the Master Plan be reviewed by the Village at least once every five years.

PROCESS AND STATUTORY REQUIREMENTS

The Village of Dundee began the process to update its Master Plan in January of 2013. It contracted with Spicer Group of Saginaw to assist the Planning Commission in the preparation of this Master Plan. The Planning Commission met with the Spicer Group planning consultants 8 times between January 2013 and October 2014 to work on the plan. As required by the MPEA, the Village of Dundee followed the required procedures for notifying neighboring communities and registered entities so that each interested party was made aware of the planning effort and was provided an opportunity to comment on the Master Plan.

The planning process began with a review and analysis of existing conditions and land uses in Dundee. Then, a community input was sought through an online survey. Feedback from the community along with the pertinent background data was used as the basis for the goals, action program, and future land use outlined within this Master Plan.

A draft of this document was prepared in July 2014 and delivered to the Planning Commission and Village of Council for review. On July 15, 2014, the Village Council approved the distribution of the proposed plan. The plan was then distributed to neighboring communities, registered entities, and to Monroe County for review. The final step in the planning process was a public hearing that is required by the Michigan Planning Act. This provided an additional opportunity for public information and input. Final Master Plan copies were prepared and the Planning Commission adopted the Master Plan on October 4, 2014. The Village Council adopted the Master Plan on October 21, 2014.

RELATIONSHIP OF A MASTER PLAN TO A ZONING ORDINANCE

Zoning is regulation of the use of land. A zoning ordinance controls how land is used today. It is the law. A Master Plan is a set of policies, not a law. The Master Plan represents a community's

future vision, while the zoning ordinance contains the rules that govern the path to that vision. The long-range goals of the Master Plan are the basis for a zoning ordinance and zoning decisions. State law requires that a zoning ordinance be based on an adopted Master Plan. Zoning decisions that are consistent with the Master Plan are more likely presumed to be valid if ever challenged in the courts.

Chapter 2

All about Dundee



LOCATION AND HISTORY

The Village of Dundee is located within the northwest portion of Monroe County, Michigan. See Figures 1 and 2. The Village is situated at the junction of US-23 and M-50, and the River Raisin cuts through the historic center of Dundee. The Village of Dundee is wholly located within Dundee Township. Dundee is easily accessible to various nearby communities. The City of Ann Arbor is located 26 miles to the north. Toledo, Ohio is 28 miles to the south. The City of Monroe is 14 miles to the east. To the west, the cities of Tecumseh and Adrian are about 15 and 24 miles, respectively, from Dundee.

The first settler to the Dundee area was William Remington in 1823. Soon thereafter, Sybrant Van Nest moved to the area and in 1830 built a mill and the area became known as Van Nest's Mill. As the town grew, several name changes took place, including Winfield, and a post office to the east. In 1836, a man known as Alonzo Curtis became the second postmaster and decided to move the post office to the town, renaming it Dundee, after his ancestor's village in Scotland. The name stuck and it eventually was incorporated as a village in 1855.

As the Village of Dundee grew, new homes and neighborhoods developed around the downtown and along the River Raisin, where businesses anchored a *de facto* town center. Over time, the downtown expanded along both sides of the river. Improvements to the highway system made it more convenient to live in Dundee and work elsewhere. Gradually, the Village

began to offer an employment center of its own, which made it possible for residents to live and work in the same community. Since 2002, Dundee has experienced relatively strong growth in both the extent of commercial and retail development around the US-23 and M-50 interchange and the number people living in the Village.

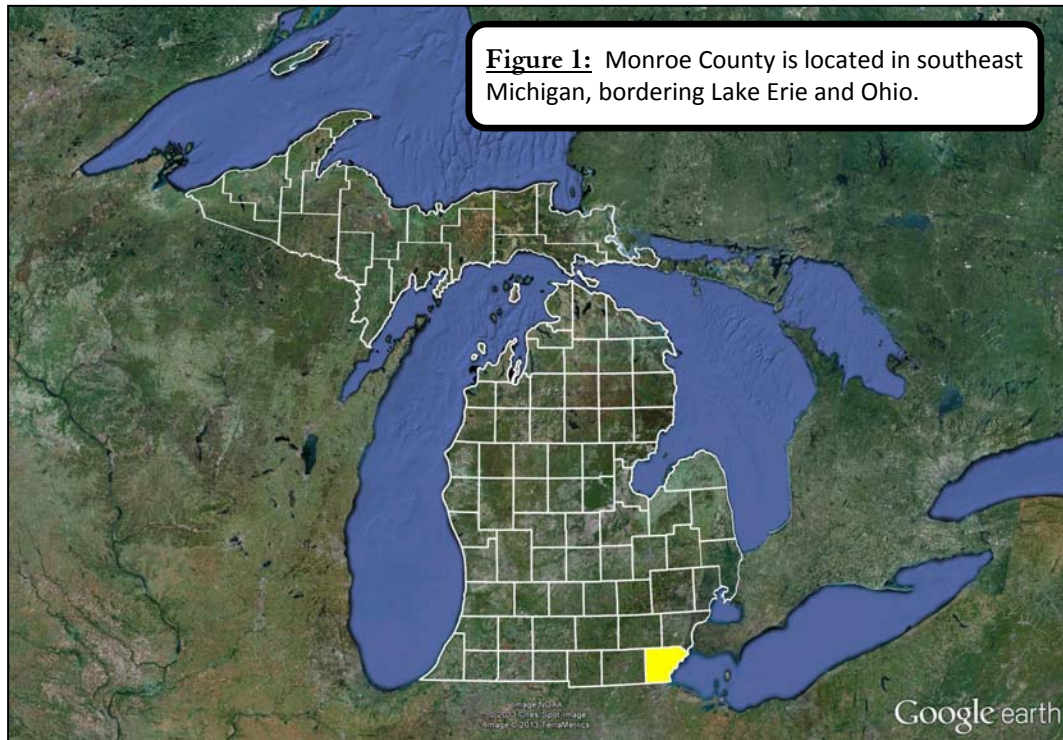


Figure 1: Monroe County is located in southeast Michigan, bordering Lake Erie and Ohio.

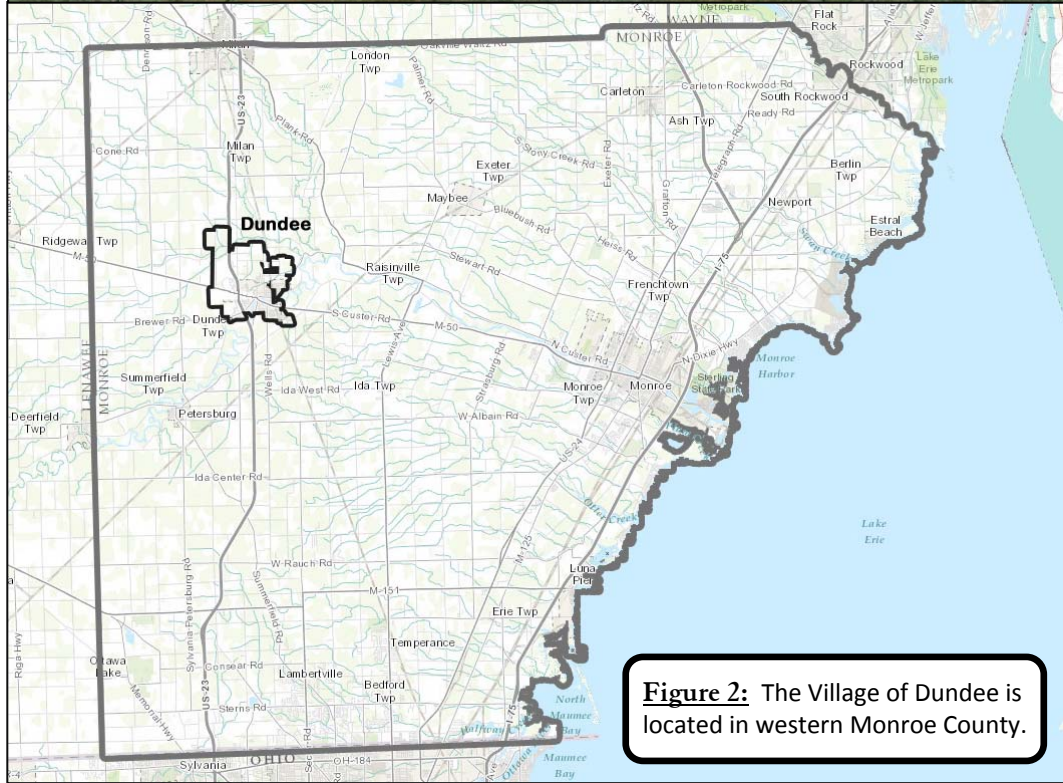


Figure 2: The Village of Dundee is located in western Monroe County.

GENERAL DESCRIPTION OF THE POPULATION

Dundee’s population grew by 12.4% between 2000 and 2010. In 2000, the Village’s population was 3,522 people, and by 2010, it grew by 435 people to 3,957. By comparison, the population living in surrounding Dundee Township remained relatively stable, declining to 2,802 residents in 2010, from 2,819 residents in 2000. Monroe County saw its population grow by 4.2%, from 145,945 residents in 2000 to 152,021 in 2010. These trends differ from the overall population decline throughout the State of Michigan. Between 2000 and 2010, Michigan’s population declined by 0.6%, losing almost 55,000 residents during one of the most difficult and long-lasting recessions in the State’s history. Additional demographic, housing, and income facts about Dundee are provided in the table at the end of this section.

Governmental Unit	2000 Population	2010 Population	10-Year Change	% Change 2000-2010
Village of Dundee	3,522	3,957	435	12.4%
Dundee Township	2,819	2,802	-17	-0.6%
Monroe County	145,945	152,021	6,076	4.2%
State of Michigan	9,938,444	9,883,640	-54,804	-0.6%

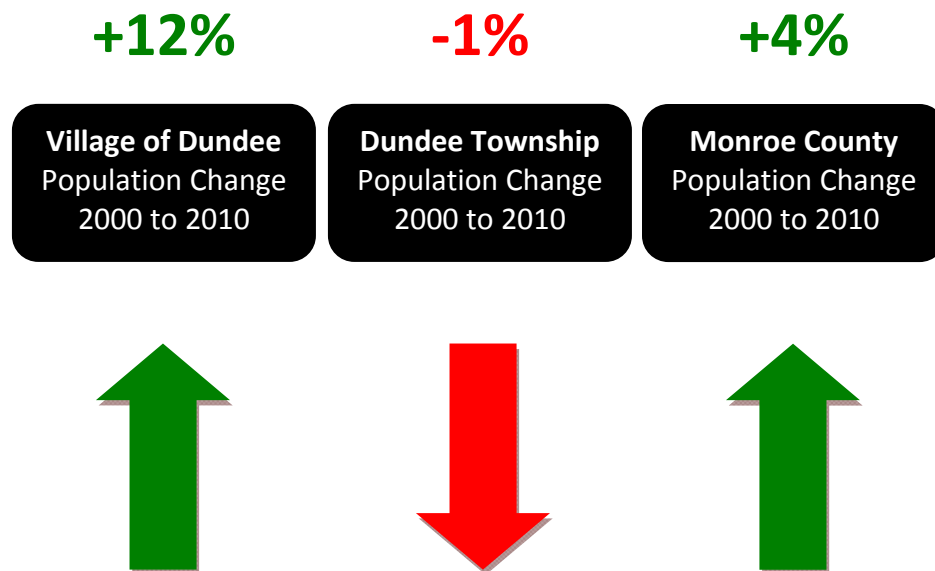


Figure 3: Comparison of population trends in the Dundee area. Note the population living in the Village of Dundee has been subtracted from the overall Dundee Township population count. Values in the infographic have been rounded to the nearest whole number. Data from U.S. Census.

Figure 4 shows how the age distribution changed in Dundee from 2000 to 2010. The age group with the largest proportionate gain was that of the 55 to 64 age group, increasing from 247 residents to 394 residents, a gain of nearly 60%. For comparison, this age group for the State of Michigan as a whole during the same period grew by 45%, from 863,039 residents in 2000 to 1,251,997 in 2010. This is the age group that is entering its retirement years. The needs of this growing generation will have special implications for long-range planning in Dundee. For example, retirees are looking for more leisure time activities, tend to have greater needs for medical care, and have changing housing needs. Along those lines, the 65 and older population also increased, though at a slower pace of 22.4%. It should be noted that there were increases in all demographic groups, except for the 20 to 34 group, which declined slightly by only 1.4%.

These trends indicate an overall aging of the population in the Village of Dundee. This is evident by making three comparisons. First, by comparing Dundee’s median age from 2000 to its median age in 2010, there was an increase from 30.7 years and 34.3 years, respectively. Second, the overall proportion of the Village’s total population that is 19 and under dropped from 31.9% to 29.4%. And third, the overall proportion of Dundee’s total population 65 and over increased from 10.2% to 11.2%. For comparison the median age for the State of Michigan grew from 35.5 years in 2000 to 38.9 years in 2010.

Overall, the Village is growing in population. However, it should be noted that while the older generations in Dundee are growing at a faster pace than the younger generations, it’s the population under the age of 35 that still has the largest proportionate segment of the overall population, holding at 51%, or 2,021 of the 3,957 people living in Dundee.

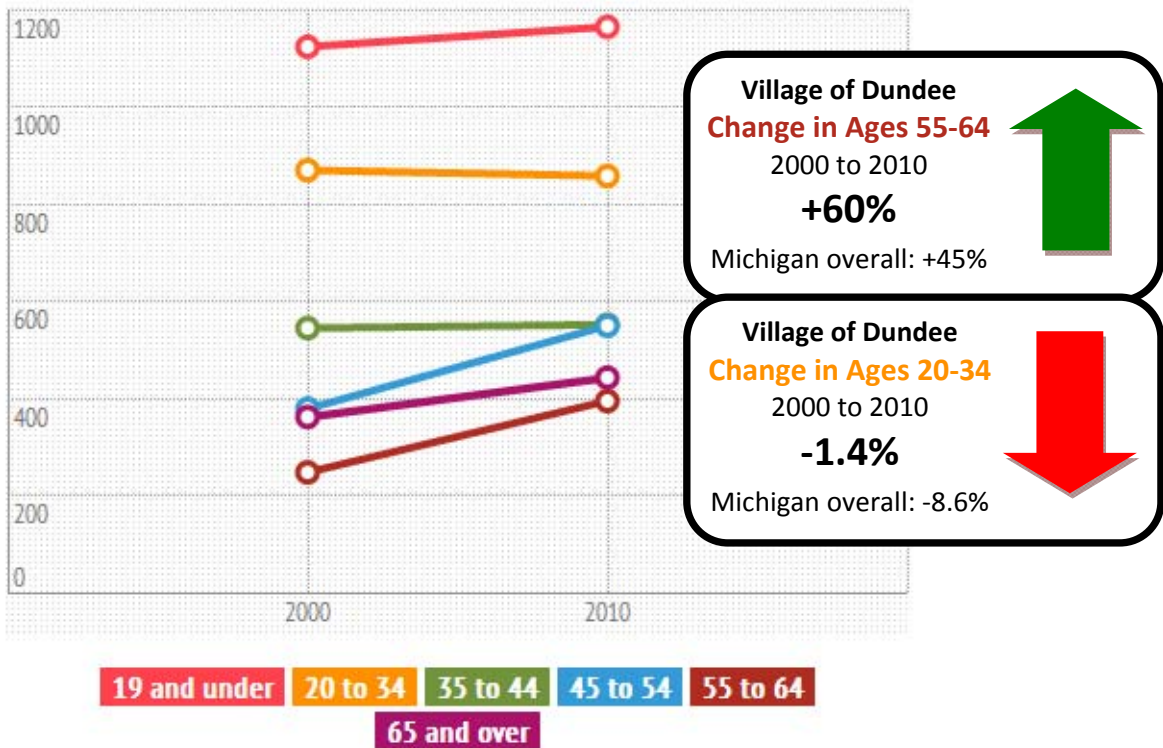
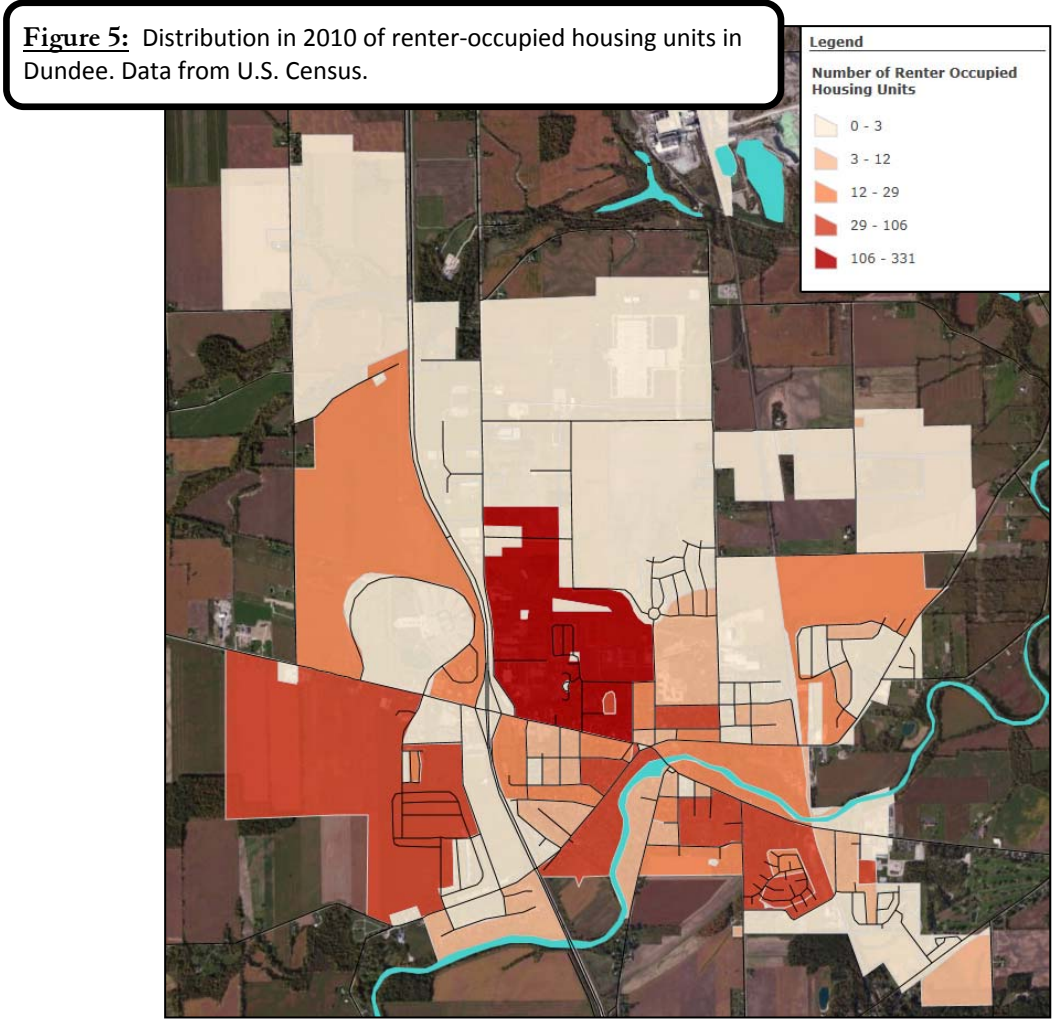


Figure 4: Change in age group distribution in Dundee from 2000 to 2010. Data from U.S. Census.

Average household size in Dundee for 2010 was 2.55, which is somewhat smaller when compared to Dundee Township (2.62) and Monroe County (2.59). The average household size for the State of Michigan in 2010 was 2.49. This trend tends to follow comparisons of median age in the area. Median age for Dundee in 2010 was 34.3 years, which is younger than Dundee Township (37.7) and still younger than Monroe County (40.3). The median for the State of Michigan in 2010 was 38.9. This is a typical comparison found in many of Michigan Villages. Further, in consideration of Dundee's lower median age, and its large segment of the population under the age of 35 (51%), this would be expected since younger households tend to have more children than older households.

There were 1,742 total housing units in Dundee in 2010. This compares to 1,477 housing units in 2000, an increase of 18%. Of the total housing units in Dundee in 2010, there were 203 vacant units (11.7%). In 2000, the vacancy rate was 6.0%. The percentage of the occupied housing units that were owner-occupied in 2010 was 67%. The remaining occupied units were renter-occupied, a total of 507 units, or 33%. By comparison, there were 486 renter-occupied housing units in 2000, or 35%. Figure 5 shows the distribution of renter-occupied housing units, divided into 2010 Census block geographic units. The greatest concentration of renter-occupied units are located in the area north of M-50 up to Granite Dr, and bounded by US-23 on the west and Ypsilanti St on the east, with a total of 331 units.



The median household income in Dundee was \$43,317, according to 2011 Census estimates. See Figure 6. In Dundee Township it was \$50,379, and in Monroe County it was \$55,826.

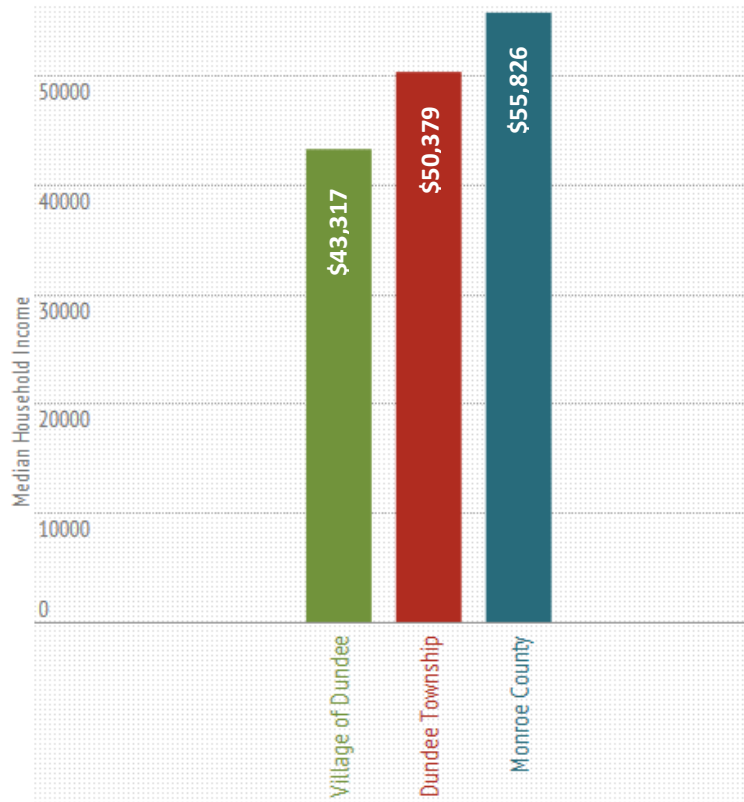


Figure 6: Median household incomes. Data from 2011 U.S. Census estimates.

The median value of a home in Dundee was \$139,900, according to 2011 Census estimates. This is less than Dundee Township at \$153,600 and Monroe County at \$156,600.

For renter-occupied structures, the median monthly gross rent was \$620, according to 2011 Census estimates. See Figure 7. This is slightly more than Dundee Township at \$600 and considerably less than Monroe County as whole, which was at \$755 per month.

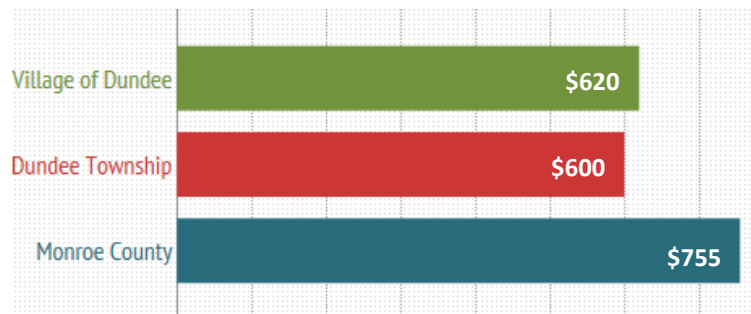


Figure 7: Comparison of gross monthly rent in the Dundee area. Data from 2011 U.S. Census estimates.

Over 88% of the citizens of Dundee had a high school diploma or higher and 16.6% had a bachelor's degree or higher, according to 2011 Census estimates. See Figure 8. In Dundee Township 12.5% of the population had a bachelor's degree or higher. In Monroe County, approximately 17% of the population had a bachelor's degree or higher.

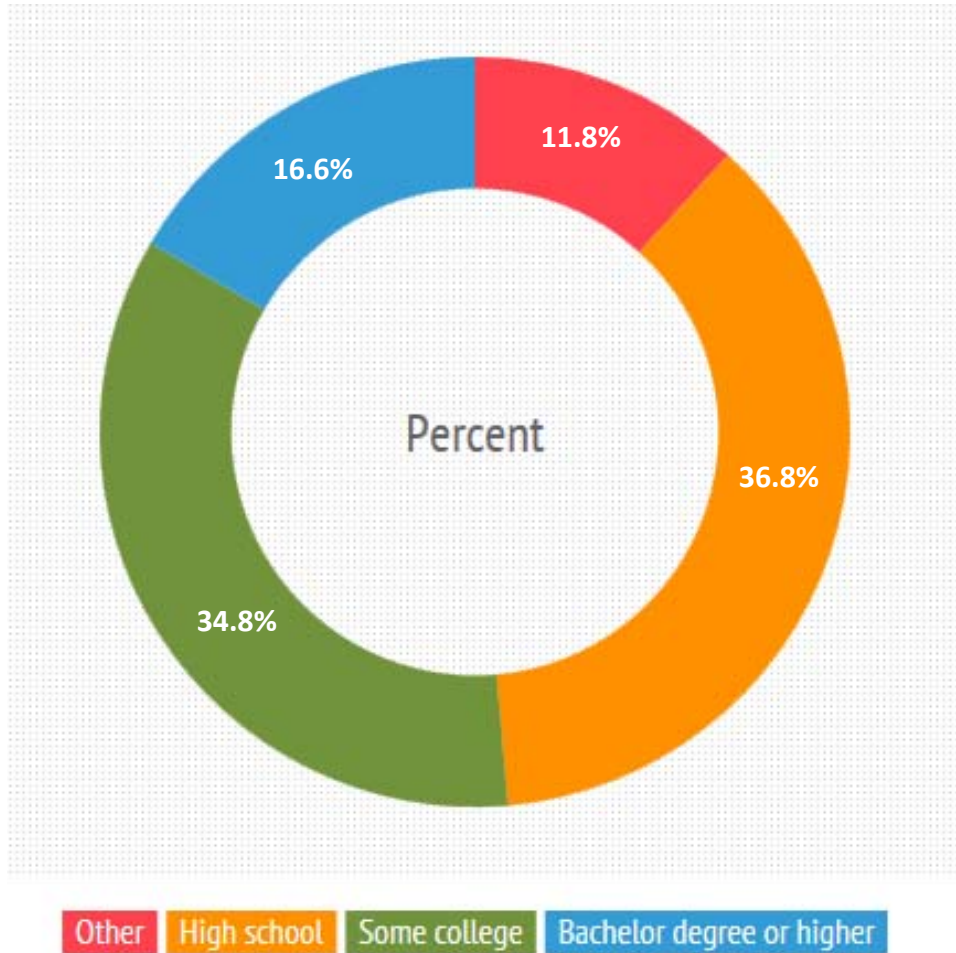


Figure 8: Educational attainment in the Village of Dundee. Data from U.S. Census.

The places where area residents work are varied throughout southeast Michigan. See Figure 9. About 22% of the population from the Village of Dundee and the Township stay close by and work in the Village or in the Township. Just over 11% commute north to Ann Arbor. Another 9% travel east to Monroe. Approximately 6% drive up to the Milan area. Another 6% travel south to Lucas County for work, the Toledo area. Together, that makes up about 54% of the population living in the Dundee area. Generally, these place of work patterns indicate that the Dundee area acts more as a bedroom community to the broader southeast Michigan region, however, that is shifting as work opportunities are becoming more abundant in the Dundee area.

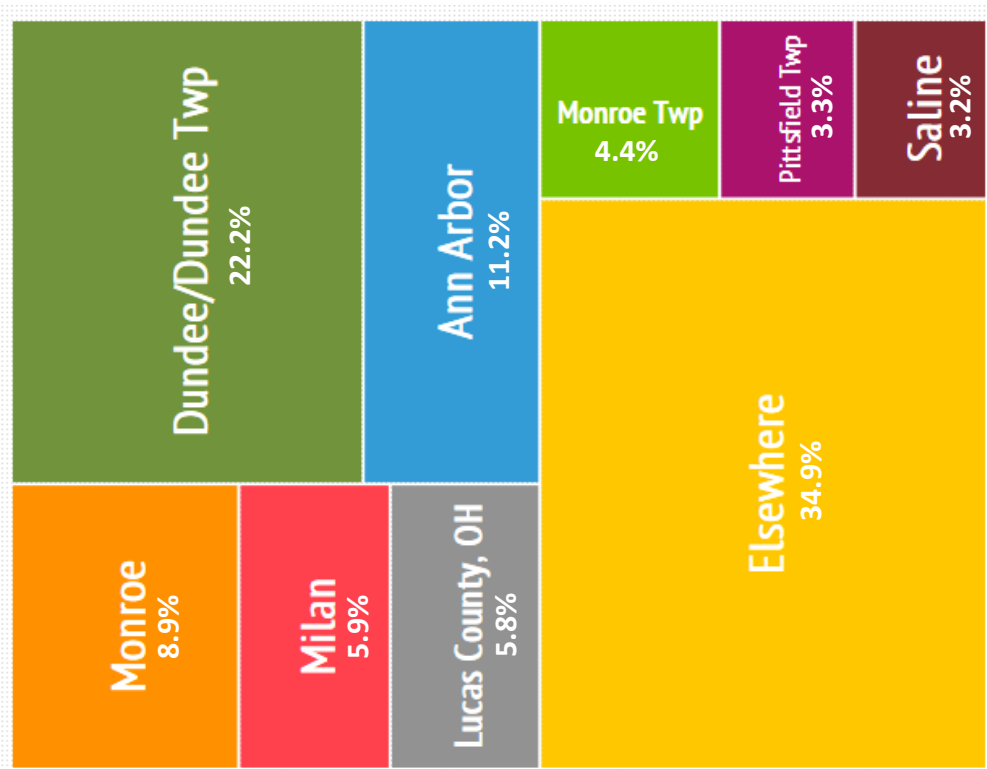


Figure 9: Where area residents work, includes workers, age 16 and over, residing in the Village of Dundee or Dundee Township. Data from 2012 SEMCOG Community Profile.

The occupation of the workers in Dundee is shown in Figure 10. Dundee employs more than 32% of its workforce in management, business, science, and arts occupations. About 22% are employed in service occupations, and another 20% are employed in production, transportation, and material moving occupations. 19% are in sales and office occupations, and the remaining 6% are in Construction, maintenance, and natural resources occupations.

These statistics coupled with the education numbers and place of work data listed above, suggest the Village of Dundee has traditionally been a bedroom community of technical professionals that like to commute to larger metros such as Ann Arbor and Toledo, while another healthy-sized segment of the town is taking advantage of the growing retail and service sector in the Village.

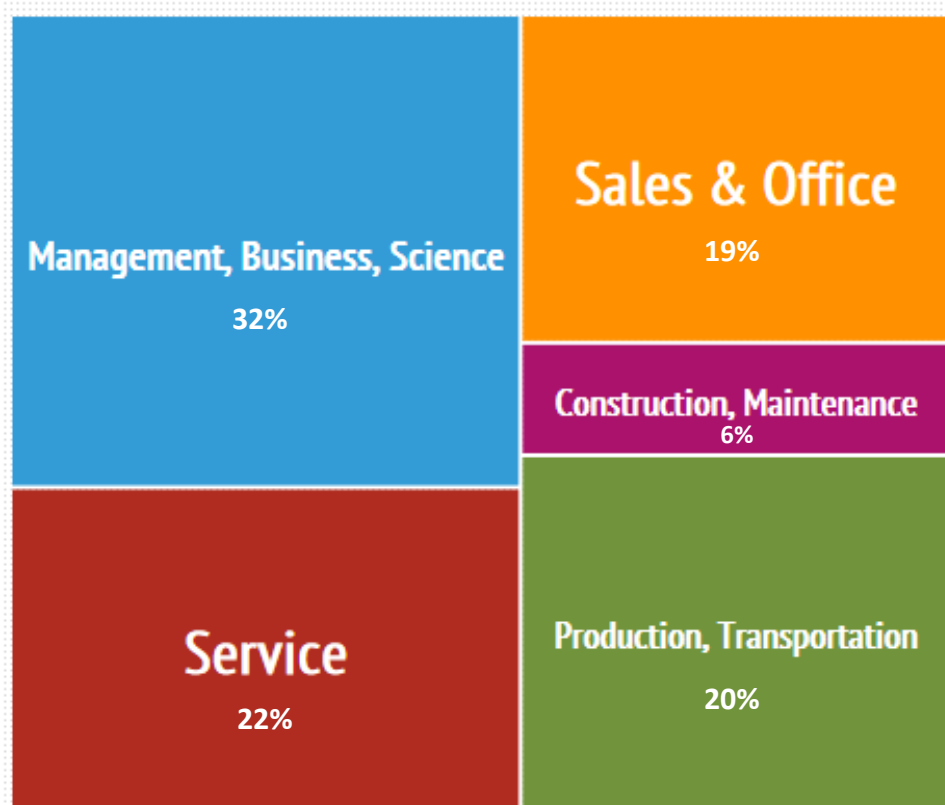


Figure 10: Occupations of the civilian employed population in Dundee that are aged 16 and over. Data: 2011 American Community Survey 3-year estimates program from the U.S. Census.

	Village of Dundee		Monroe County		Michigan		United States	
	2010		2010		2010		2010	
Population	3,957		152,021		9,883,640		308,745,538	
Age 5 years & younger	311	7.9%	8,719	5.7%	596,286	6.0%	20,201,362	6.5%
5 to 19	853	21.6%	32,113	21.1%	2,052,599	20.8%	63,066,194	20.4%
20 to 24	218	5.5%	8,608	5.7%	669,072	6.8%	21,585,999	7.0%
25 to 44	1,190	30.1%	36,708	24.1%	2,442,123	24.7%	82,134,554	26.6%
45 to 64	943	23.8%	45,481	29.9%	2,762,030	27.9%	81,489,445	26.4%
65+	442	11.2%	20,392	13.4%	1,361,530	13.8%	40,267,984	13.0%
Population age 19 and younger	1,164	29.4%	40,832	26.9%	2,648,885	26.8%	83,267,556	27.0%
Median Age	34.3		40.3		37.6		37.2	
Average Household Size	2.55		2.59		2.49		2.58	
Black & Hispanic Population	3.5%		5.1%		18.6%		29.2%	
Total Housing Units	1,742	100.0%	62,971	100.0%	4,532,233	100.0%	131,704,730	100.0%
Occupied	1,539	88.3%	58,230	92.5%	3,872,508	85.4%	116,716,292	88.6%
Vacant	203	11.7%	4,741	7.5%	659,725	14.6%	14,988,438	11.4%
Owner-occupied	1,032	67.1%	46,496	79.8%	2,793,342	72.1%	75,986,074	65.1%
Renter occupied	507	32.9%	11,734	20.2%	1,079,166	27.9%	40,730,218	34.9%
Median Housing Value (\$)	\$139,900		\$156,600		\$119,200		\$174,600	
Year Structure Built								
2010+	0.0%		0.1%		0.1%		0.3%	
2000-2009	19.3%		12.8%		10.0%		14.2%	
1980-1999	20.3%		24.9%		22.8%		28.0%	
1960-1979	16.4%		25.7%		27.7%		27.3%	
1940-1959	21.2%		21.0%		23.8%		16.7%	
1939 or earlier	22.7%		15.5%		15.6%		13.7%	
Educational Attainment								
Bachelor's or higher	16.6%		17.5%		25.7%		28.7%	
Some college or associate's	34.8%		34.1%		32.6%		29.1%	
High School	36.8%		37.4%		30.7%		28.3%	
No High School diploma	11.8%		10.9%		11.1%		14.1%	
Median Household Income (\$)	\$43,317		\$55,826		\$47,175		\$51,771	
Individuals below Poverty Level (%)	16.3%		11.8%		16.3%		14.9%	
Occupation								
Management, business, science, and arts occupations	32.4%		27.2%		34.2%		35.9%	
Service occupations	21.9%		19.1%		18.6%		17.8%	
Sales and office occupations	19.2%		23.5%		24.8%		24.9%	
Natural resources, construction, and maintenance occupations	6.2%		9.6%		7.9%		9.3%	
Production, transportation, and material moving occupations	20.3%		20.5%		14.6%		12.1%	
Mean commute time (minutes)	24.6		24.5		24.0		25.5	

Figure 11: Additional demographic, housing, and income facts about the Village of Dundee, Monroe County, Michigan, and the United States. Data: U.S. Census.

PUBLIC SERVICES, COMMUNITY INFRASTRUCTURE, AND FACILITIES IN DUNDEE

Public Schools and Library

Dundee Community Schools serve the entirety of the Village of Dundee as well as portions of the surrounding Townships of Dundee, Milan, London, and Raisinville. The district today includes one elementary school, one middle school, an alternative high school academy for students with special needs and a high school. Dundee utilizes the Monroe County Library System, which has 16 locations throughout Monroe County. The Dundee Township Library is located at 144 East Main Street in Downtown Dundee. See Figure 12.

Public Safety

The Village of Dundee operates a Police Department which includes part-time employees and one full-time chief. The Village of Dundee Police Department provides police services 24 hours per day, seven days per week. The police department has its office in Downtown Dundee at 350 W. Monroe Street. Part of the mission of the Dundee Police Department is to provide a professional, customer service-based, community-oriented police department. To achieve these goals, the police department facilitates several community programs including the School Liaison, Send a Tip, Senior Brigade, and Volunteer Police programs.

The Village of Dundee receives fire services from the Dundee Township Fire Department, which is a part-time Department consisting of a Chief, two Assistant Chiefs, and 30 volunteer part-time firemen and women. The Department, previously housed at 154 Main Street in downtown Dundee, was relocated to the east side of Dundee Azalia Road at the terminus of Arbor Chase Drive in 2014. The locations of the Dundee Police and Fire facilities are shown in Figure 12.

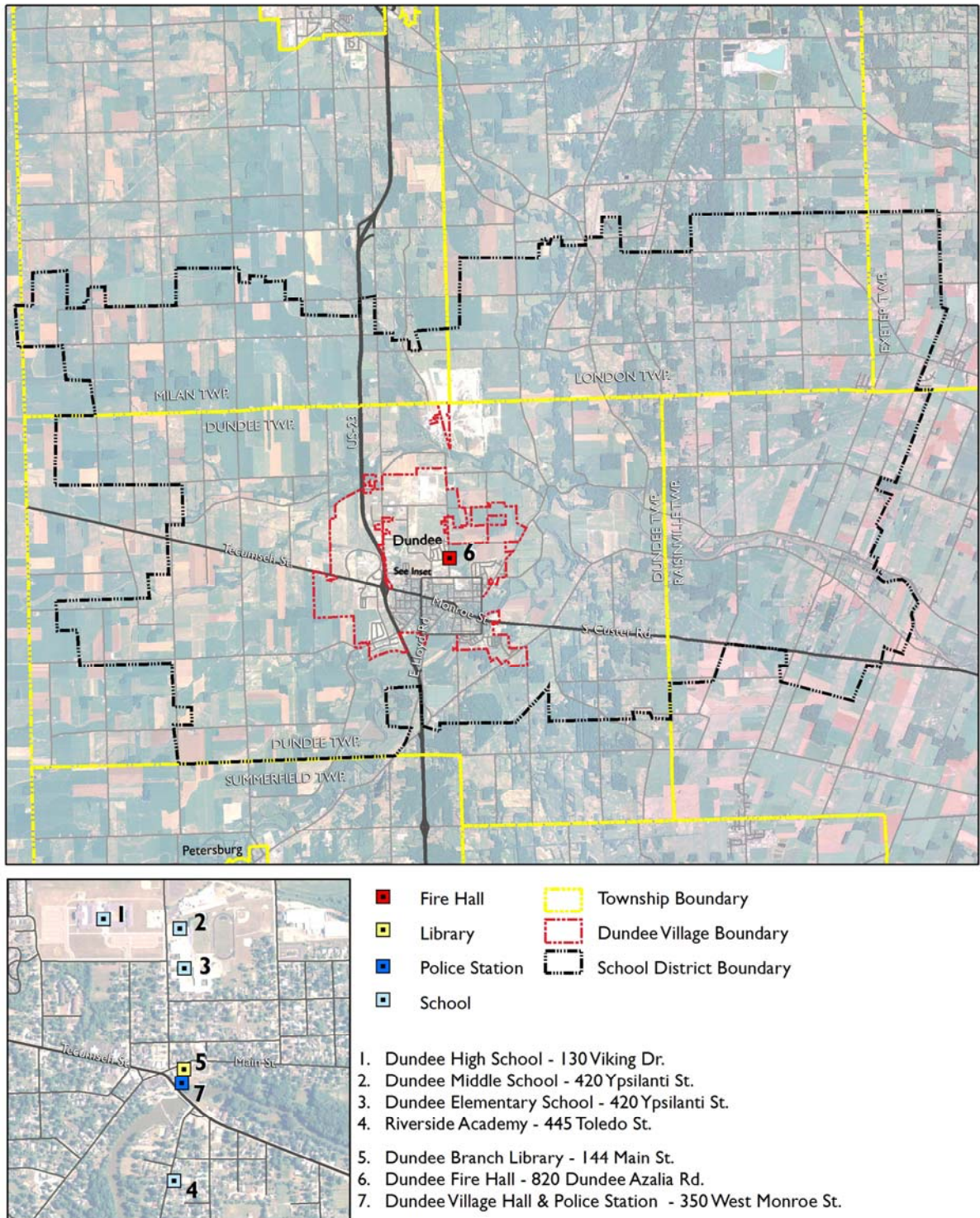


Figure 12 Dundee Area Schools and Community Services

Roads and Transit Information

The roads in The Village of Dundee are depicted in Figure 13. This map shows that there are state roads, major arterial roads, minor arterial roads, and residential streets in The Village of Dundee.

M-50 is the only state road in the Village of Dundee. M-50 runs primarily southeast to northwest through about 138 miles of Michigan's Lower Peninsula, with a western terminus located about 18 miles east of Grand Rapids in Alto Township, and an eastern terminus located in downtown Monroe. Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as airports or shopping centers. Principal arterials in The Village of Dundee include:

- ▶ Lloyd Road and Toledo Street, from the Village limits to West Monroe Street
- ▶ Brewer Road, Riley Street, East Main Street, and Stowell Road moving between boundaries on the southwest and east edges of the village.
- ▶ Ann Arbor Road from the northern Village limits to Tecumseh Street.

Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. Local roads are generally those that are not under the jurisdiction of the local road commission. They may include roads in mobile home parks, condominium developments and private subdivisions.

In terms of traffic counts, Interstate US-23 carries the highest number of vehicles per day in the village limits of Dundee. According to the Michigan Department of Transportation (MDOT), US-23 near Granite Drive carried an average of 30,400 vehicles per day in 2011. Tecumseh Street is also fairly heavily trafficked near Ann Arbor Road, where there was an average daily traffic Count of about 12,500 in 2011 according to reports from MDOT.

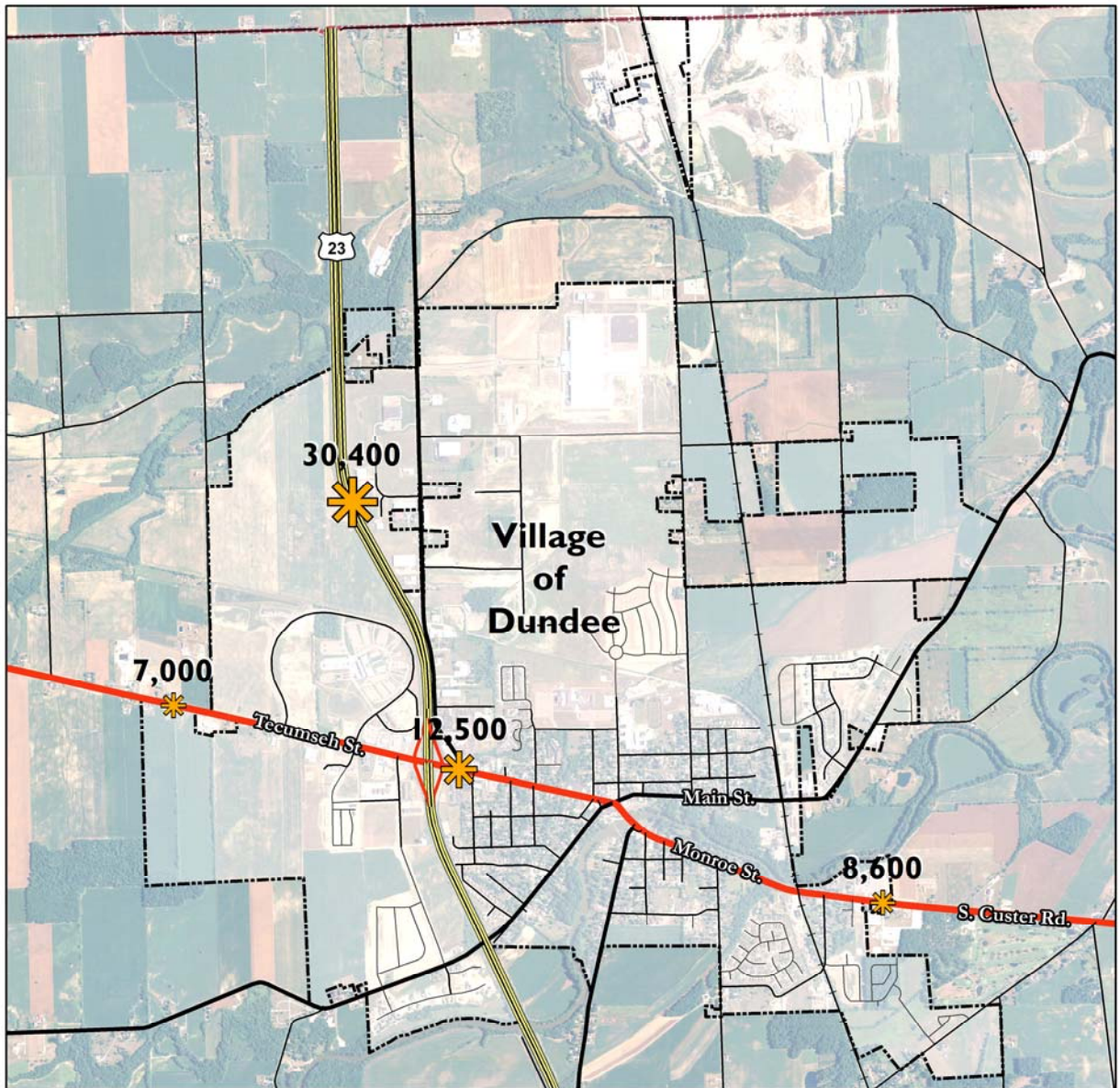
Located about 50 miles southwest of Detroit and about 25 miles due south of Ann Arbor, the Village of Dundee is not a part of either the Ann Arbor or Detroit-Warren-Livonia Metropolitan Statistical Areas. However, Dundee is a member community of the Southeast Michigan Council of Governments (SEMCOG). SEMCOG works to promote regional goals for planning, transportation, regional growth, land and water conservation, air quality, legislative and local government effectiveness, and education in southeast Michigan. SEMCOG tracks transportation infrastructure improvements in all of Monroe County, including Dundee, where several bridge repair and preservation projects occurred between 2002 and 2011.

SEMCOG released a draft Regional Transportation Plan for 2040 in May of 2013 which plans for many Monroe County transportation improvement projects including road rehabilitation, safety projects, bridge repairs, and diesel vehicle replacements. Direction 2035 was drafted in 2009 as a long-range regional vision for transportation in southeast Michigan. The plan provides analysis of current conditions and recommendations for improvements in traffic congestion, bridge structural quality, pavement, safety, public transit, walkability, and freight. Though the plan identifies Dundee as a transit supportive area, there are no public transportation systems

currently in place in the Village of Dundee. However, Lake Erie Transit, a bus system located in Monroe, serves over 400,000 riders each year in and around Monroe, about 14 miles east of Dundee.

Railroads

One rail freight line travels through The Village of Dundee. It is part of the Ann Arbor Railroad, which is a short line freight railroad that moves freight about 50 miles from Ann Arbor to Toledo. The railroad, which was previously independent, was purchased by Watco Railroad Holdings, Inc., in January 2013. The line enters the Village from the Township from the north near Rogers Road and Dundee Azalia Road. It heads south and exits the Village near the crossing of Monroe Street and Wells Road.



Road Framework Classification Code (FCC)

- Expressway
- Expressway Entrance Ramp
- State Highway
- Principal Arterial Road
- Minor Arterial Road
- Residential Court or Cul-de-Sac
- General Non-Certified or Unspecified Road

- Dundee Village Boundary
- Township Boundary
- Railroad
- Average Daily Traffic Count

Figure 13. Dundee Area Traffic Conditions

Source: MDOT, 2011 Average Daily Traffic Counts

Public Utility Network

Water services

The Village of Dundee Water Department is primarily responsible for delivering safe, clean drinking water to residents. The department is responsible for installing new water lines as well as repairing and maintaining the current water supply. Drinking water for the Village is provided by the City of Monroe Water Department, which serves portions of most townships and jurisdictions in Monroe County. In total, approximately 270 miles of potable water is supplied by the City of Monroe Water Department through various mains, valves, and hydrants. The City of Monroe and the Village of Dundee signed a contract in 2000 which formalized an agreement for the provision of fresh water to Dundee residents. The Monroe-based water supply serves the Village of Dundee through approximately 40 miles of potable water service lines which connect to pipes serving individual parcels in the village of Dundee. The capacity service available to the Village of Dundee by the Monroe water supply is approximately 3 million gallons per day, of which the village only uses between 600,000 to 800,000 gallons per day, depending on the season, or approximately 20-27 percent. Though the village is sufficiently below capacity for its available water supply, aggressive future expansion of industrial or residential land uses in Dundee will have to take into account the added impact on this water supply. There are currently 287 fire hydrants available to the Village.

Stormwater services

The Village of Dundee is connected to an extensive network of stormwater drains as well as pipes and ditches used to convey stormwater runoff. Stormwater is conveyed through about 33.2 miles of stormwater infrastructure, including about 1.6 miles of storm ditches and about 31.6 miles of storm pipes of varying diameters. This may not include some stormwater infrastructure in the older portions of the Village as well as county drains that exist along Ann Arbor Road, Dundee-Azalia Road, and other rural portions of the Village, which may not have been mapped when it was installed. Stormwater runoff eventually drains to the River Raisin. Reduction of stormwater runoff is a primary concern of the Village of Dundee due to the need to mitigate the flooding potential of the river Raisin, of which the 100-year floodplain covers about 8.7 percent of the Village. Currently, 90 homes in the Village of Dundee have household storm water from sump pumps connected to the sanitary sewer system via footer drains. By contributing fresh stormwater to the sanitary lines, this connection increases the potential for an overloading of the Village's waste water treatment facility. The Village of Dundee is working to perform a Sanitary Sewer Evaluation Survey (SSES) and to implement a Footing Drain Disconnection (FDD) Project to help alleviate pressure on the sanitary sewer system.

In the future, it will be important for the Village to consider infrastructure planning to ensure there is adequate stormwater drainage capacity in areas of new residential, commercial, and industrial development. In other municipalities, storm drainage districts have been planned in order to ensure a sustainable volume of stormwater is draining from new development catchment areas. In some developments, limitations on cubic feet per second (CFS) volumes of stormwater runoff have been implemented, which requires developments to be able to store and absorb a certain volume of water on-site.

Sewer services

Dundee is served by about 31.5 miles of sanitary sewer main lines connected to individual parcels. Of these, approximately 28.2 miles are gravity mains, meaning that the conveyance of sewage works without power because it is forced downward through the piping network. Only 3.3 miles of sanitary mains in Dundee are powered force mains. Sewage is treated at Dundee's 10.7-acre waste water treatment facility, located at the southwest corner of the intersection of Main Street and the Ann Arbor railroad line.

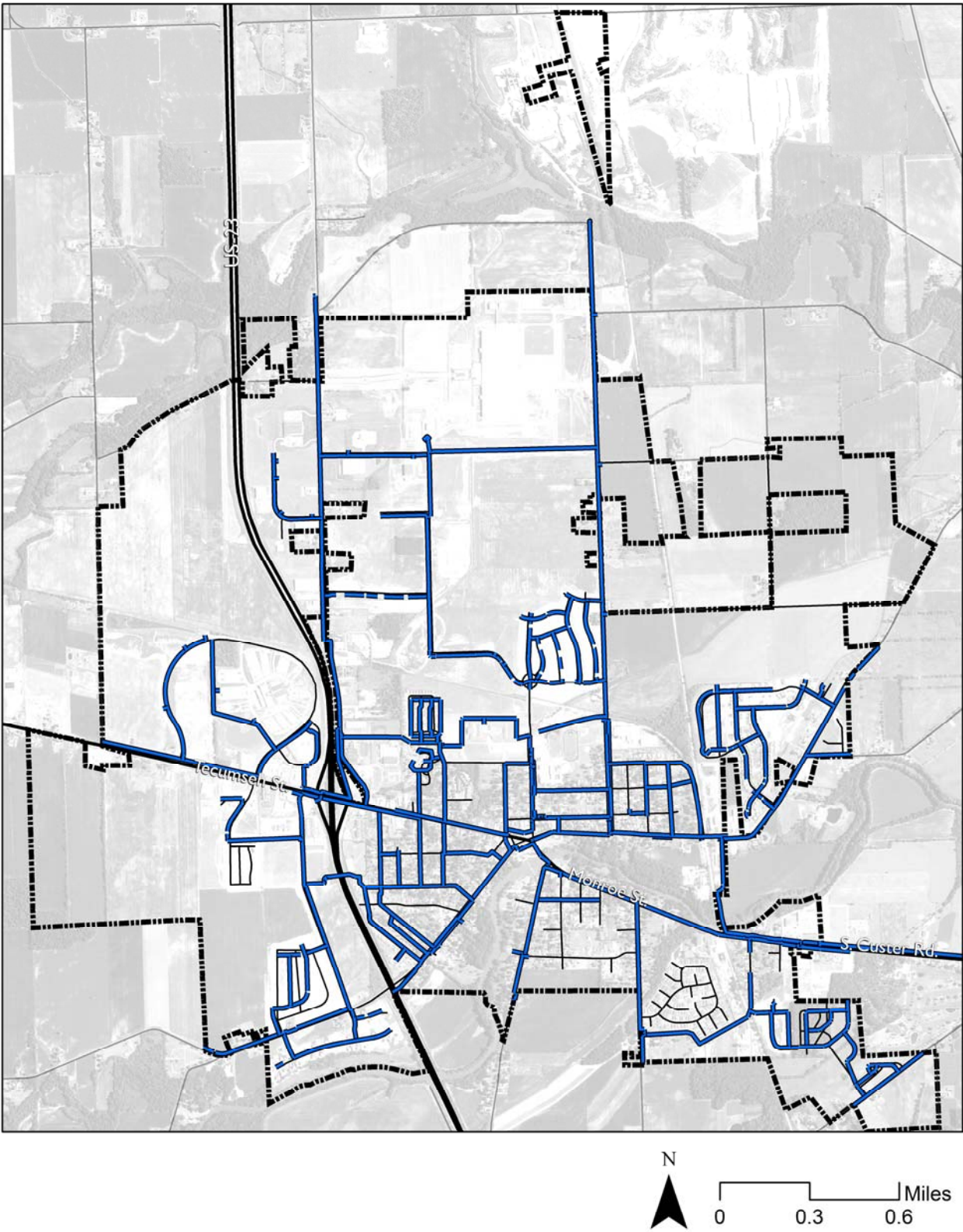


Figure 14. Main public water service lines in the Village of Dundee.

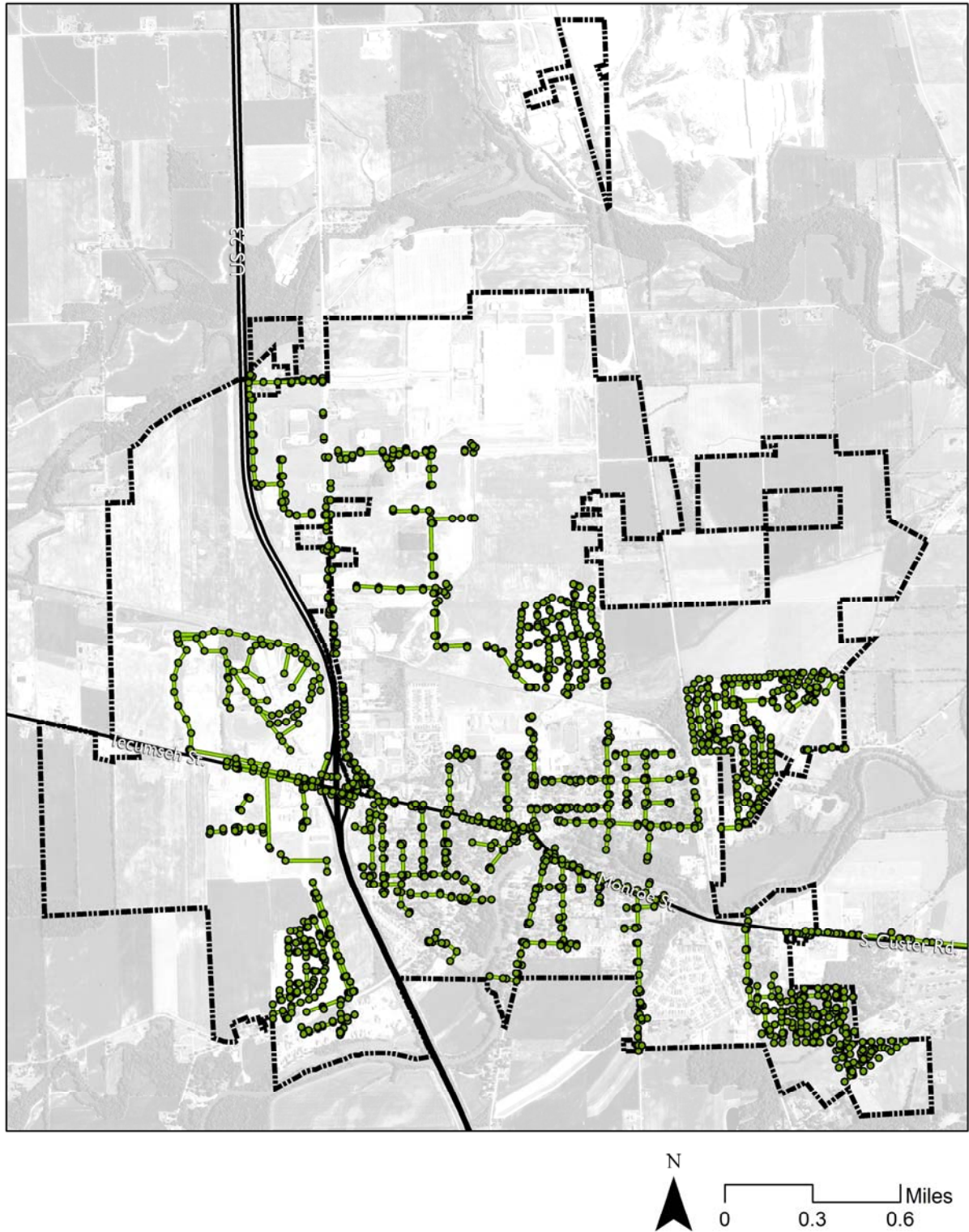


Figure 15. Main stormwater lines and outlets in the Village of Dundee.

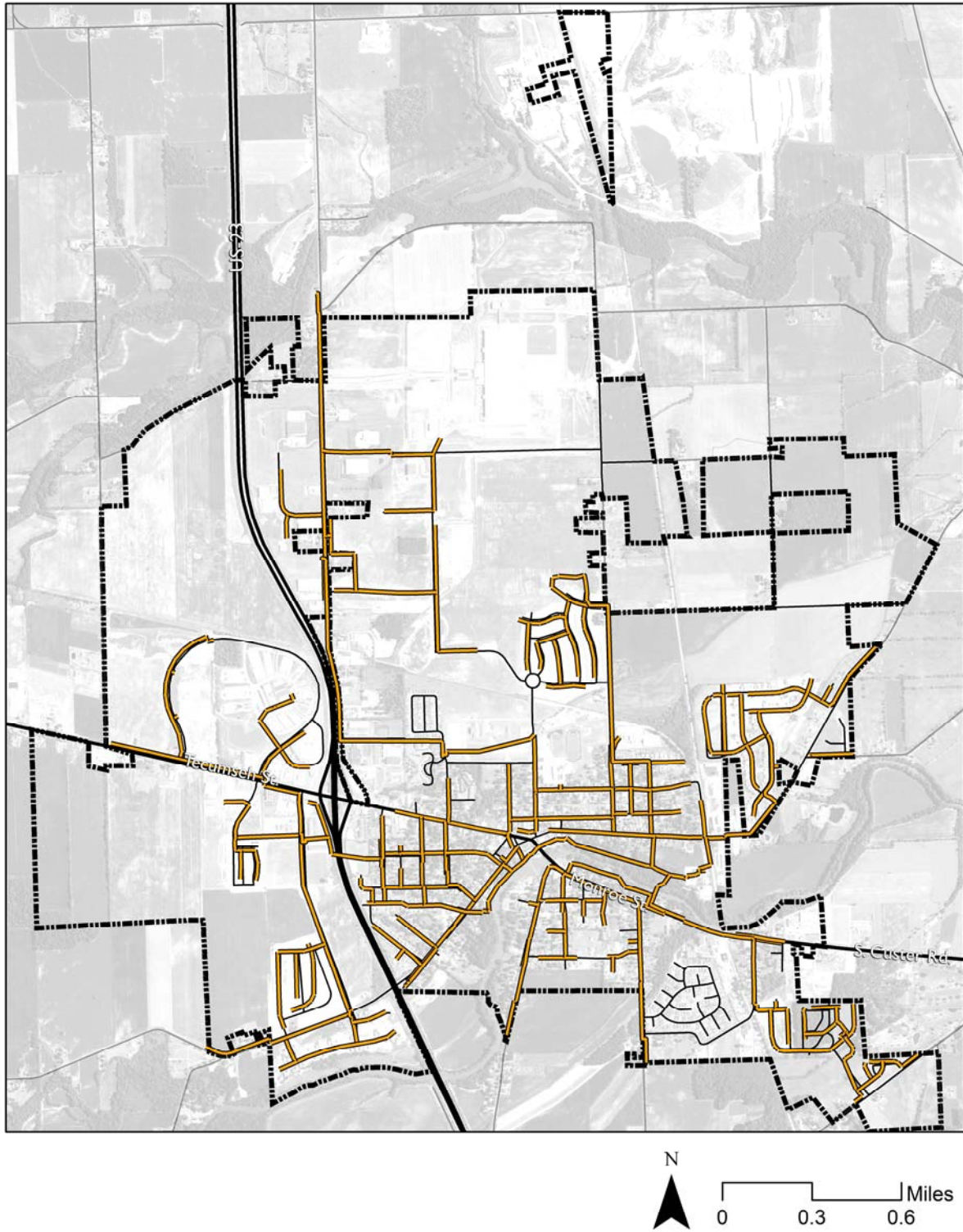


Figure 16. Main wastewater lines in the Village of Dundee.

Solid Waste and Recycling

The Village of Dundee provides solid waste services including programs for bulk trash collection, hazardous waste disposal, yard waste collection, and recyclable items.

Parks

The Village of Dundee has seven formally designated Village Parks and open spaces:

- ▶ **Wolverine Park** - A 3.76-acre urban park which is home to the Old Mill Museum. This park is located southwest of the corner of Washington and Toledo Streets.
- ▶ **Waterworks Park** – A 1.7-acre park with basketball courts, open grassy areas, new playground equipment and newly planted trees. This park is located at the corner of Ypsilanti and Van Nest Streets.
- ▶ **Reggie’s Park** – A 7-acre recreational playfield with soccer fields, located at the terminus of Strawberry Street about ½ mile southeast of the intersection of Tecumseh Street and US-23.
- ▶ **Memorial Park** – A 0.2-acre triangular landscaped urban park with a gazebo, a historic sign and a mounted Civil War-era Naval Cannon. This park is located at the junction of Tecumseh Street, Park Place, and Riley Street.
- ▶ **Ford Park** – A 1-acre park with a walking path and a gazebo located along the north bank of the River Raisin. The east and west portions of the Park straddle the M-50 Bridge and are connected by a riverwalk. Together, East and West Ford Park have three small picnic shelters with picnic tables, fishing access, walkways, benches and landscaping. Ford Park is divided into two areas:
 - **Ford Park West** – A scenic area with walkways, picnic areas and a gazebo behind (south of) the Swan Creek Candle Company on Riley Street.
 - **Ford Park East** – An open space behind Village Hall with walkways and a canoe/kayak launch.
- ▶ **West Side Park** – A .3-acre neighborhood park near Carney and Plank Streets adjacent to US-23. This park has light play equipment including a swingset and a play structure with a slide.
- ▶ **Arbor Chase Open Space** – A 6.9-acre recreational area which includes a 0.63-acre roundabout, a central park of about 1.75 acres, and a 4.53-acre open space.

Together, these parks offer a variety of amenities such as pavilions, playgrounds, gazebos, soccer fields, and basketball courts. A map showing the locations of the parks in the Village of Dundee is found in Figure 17.

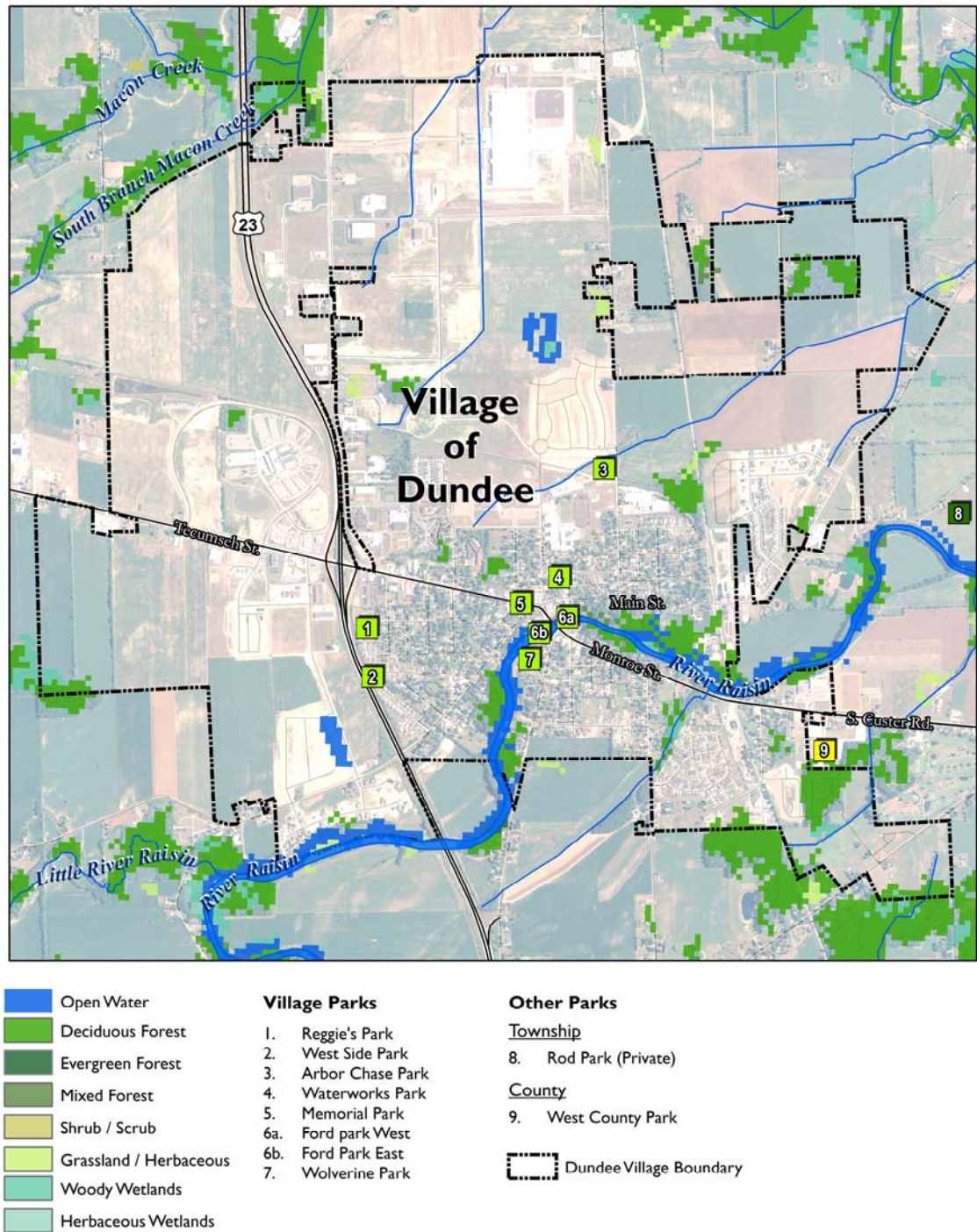


Figure 17. Natural Features and Parks in and around Dundee.

NATURAL FEATURES IN DUNDEE

Introduction

It is important to understand the natural features of a community when looking at how land may be used or developed in the future. For example, some natural features such as steep slopes or wetlands are natural barriers to development. Special attention must be given to the preservation of natural and environmentally sensitive areas during long-range planning. Environmentally sensitive areas can be defined as land areas whose disturbance or destruction will affect a community by 1) creating hazards such as flooding; 2) destroying important resources such as wetlands or woodlands; or 3) wasting important productive lands and renewable resources.

Climate

Monroe County's proximity to the Great Lakes keeps the climate more moderate than other cities at similar latitudes. Summers are generally warm and humid, with an average high temperature in the low 80s. Winters are cold and snowy, with average lows in the mid teens. The area experiences considerable cloudiness and is breezy most of the year. Average wind speeds are similar to those found elsewhere in Michigan, with exceptions found in June and August, when wind speeds are considerably lower and then higher than those found throughout the rest of the state, as measured from points of data collected between 1980 and 2010. Rainfall is fairly evenly distributed throughout the year and averages approximately 30 inches. Snowfall averages about 36 inches per year.

Waterways and Wetlands

The close proximity to the Great Lakes plays a major role in the definition of Dundee's important natural features. The Village of Dundee is about 18 miles west-northwest of La Plaisance Bay, situated on the western shore of Lake Erie. Glacial landforms played a major role in shaping the geology and soils of present-day Dundee. According to maps produced by the United States Geological Survey (USGS) and Michigan State University (MSU), Monroe County contains large amounts of fine and coarse lacustrine, or lake-derived, sediments. The Village of Dundee lies in an area that was historically defined by mixed-oak savannah, wet prairie, and beech-sugar maple forest land covers.

The 139 mile-long River Raisin is the main waterway traversing the Village of Dundee. The prominence of streams and rivers are determined by stream order, which provides a classification for the contribution of headwater streams into another stream. A stream of stream order 2, for example, is derived from two headwater streams. According to a watershed hydrologic study of the River Raisin published by the Michigan DEQ in 2006, the river is a 5th order stream where it travels through Dundee, and becomes a 6th order stream where the Saline River empties into approximately 1.1 miles east-northeast of the Village limits. The river

has an overall length of about 139 miles, extends from Hillsdale County to its terminus on Lake Erie in Monroe, has a total drainage area of about 1,072 square miles, and reaches a width of 357 feet just west of the Dundee Dam in downtown Dundee. The river has a major impact on landscape quality, ecology, real estate value, and economic appeal in central Dundee. A canoe livery located on Plank Road just 4 miles east of downtown Dundee offers canoe, kayak, paddleboat, and pontoon boat rentals to visitors.

About 322.7 acres, or about 8.7 percent, of the Village of Dundee including the portion of the Village covered by the River Raisin are within the 100-year floodplain. Another waterway of note is the South Branch of Macon Creek, which is a 1st order stream which crosses the northwest portion of the Village of Dundee. The land in The Village of Dundee is generally low lying and flat. According to the National Wetlands Inventory, the Village of Dundee contains about 18.8 acres of wetlands. A map indicating the floodplain, hydrology, and wetlands in the Village of Dundee appears in Figure 18. This map makes reference to “flood prone areas” identified by SEMCOG in and around Dundee, proximal to the River Raisin. SEMCOG has identified “flood prone areas” throughout southeast Michigan roughly as the 100-year floodplain surrounding major waterways. Because the data is interpolated by the digitizing of paper maps, flood prone area designations are meant only for general analysis and display. This data, in combination with FEMA 100-year floodplain data from 2000, has been aggregated to show a display of general floodplain information on the map. The Village of Dundee Department of Public Works (DPW) provided a shapefile showing the 2013 100-year floodplain, which helps to further refine information about flood-prone areas. A map showing existing wetlands in and around Dundee, along with the approximated flood-prone area in and around Dundee as well as the more exact 100-year floodplain data from the Dundee DPW, appears in Figure 18.

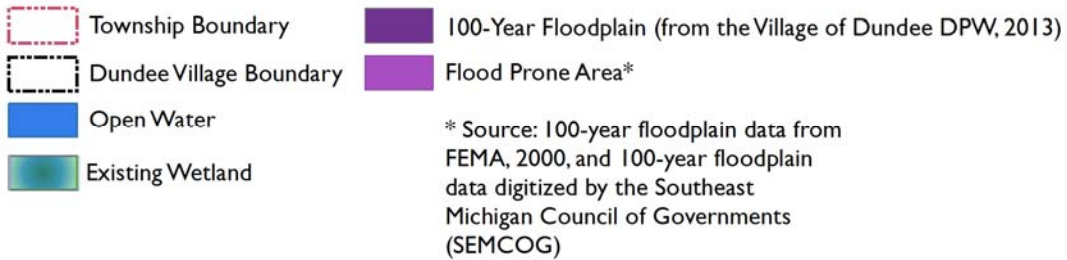
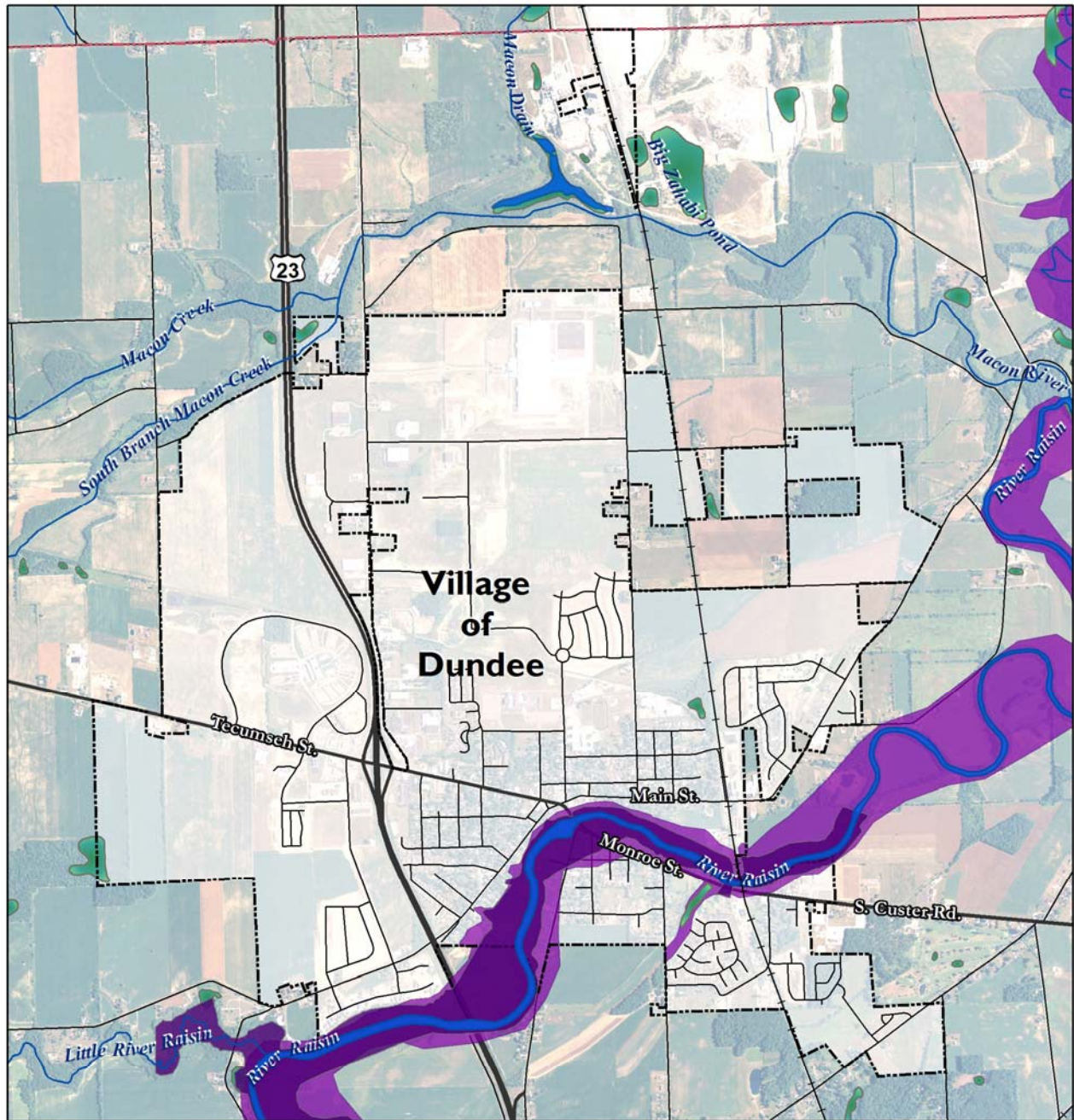


Figure 18. Flooding and Hydrology in and around Dundee

Slopes and Soils

Soils in the Dundee area have mixed qualities with regard to drainage and other important characteristics. The United States Department of Agriculture (USDA) assigns hydrologic groups as a classification system for these and other soil characteristics. Hydrologic groups take into account several factors, including the following:

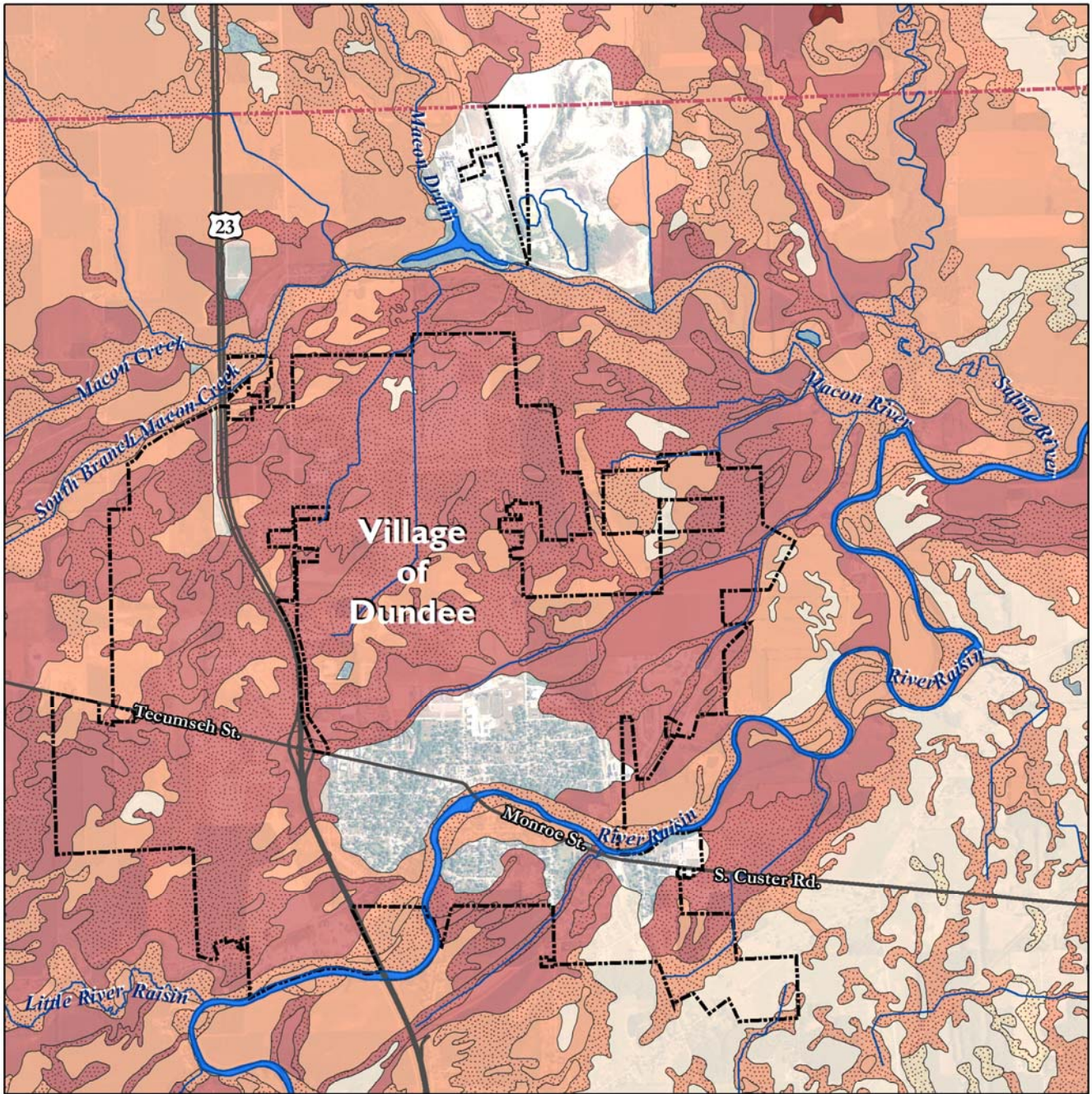
- **Runoff potential:** A measure of the likelihood of soil being infiltrated by water to full capacity and excess water from rain, snowmelt, or other sources flowing over the land.
- **Infiltration rate:** A measure of the rate at which soil is able to absorb water from rainfall or irrigation.
- **Soil texture:** A measure of the particle size of soil. Soils with higher clay content have a finer texture, while soils with a higher sand content have more coarse texture.

Soils can be generally be classified in groups A-D as relating to the characteristics below:








Hydrologic Group	Runoff Potential	Infiltration Rate	Soil Texture
A	Low	High	Coarse
B	↕	↕	↕
C			
D	High	Very Low	Fine

Soils can also be classified as dual hydrologic soil groups if a soil group with relatively high drainage potential and low runoff potential is found in the soil surface above soils of poorer drainage. These soils may be designated as A/D, B/D, or C/D. Many of Dundee’s soils are in the C or C/D group, with relatively fine texture, poor drainage, high runoff, and low infiltration. Patches of soils in the B hydrologic group, with better drainage and lower runoff, exist adjacent to the River Raisin and in the northwest corner of the village. See figure 19 for soil information.

Topography in and around the Village of Dundee relates mainly to its surrounding water resources. Most of the Village of Dundee is relatively flat, with slopes lower than 2 percent. Near the River Raisin and the south branch Macon Creek in the northwest corner of the Village, slopes exceed 9 percent. Aggregate Industries holds an aggregate mining and staging operation in the detached portion of the Village near Day Road and Dundee Azalia Road. Aggregate piles are reflected in the excessively high topography mapped in this portion of the Village. See figure 20 for topography information.



Soil Hydrologic Group

	No Data Available		B/D
	A		C
	A/D		C/D
	B		D

Source: USDA Soil Surveys.

Darker hues correlate with higher clay content, lower infiltration, and higher runoff potential.

Figure 19. Soil Conditions in and around Dundee

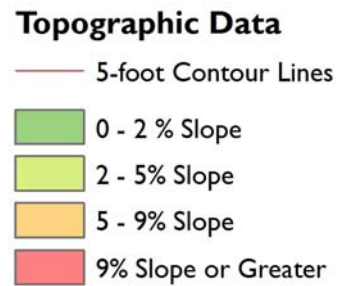
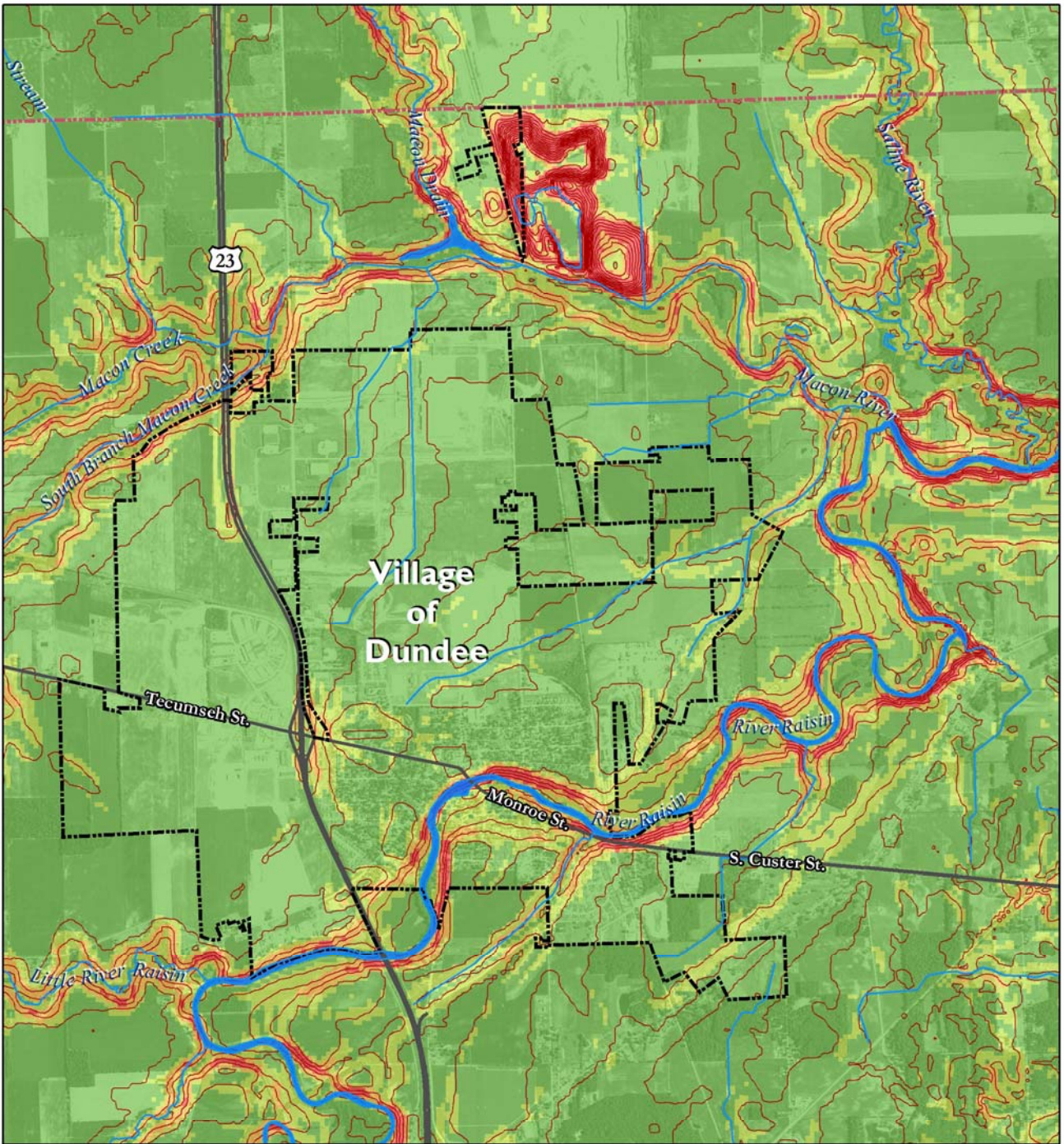


Figure 20. Topography in and around Dundee.

Chapter 3

Existing Land Use



INTRODUCTION

The existing land use in a community is one of the most important pieces of data to analyze among the characteristics in a place like Dundee. In many cases, the existing land uses have set a pattern that is unlikely to change. In other areas there may be vacant or underutilized land that can be evaluated for its development or conservation value.

An existing land use map is designed to provide a snapshot in time of how land in the Village is actually being used. Such a map is useful in developing a Master Plan since it provides a benchmark as to how property is being used, regardless of, or sometimes in contradiction to, zoning. It lets residents, village officials, and other stakeholders see patterns in growth and development.

To provide a detailed account of the existing land uses, a review of the 2002 Dundee Master Plan and spatial data collected from aerial photography from Google Earth were used to develop a draft of the land use map. Then, to account for changes over the intervening years, every road in Dundee was driven in July of 2013, correcting the map as needed to identify land that was used for commercial, residential, industrial, public, recreational, and agricultural uses, including identification of undeveloped or underutilized areas.

LAND USE CLASSIFICATION AND ANALYSIS

The land uses in the Village of Dundee are divided into 13 categories for the purposes of mapping. General definitions of the uses follow. An existing land use map is shown at the end of this section on page 38. Dundee occupies an area of 3,358.3 acres (5.2 square miles). This does not take into account land used for roads. Figure 21 shows the approximate acreage of how land is currently used in the Village. Agricultural land, which covers about 31.6 percent of Dundee, accounts for the greatest proportion of land use; followed by single family residential, which covers about 26.3 percent.

Existing Land Use	Area (Acres)	Percentage of Total Area (%)
Agricultural	1,061.9	31.6
Single Family Residential	882.1	26.3
Industrial	577.5	17.2
Undeveloped	283.2	8.4
Commercial	244.3	7.3
School	74.8	2.2
Multiple Family Residential	63.3	1.9
Manufactured Housing Development	61.5	1.8
Public / Quasi-Public	55.5	1.7
Village Park	21.2	0.6
Vacant	19.7	0.6
Office	8.9	0.3
Woodland / Forested Wetland	4.4	0.1
Total	3,358.30	100

Figure 21

Analysis of existing land uses in Dundee. Land use data developed by Spicer Group via windshield survey and review of aerial imagery in Google Earth.

Single-Family Residential This land use category describes areas composed of single-family dwellings with accessory structures such as garages and sheds. Single-family residential development is a predominant development pattern in the Village and accounts for 26.3% of the land area. Single-family neighborhoods occur throughout the Village, most notably in the areas on the east side of US-23 south of Tecumseh Road as well the area surrounding Main Street north of downtown. There are also pockets of newer single-family residential development in the north-central section of the Village west of Dundee-Azalia Road and in the southeast and southwest sections of the Village.



A single-family residential street.

Industrial Covering 17.2 percent of the total land area, industrial activity plays an important role in the Village of Dundee. Included in this category are warehouses, processing facilities, and manufacturing or non-manufacturing uses which are primarily industrial in nature. Industrial activity is a prominent land use in the Village and it provides important employment opportunities and tax base to support improvements to capital facilities and municipal services. Chrysler Group LLC has developed about 171 acres north of Ty Circle Drive as an engine plant and associated property. Various other industries have partially or wholly developed about 406.5 acres of remaining industrial property, mostly in the north section of the Village, while an additional 261.9 acres of undeveloped land are zoned for use as industrial purposes.



Downtown Dundee, as seen looking west on Riley Street near Memorial Park.

Commercial and Office Commercial development in Dundee adopts different forms in different portions of the Village. Commercial use occupies 8.4 percent, or about 283 acres, of the land in Dundee. Office uses cover an additional 8.9 acres, or about 0.3 percent, of Dundee’s existing land use. The westernmost commercial area near the US-23 interchange offers large-scale, auto-oriented businesses such as gas stations and drive-through restaurants which largely cater to highway travelers. Commercial land in Dundee also includes retail sales and service establishments, specifically including a variety of operations such as financial institutions, professional offices, local small business operators, gas stations, grocery stores, and personal service establishments such as barbers and hair salons. Downtown Dundee is home to a variety of small businesses including restaurants and boutiques. The area along Tecumseh Street between the US-23 interchange and downtown has a variety of commercial establishments including larger retail establishments and smaller shops. Commercial uses in Dundee are concentrated in the zone surrounding the US-23 interchange and along Tecumseh and Monroe Streets.

Public and Quasi-Public Lands Public lands in Dundee include governmental facilities and offices, libraries, public works facilities, and post office buildings. Quasi-public land includes areas with churches, religious institutions, and private institutions. Generally speaking, this use includes property held in the public interest and is usually exempt from real property taxation. Many of the quasi-public land uses in Dundee are scattered throughout the Village. Public and Quasi-Public uses comprise 1.6 percent of the total land area in the Village. The public lands in Dundee include the Old Mill Museum on the southwest corner of West Monroe and Toledo Streets, the Dundee Township Library and Dundee Township Hall on Main Street near Tecumseh Street, and the old water plant located on Toledo Street.

School Schools cover about 74.8 acres, or about 2.2 percent, of land in the Village of Dundee. These include Dundee Community High School, Dundee Middle School, and Dundee Elementary School, all of which are located off of Ypsilanti Street just north of downtown Dundee, as well as Riverside Academy, located on Toledo Street south of downtown.



The Old Mill Museum: Quasi-Public Use



Dundee Elementary School.

Manufactured Housing Development The purpose of Manufactured Housing Developments in Dundee is to accommodate the needs of residents who wish to live in a manufactured home rather than a site built one-family residence. Manufactured housing developments exist in two locations in Dundee. One of these is in the southeast portion of the Village, between Oak Street and the Ann Arbor railroad on the south side of Monroe Street. The other is on the west side of the Village, at the terminus of Rawson Street about 0.3 miles east of Highway US-23. Manufactured Housing Developments account for about 1.8 percent, or 61.5 acres, of all land in the Village of Dundee.

Multiple-Family Residential Land used in this category is for attached multi-family housing units. In Dundee, this includes numerous small rental units south of Monroe Street between Riley Street and Oak Street, apartment complexes on Helle Drive South of Tecumseh Street and Rawson Place and Sherloch Forest apartments east of US-23 and north of Tecumseh Street, as well as Eagle Springs; a senior housing facility west of the Cabela’s complex. This land use accounts for only 1.9 percent of the land in the Village.

Village Parks This category includes all public land developed for the purpose of providing recreation and accounts for 21.2 acres, or 0.6 percent, of the land used in Dundee. Included are Wolverine Park, Waterworks Park, Reggie’s Park, Memorial Park, East and West Ford Park, West Side Park, and the Arbor Chase Open Space.



Wolverine Park (L) and Ford Park (R), located along the riverfront in Downtown Dundee.

Agricultural This includes land that is being used for crop production, grazing, and other related activities and accessory farm buildings such as barns and elevators. Agricultural areas occupy 31.6% of the land in Dundee. Most of this land is located in two locations, including large areas west of US-23 and areas adjacent to Rogers Road east of Dundee Azalia Road.

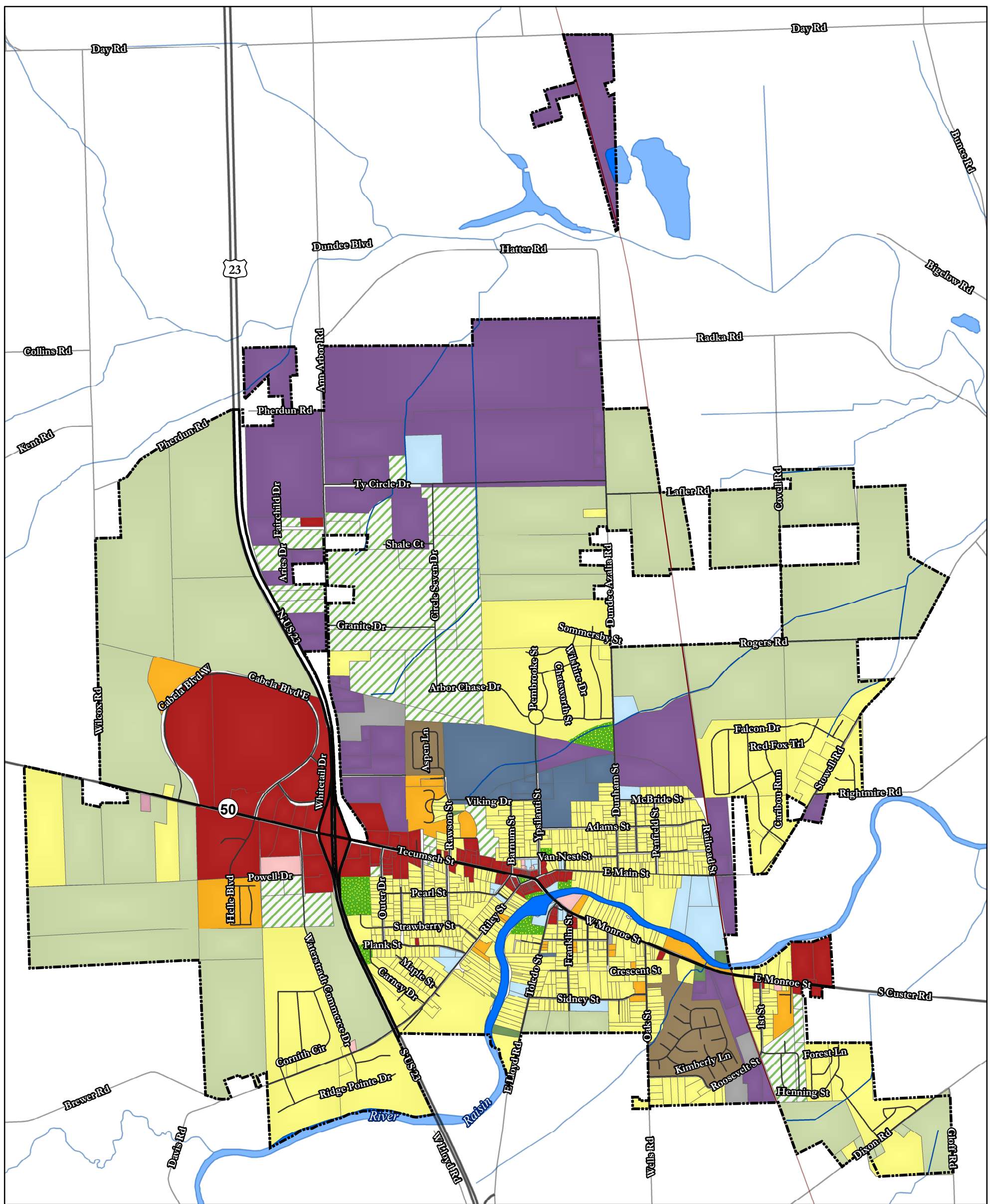


Agricultural land in Dundee.















Woodlands and Forested Wetlands This category includes property that is covered with trees or wetland areas. In Dundee, wood lots are generally located near residential and agricultural areas. This existing land use accounts for 0.1 percent of the Village's total land area. Undeveloped woodlots only cover about 4.4 acres in Dundee.

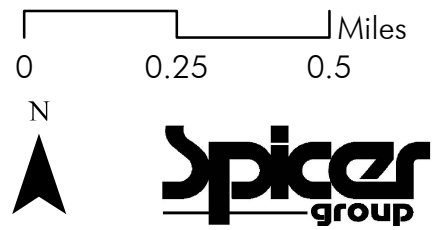
Undeveloped Covering a total of about 283.2 acres, undeveloped land accounts for about 8.4 percent of all land use in the Village of Dundee. Most of this land reflects the unfulfilled expansion of industrial and residential land uses in the Village. Undeveloped lands are primarily located on industrially zoned parcels surrounding the east side of the intersection of Rogers and Ann Arbor Roads on the north end of the Village. Some undeveloped parcels also exist in the southern portion of the Village; on Hennings Street south of East Monroe Street and along Powell Drive south of Tecumseh Street.

Vacant This category is made up of commercial buildings and residential lots that are currently vacant and comprises only 0.6 percent of the land area in the Village.



Existing Land Use

- | | | |
|---|---|---|
|  Single Family Residential |  Public / Quasi-Public |  Dundee Village Boundary |
|  Multiple Family Residential |  School | |
|  Manufactured Housing Development |  Office | |
|  Village Park |  Commercial | |
|  Woodland / Forested Wetland |  Industrial | |
|  Agricultural |  Vacant | |
|  Undeveloped | | |



Chapter 4

Listening to Dundee



BASIS FOR COMMUNITY INPUT

To be effective, a Master Plan should incorporate the input and ideas of the local population. By basing the Master Plan on the goals and objectives of its residents, land use management decisions become politically feasible and represent the intents and vision of the community. In The Village of Dundee, citizens were given the opportunity to participate in three methods of community input:

1. A public input meeting held on Thursday, May 30, 2013 at the Council Chambers of the Village Hall on West Monroe Street in Dundee.
2. An online community input survey, hosted on surveymonkey.com, which produced results from 229 respondents.
3. A Facebook page for the Village of Dundee Master Plan, on which residents were allowed to comment and provide input about their future goals and desires for the Village.

FACEBOOK PAGE: PROVIDING ACCESS TO ONLINE INFORMATION ABOUT THE PLAN

Shortly after the planning process began, an informational website on Facebook was created, as shown below in Figure 22. It was developed to serve as an online presence that would display public information, describe the process, provide photos, and be a place for interested parties to comment on land use in the Village of Dundee. The Facebook page was an important communication and outreach effort to community groups because it had the effect of encouraging them to take the online survey, described in more detail below.



Figure 22

Screenshot of the Village of Dundee's Facebook page for the Master Plan, located online at: www.facebook.com/dundeemasterplan

ONLINE SURVEY

The online survey was made available from May 14 through June 24, 2013, complete with 20 questions each of which can be seen in Appendix A of this document. The intent of the survey was to establish an easy means of communication where residents and stakeholders of the Village of Dundee could provide input about the existing community conditions and the need for future improvements. Public announcements to encourage survey participation took the form of an article in the Village newsletter, a link on the Village website, an announcement on a Facebook project web page, a press release, a Master Plan website at www.DundeeMP.com, and flyers and postcards printed in color. More details about responses are given below.

Survey Summary

During the public input period, the Village collected many insightful ideas and suggestions for land use, housing improvements, economic development, protection of natural features, and the overall quality of life. The following information is a summary of the major ideas the Village received from the online survey, the community input open house, and the Facebook page. The complete data is included in Appendix A of this document.

Getting to Know the Respondents

The final three questions posed in the survey asked respondents about their age, their residential status, and their relationship to the Village of Dundee. Below are some key findings about the survey respondents:

- Just under half of the respondents (48.5%) live in the Village of Dundee, and another 18.7% live in Dundee Township, outside the Village limits. Those who do not live in the Village or the Township of Dundee but do shop in the Village comprised 6.8% of all respondents.
- 41.5% of all respondents own homes in the Village of Dundee.
- Approximately 49% of the respondents were between the ages of 25 and 44. Another 39% were between 45 and 64. Those between 18 and 24 and those 65 and over each represented about 6% of respondents.

NEW DEVELOPMENT AND POPULATION CHANGE

Perceptions about new development and population growth often gauge the way residents feel about the direction of their community, its level of stability and economic opportunity, and its need to attract more residents and businesses. Question 1 asks residents to state their level of agreement with the statement “Dundee should encourage new development.” Respondents showed overwhelming support for new development, with 77.7% of respondents either agreeing or strongly agreeing with this statement. Question 2 asks respondents their level of

agreement with the statement that “Dundee should grow in population”. Respondents answered this question with slightly more variability. A sizable majority, 62.3%, of respondents either agree or strongly agree with this statement. 22.3% of respondents either disagree or strongly disagree with this statement. Though support for population growth is fairly strong, respondents indicate that new development for the existing residents in the Village is a slightly more prominent priority.

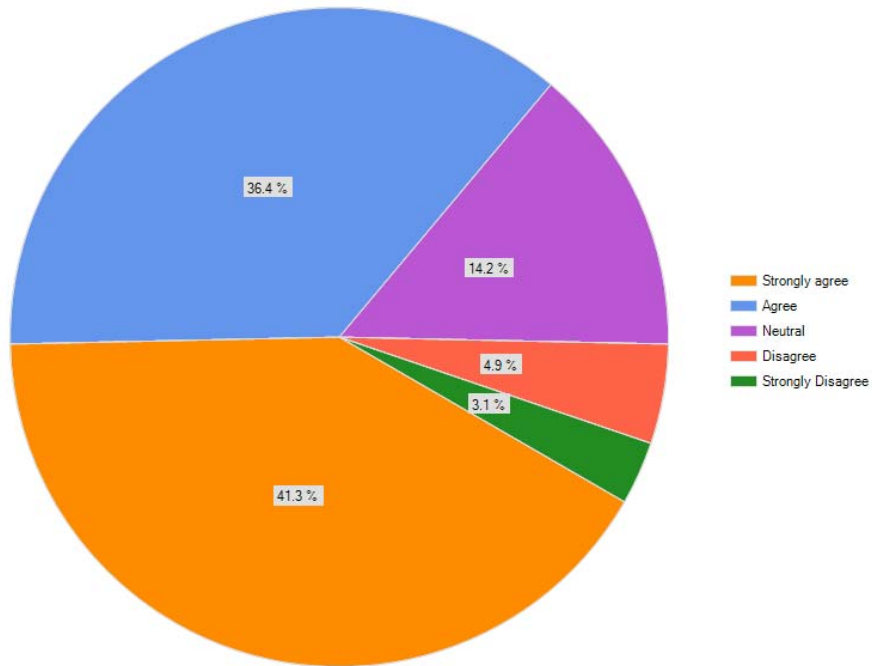


Figure 23.
“Question 1:
Dundee should encourage new development.”

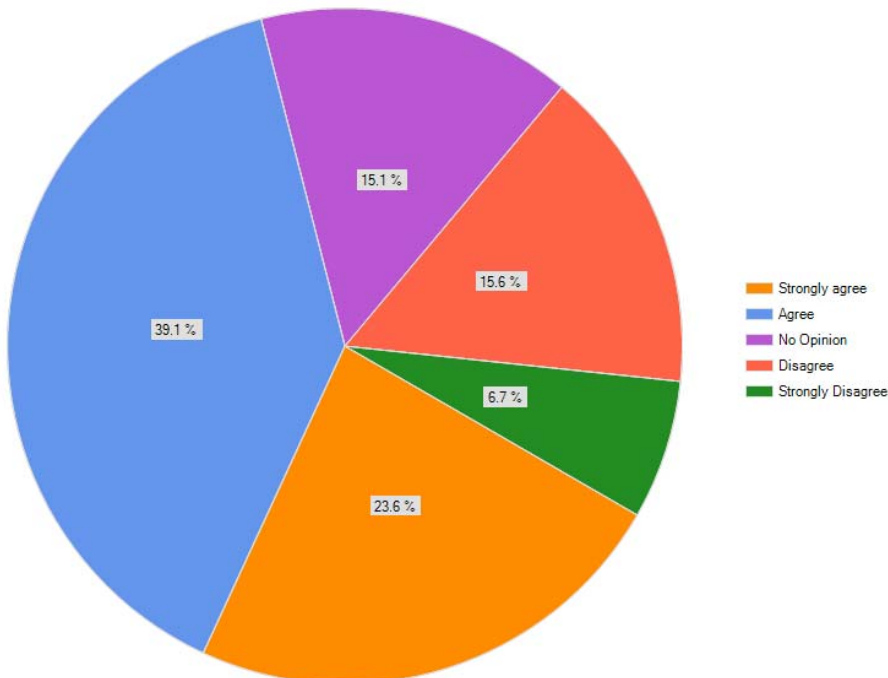


Figure 24.
“Question 2:
Dundee should grow in population.”

PERCEPTIONS OF CHANGE

It is important to gauge specific areas of concern or satisfaction by understanding the perceived changes in specific features that can improve or diminish the quality of life for residents.

Question 3 asks respondents to gauge how they feel Dundee has changed in the past 5 years in a variety of categories. 139 respondents, or 63%, felt that police services had become better or much better during the past 5 years. This received the most favorable response. Respondents also saw relatively high levels of improvement in parks and recreation, fire services, and overall quality of life, with about 43% of respondents rating parks and recreation and fire services as better or much better, and about 37% rating the overall quality of life as better or much better. Respondents rated traffic, DPW services, and road conditions and infrastructure relatively lowly. Among these, traffic was the clear standout, with 137 of 223 respondents (61%) rating this as either worse or much worse than 5 years ago. Responses rating features as the “same” received the plurality of responses for every feature with two exceptions. These were police services and traffic which, respectively, are rated as “better” and “worse” by more people than as “same”.

These responses indicate an overall level of satisfaction with features and services of the Village of Dundee.

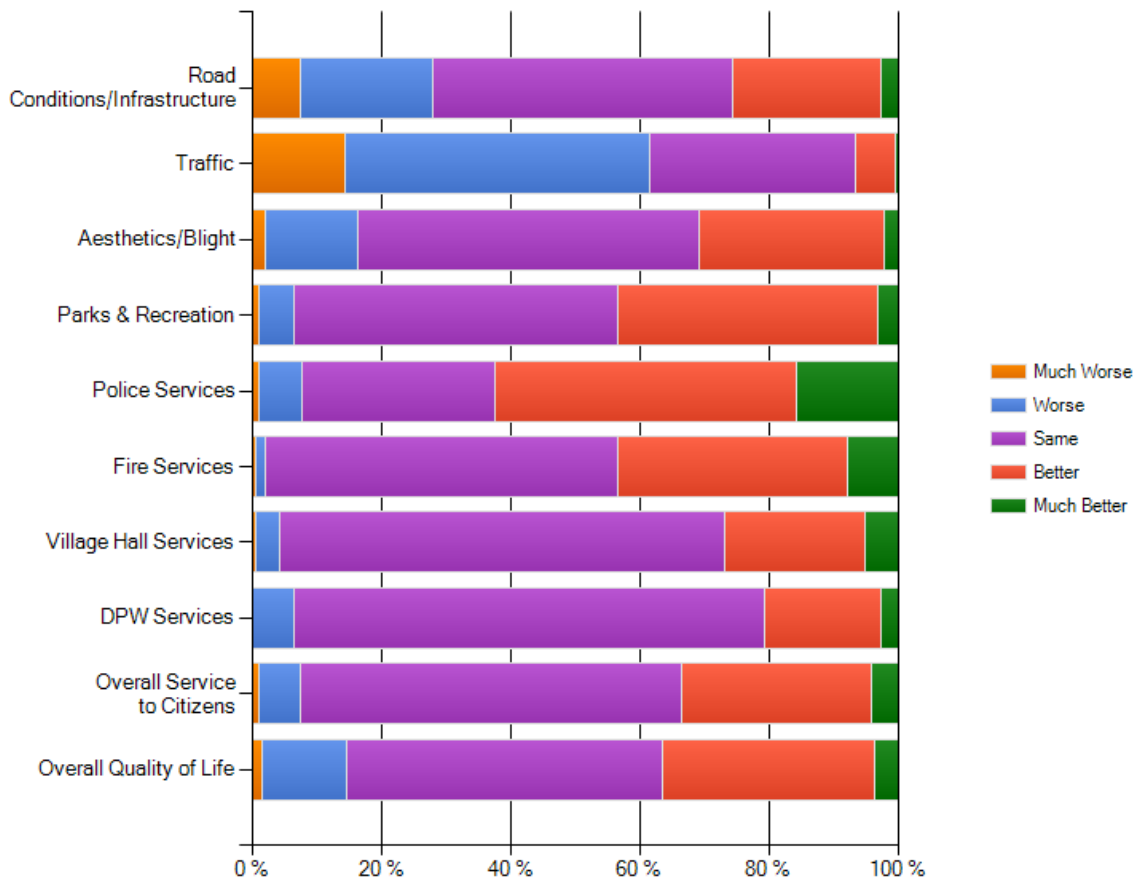


Figure 25. “Question 3: In the following categories, how do you feel Dundee has changed in the past 5 years?”

WHAT INFLUENCES THE QUALITY OF LIFE?

Question 4 asked respondents which factors influence their quality of life, by asking them to rate features, facilities and services by their importance on a scale from 1 to 5. Respondents found high-quality schools to be the most important, with 187 respondents (86.6%) rating these as important or very important. Other choices receiving high ratings for being important or very important included the availability of water and sewer utilities (79.1%), an active blight reduction program that reduces nuisances, eyesores, and health or safety hazards (73.4%), local employment opportunities (73.0%), high-quality municipal services (70.7%), and nice parks and recreation facilities (70.3%). The only response rated by fewer than 50% of respondents as important or very important was high-quality residential development, at 49.1 percent. These responses indicate a need to maintain the services that contribute to an educated, safe and healthy population.

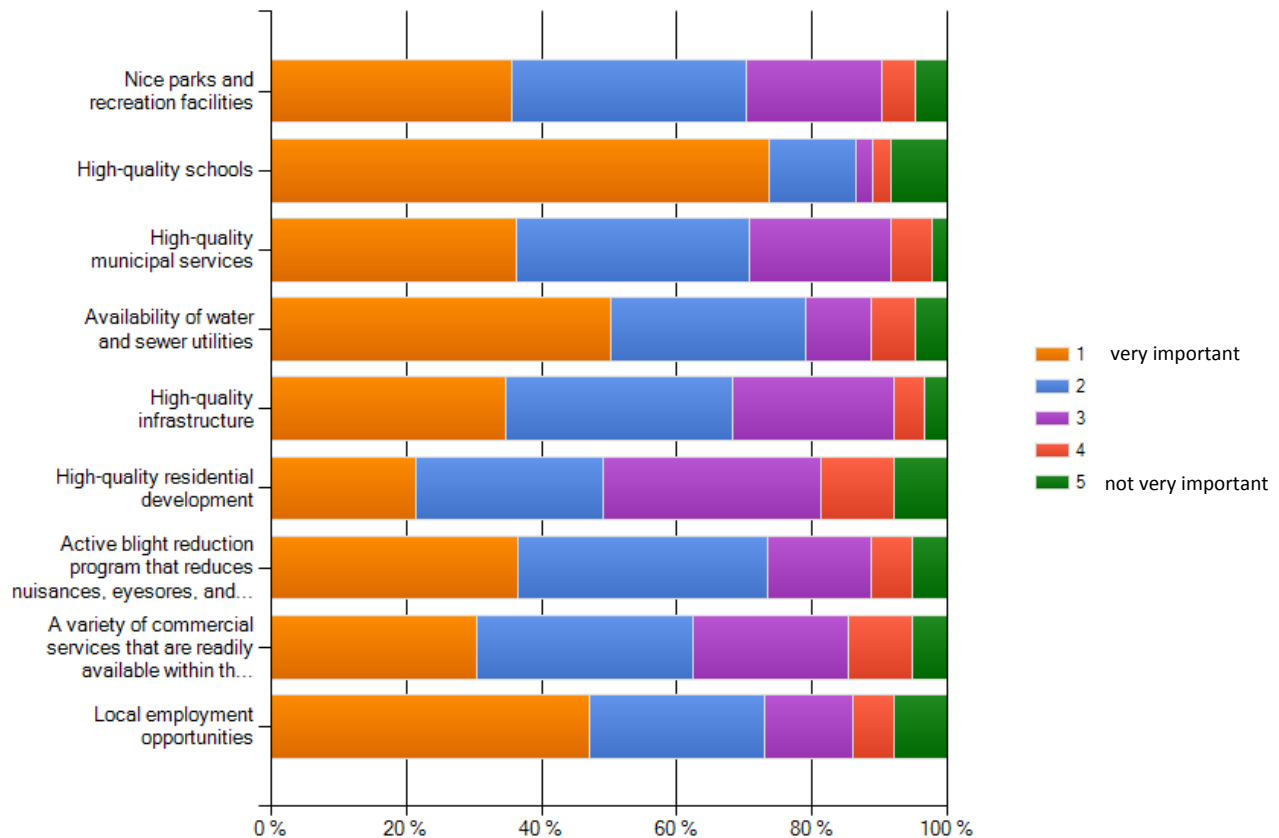


Figure 26. “Question 4: Please rank each of the following factors in terms of its importance to the quality of life in Dundee. “1” is considered very important and “5” is not very important.”

RESIDENTIAL LAND USE AND GROWTH

Questions 5 and 6 asked respondents to gauge their feelings on residential growth and land use.

When asked in question 5, “How do you feel about the rate of residential growth in Dundee during the past five years?”, 101 respondents (47.6%) said they feel it is about right, while 64 (30.2%) feel it is either much too slow or a little too slow and 47 (22.1%) feel it is either too fast or a little too fast. When asked in question 6 to rate their preferred features of new residential development, residents showed high support for single-family homes on large residential lots (71.2%), and moderately high support for mixed-use developments (47.6%) and single-family homes clustered together with open space (29.2%) and single-family homes clustered together with open space (29.2%).

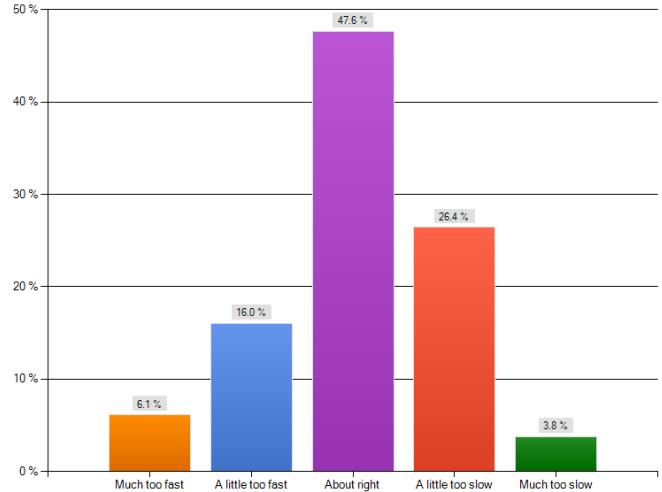


Figure 27. “Question 5: How do you feel about the rate of residential growth in Dundee during the past five years?”

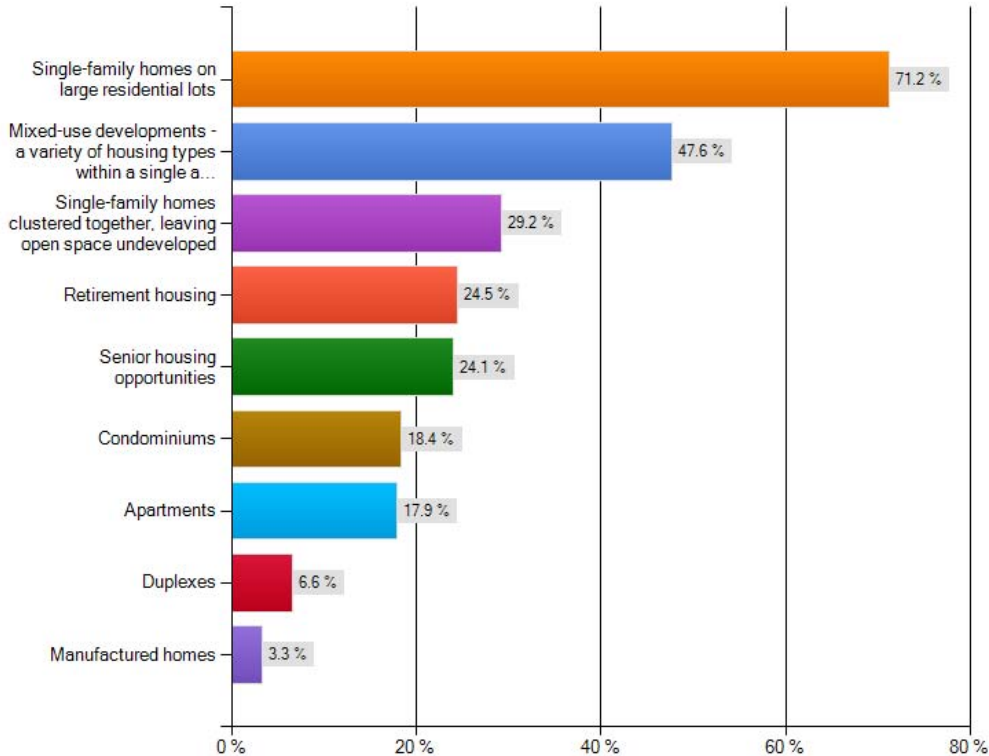


Figure 28. “Question 6: I prefer that new residential development include the following (please check all that apply).”

COMMERCIAL LAND USE

Questions 7, 8, and 9 asked respondents to rate their feelings about commercial land use in Dundee. Question 7, which asks residents “Which describes how you view the amount of commercial (retail and service) businesses in Dundee?”, generated a very positive response for new commercial development, with 142 respondents (68.3%) indicating that there is not enough. Similarly, in question 7, which asked respondents to rate their level of encouragement for new commercial growth, 164 respondents (78.5%) indicating that it should be encouraged. Question 9 allowed respondents to indicate where they think new commercial growth should be located. Respondents were allowed to identify multiple locations. West of US-23 and redeveloping the downtown area each received high support, with 134 respondents (62.9%) and 110 respondents (51.6%) supporting these locations, respectively.

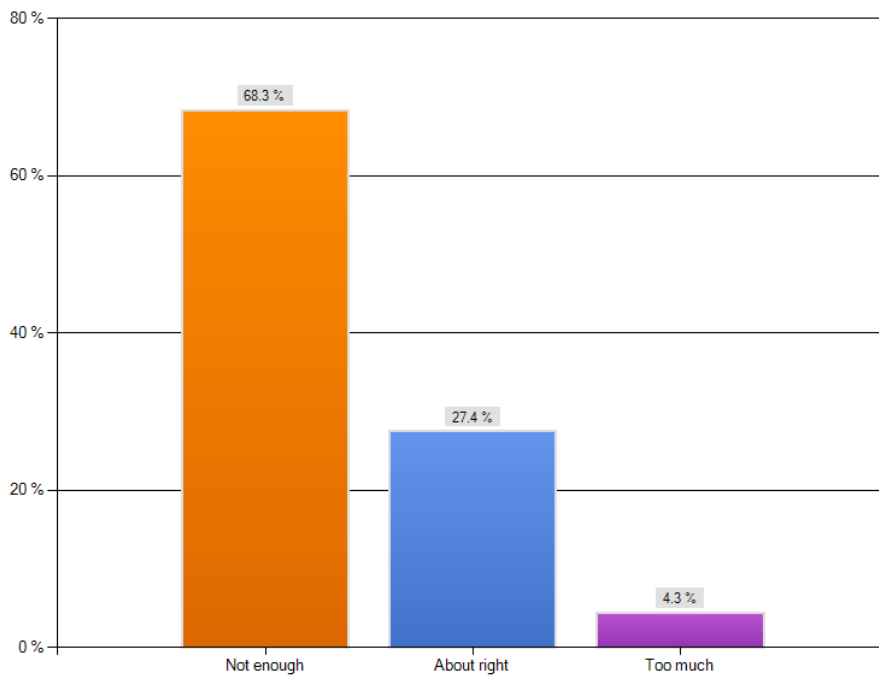


Figure 29. “Question 7: Which describes how you view the amount of commercial (retail and service) businesses in Dundee?”

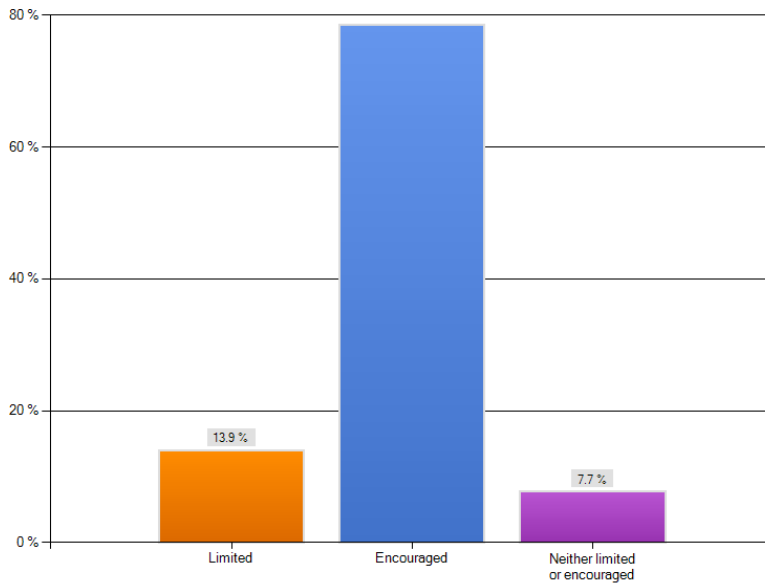


Figure 30. “Question 8: In the next ten years, commercial growth in Dundee should be:”

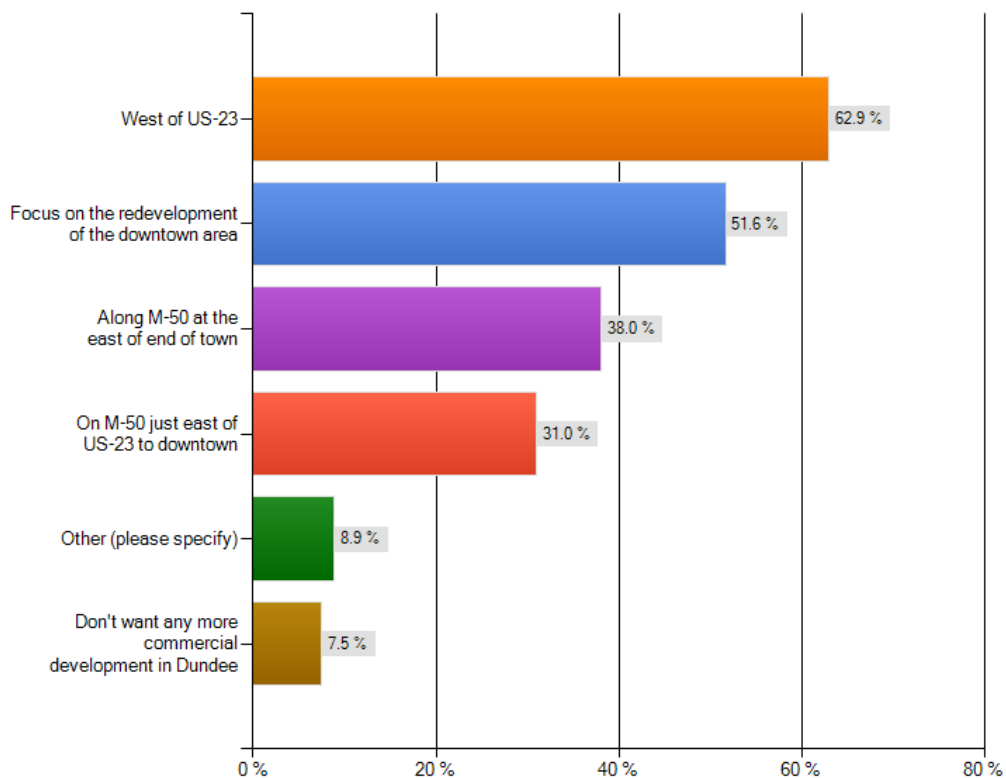


Figure 31. “Question 9: Future commercial development should be located: (Please check all that apply.)”

INDUSTRIAL LAND IN DUNDEE

Respondents exhibited more mixed results for industrial growth than for residential or commercial growth. Question 10 asked respondents to indicate their level of support for industrial development of new industrial areas in the Village when adequate infrastructure (roads, utilities, and other public services) are available. 97 respondents (45.8%) agreed with this, while 76 respondents (35.8%) were neutral. Respondents show strong support for industrial development that will be built near existing industrial land uses already operating in the Village, with 136 respondents (63.8%) agreeing with this.

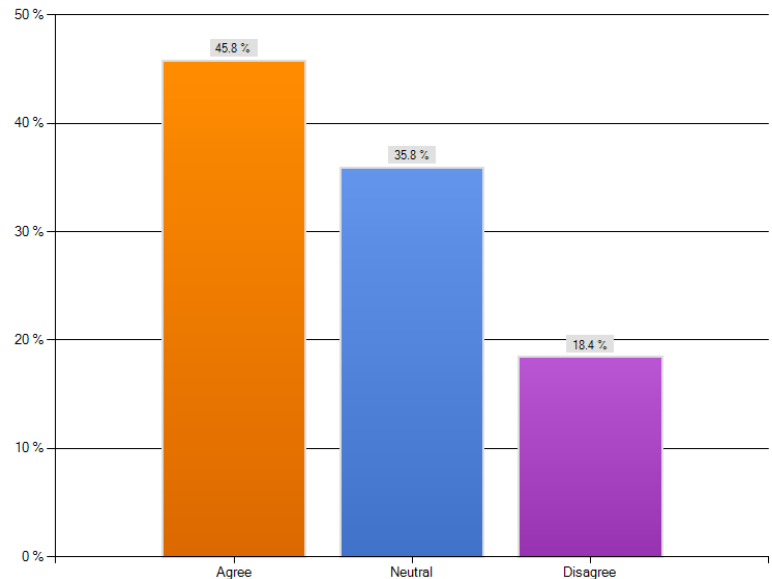


Figure 32. “Question 10: I favor industrial development in new areas of the Village when adequate infrastructure (roads, utilities, and other public services) are available.”

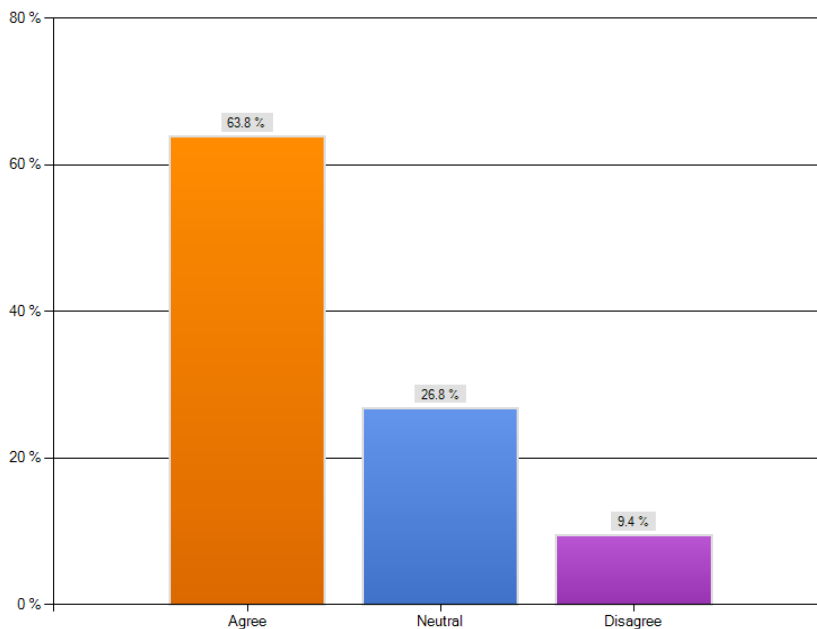


Figure 33. “Question 11: I favor industrial development that will be built near existing industrial land uses already operating in the Village.”

DUNDEE’S MOST IMPORTANT ISSUES

Questions 12 and 13 asked respondents to gauge the perceived most critical areas of concern and most critical areas of focus in the future of Dundee. Question 12 asked respondents, “What is your opinion regarding the extent of these issues in Dundee?” Of the issues listed, housing quality was identified as the greatest area of concern, with 103 respondents (50.7%) identifying this as somewhat of a problem or a big problem. Overgrown weeds/tall grass (40.5%) and Junk cars in yards (36.3%) were also identified by a sizable number of residents as being either a big issue or somewhat of an issue.

Question 13 asked respondents to rate the importance of addressing specific areas of focus in the future. Infrastructure, including the quality of roads, sewer, and stormwater utilities, stood out as the most important focus issue, with 175 respondents (84.1%) identifying this as either important or very important. Other issues being widely rated as important or very important included creating a walkable, pedestrian, and bicycle-friendly town (81.9%) job creation and economic development (79.0%), and preservation of historic buildings (77.7%).

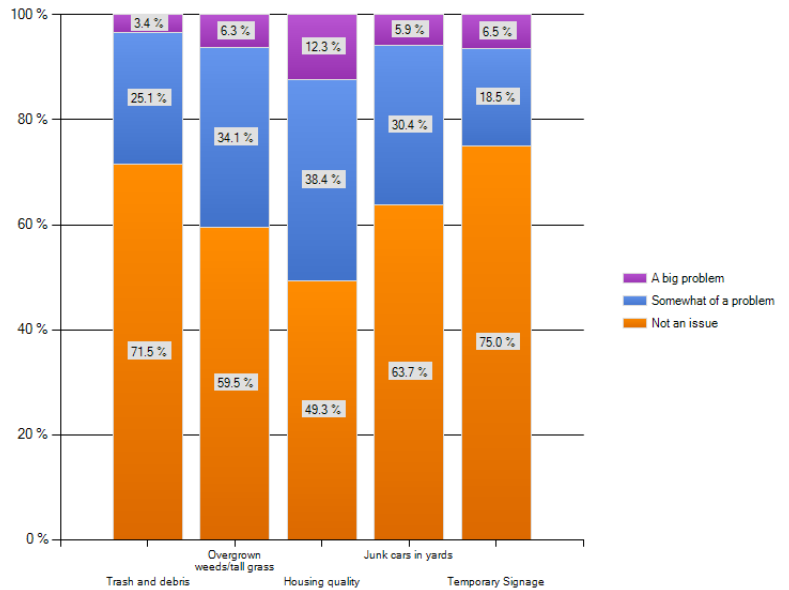


Figure 34. “Question 12: What is your opinion regarding the extent of these issues in Dundee?”

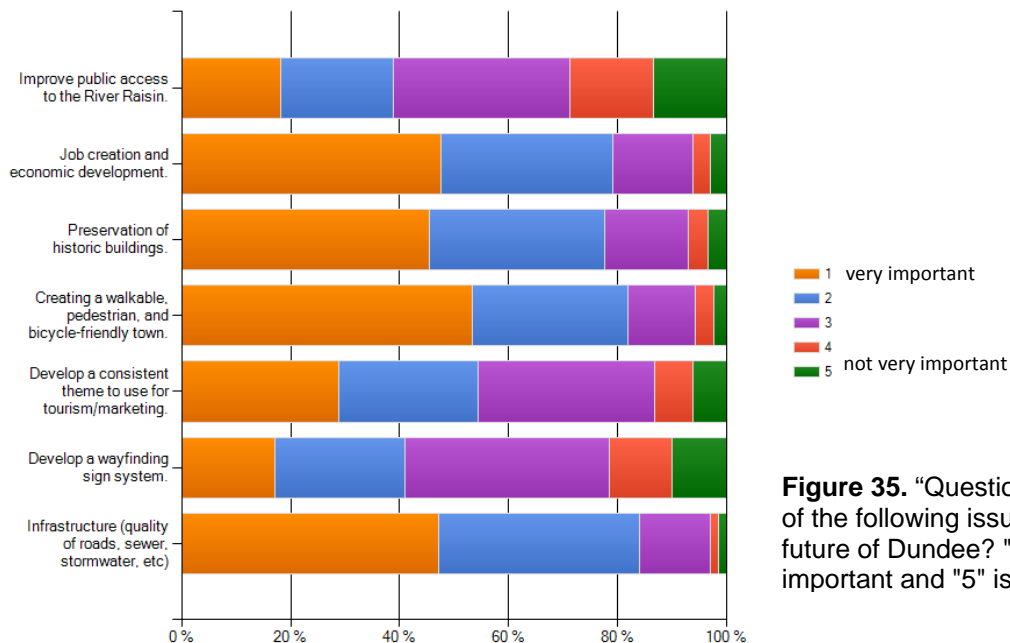


Figure 35. “Question 13: How important is each of the following issues when considering the future of Dundee? “1” is considered very important and “5” is not very important.”

PROTECTING THE RIVER RAISIN

Question 14 asked respondents to evaluate their feelings regarding the River Raisin; the Village’s primary natural feature. Respondents showed strong support for prioritizing the River, with 196 respondents (93.8%) agreeing or strongly agreeing with the statement that it is important to preserve and protect the River Raisin.

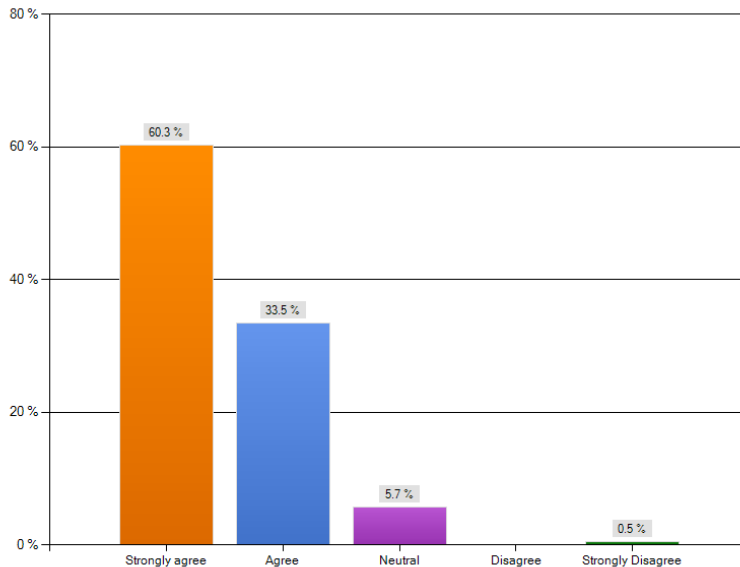


Figure 36. “Question 14: It is important to preserve and protect the River Raisin.”

WHAT DO YOU LIKE BEST ABOUT DUNDEE?

Question 15 asked respondents to comment on what they like best about the Village of Dundee. 156 respondents took the opportunity to comment. Of these, some of the most common comments addressed the small-town feel of the community, the friendliness of the people, the schools, the convenient layout of the Village, the Village’s convenient proximity to cities such as Ann Arbor and Toledo, and the mixture of small town charm with larger city amenities. A complete listing of the comments appears in Appendix A.

WHAT WOULD YOU IMPROVE ABOUT DUNDEE?

Question 16 asked respondents to comment on what they would like to see improved in the Village of Dundee. 156 respondents also answered this question. Some of the most common suggested improvements related to bringing new shopping and commercial opportunities into the Village, taking measures to reduce traffic, revitalize downtown and remove blight, and adding additional community amenities such as parks. A complete listing of the comments appears in Appendix A.

WHAT DO YOU LIKE LEAST ABOUT DUNDEE?

A total of 145 respondents took the opportunity to comment on what they like least about the Village of Dundee in Question 17. Though responses varied, a significant number of comments were received about traffic. Other concerns included the lack of shopping and retail opportunities, the lack of use of downtown and residential properties, and taxation and municipal management.

CONCLUSION

Respondents showed a wide variety of opinions on the past successes and the future direction of the Village of Dundee and the way its land is used. Most respondents agree that Dundee is an accessible, friendly, and appealing Village that provides high-quality safety and educational services to its residents. Still, many respondents also agree that the Village faces significant challenges. They believe that commercial growth should be encouraged, both downtown and near US-23; to bring new jobs into the Village and that residential development should suit the growth of a diverse population. Respondents also see maintaining and improving their road and water infrastructure as one of the most important challenges to address in the future.



Students at a Community Cleanup Day.

Chapter 5

Future Land Use Plan for the Village of Dundee



INTRODUCTION

Building on the action program described in the previous section, the future land use map will depict the desired form and character the Village of Dundee should take over the next five to twenty years. The map depicting the future land uses for Dundee is shown on page 62 at the end of this section. The proposed future land uses in the Village of Dundee are divided into sixteen categories.

The future land use map also transforms the goals and capital improvements into a graphic guide for land development and management in Dundee. The future land use map serves as a guide to decision making – it does not specify how every lot, parcel, or site should be used or zoned. While the future land use map attempts to translate future land use categories to specific zoning districts, it is mostly intended to provide a framework for future site-specific land use or zoning decisions that are brought before the Planning Commission. For example, the future land use map may indicate a single-family residential area, and yet it may not be zoned for residential until a property owner requests that zoning change and the Village adopts the rezoning request.

On the future land use map, it should be noted future land use categories are slightly different from the existing land use categories. This difference is attributed to the fact that future land use is developed with an eye toward the zoning classification that will be needed to actually move toward the implementation of this plan. For example, while the existing land use map described wooded and agricultural uses, these uses are not described on the

future land use map. These existing land uses are combined into various other future land use categories because the future land use categories reflect how these woodland and agricultural land uses should be used in the future, and hence should be zoned. Ultimately, the recommendations shown on the future land use map are intended to help Dundee officials, property owners, and residents make zoning and development decisions that are in the best interest of the Dundee community. The future land use map seeks to guide residential, commercial, and industrial development into appropriate locations while maintaining the overall character and appearance of the Village of Dundee. Descriptions of the new future land use categories begin below. The future land use map is shown at the end of this section.

Future Land Use	Area (Acres)	Percentage of Total Area (%)
Low-Density Residential	845.0	25.2
Light Industrial	827.9	24.7
General Business District	412.4	12.3
Medium-Density Residential	339.0	10.1
Interchange Business District	323.4	9.6
Rural Residential	170.7	5.1
Heavy Industrial	76.4	2.3
School	74.8	2.2
Multiple Family Residential	63.7	1.9
Manufactured Housing Development	61.5	1.8
Public / Quasi-Public	59.1	1.8
Technology District	37.2	1.1
Village Park	21.2	0.6
Office	18.5	0.6
Tecumseh Business District	16.9	0.5
Central Business District	10.8	0.3
Total	3,358.3	100

Figure 37

Proposed acreage of future land uses in Dundee. Future Land Use proposals developed by the Village of Dundee Planning Commission.

RURAL RESIDENTIAL

This category includes single-family dwellings and related accessory structures in lower density than those in other single family residential districts. The purpose and intent of this future land use is to provide space for low-density neighborhood single-family structures and compatible uses while emphasizing the maintenance of open space and significant natural features such as woodlands. This is the least dense of the residential future land use categories shown on the future land use map. In general, rural residential corresponds to the

RA zoning district, which requires a minimum lot area of 9,600 square feet. As most of Dundee’s residential land use is anticipated to occur in higher densities, rural residential uses will only account for about 171 acres, or about 5.1 percent, of future land use in the Village of Dundee. All residential future land uses in Dundee are designed to promote a traditional small-town character and will aid in protecting and preserving the existing character of the Village.

LOW-DENSITY RESIDENTIAL

This category includes single-family dwellings and related accessory structures. The purpose and intent of this future land use is to provide space for traditional neighborhood single-family growth, free from most other uses, except those that are compatible with the residents living in these neighborhoods. This is the second-least dense of the residential future land use categories shown on the future land use map. In general, Low-Density Residential corresponds to the RA and RA-1 residential zoning districts. Low-Density residential use will occupy the largest share of land identified in the Existing Land Use Map as Single Family Residential, and the second largest share of overall land use. Low-density residential use will occupy about 845.0 acres, or about 25.2 percent, of all future land use in Dundee.



A depiction of a low-density residential street.

MEDIUM-DENSITY RESIDENTIAL

The Medium-Density Residential future land use designation is intended to provide opportunities for housing that is affordable and serves as an alternative to traditional single-family homes. This more intensive residential land use often serves as a buffer between single family residential uses and commercial land uses. Included are apartments, duplexes, conversions of single-family dwellings up, and senior housing. Generally, this future land use corresponds to the RA-3 residential zoning district. Medium-density residential land will be suited to promote a traditional small-town character and will aid in protecting and preserving the existing character of the Village. Most of the residential land near downtown, within about a half-mile radius of the intersection of Main and Tecumseh Streets, is designated as medium-density residential land. Medium-density residential land will account for about 339 acres, or about 10.1 percent, of land use in the Village of Dundee.



A depiction of a medium-density residential street.

MULTIPLE FAMILY RESIDENTIAL

This category will provide a more intensive residential use of land than the rural, low-density, and medium-density residential uses. A variety of dwelling types including duplexes, townhouses, row houses, terrace and garden apartments will be accommodated in the Multiple Family Residential future land use areas. Open space and natural features can be preserved for visual relief and enhancement in Multiple Family Residential areas where higher intensity development occurs. Multiple Family Residential use will account for about 63.7 acres, or about 1.9 percent, of future land use in the Village of Dundee. It generally corresponds to the existing RM-1 and RM-2 Multiple Family Residential zoning districts.

MANUFACTURED HOUSING DEVELOPMENTS

Manufactured Housing Development areas will encourage a suitable environment for persons and families that choose a residential alternative to a site-built single family residence. Development in these areas is limited to manufactured homes or Manufactured Housing Communities with recreational facilities and necessary public utility buildings. Manufactured Housing Developments will provide higher-density living while allowing for the preservation of open spaces, recreational areas, and natural features. Manufactured Housing Areas will be maintained between the Railroad and Oak Street, south of Monroe Street, and at the terminus of Rawson Street east of Ann Arbor Road and North of Tecumseh Street. These will remain generally the same as the uses in the existing MHC, or Manufactured Housing Community, zoning district. Manufactured Housing Developments will account for about 61.5 acres, or about 1.8 percent, of all future land use in the Village of Dundee.

OFFICE DISTRICT

This category is designed to accommodate professional and administrative services. These low-intensity uses are necessary for the normal conduct of community activities. Generally, this future land use corresponds with the Office Restricted zoning district. This category includes large office developments as well as a limited range of convenience and service businesses within larger office developments for the benefit of the office personnel and visitors. The districts may serve as a transition between residential and nonresidential districts, and provide transitions between major thoroughfares and residential districts. Office uses will be found at Powell Drive and Waterstradt Commerce Drive, at Toledo Street and E. Monroe Street, at Waterstradt Commerce Drive and Ridge Pointe Drive, and at East Monroe Street and 1st Street. Office uses will account for about 18.5 acres, or about 0.6 percent, of total land use in Dundee.

INTERCHANGE BUSINESS DISTRICT

This is a dynamic commercial category intended to allow for a wide variety of uses. In Dundee these uses occur adjacent to the US-23 freeway entrance on Tecumseh Street, west of the Cabela's retail store complex and directly east of the freeway entrance, on both the north and south sides of Tecumseh Street. This future land use corresponds with the B-4 business zoning district. Areas in the Interchange Business District are designed to accommodate a wide variety of expressway related uses to meet the needs of the citizens and businesses in the Dundee area, and the needs of motorists along U.S. 23. Uses permitted in the Interchange Business District generally generate a higher volume of traffic and higher amounts of parking and are compatible with buildings of larger scale. The Interchange Business District will account for about 323 acres, or about 9.6 percent, of future land use in Dundee.

GENERAL BUSINESS DISTRICT

This is a general purpose commercial category allowing for a wide variety of commercial uses. Generally, this future land use corresponds to the B-2 business zoning district. The General Business District is intended to provide for a variety of commercial and service uses, including more intensive commercial uses not permitted in the Central Business District and the Tecumseh Street District. Site layout, building design, landscaping, vehicular circulation, and coordination of site features between adjoining sites in this future land use should be utilized to ensure that developments here compliment the overall historic and high-quality character of the Village. The General Commercial uses can generally be found adjacent to US-23 to the west and at the eastern border of the Village off of East Monroe Street. General Commercial will cover about 412.4 acres, or about 12.3 percent, of future land use in Dundee.

TECUMSEH STREET BUSINESS DISTRICT

This category is intended to provide an appropriate mix of compatible uses along M-50 from the U.S. 23 interchange to the historic downtown area along with a smooth transition between higher-intensity, higher-scale uses closer to US-23 and lower-intensity, pedestrian-oriented businesses in the Village's downtown. This category generally corresponds with the B-3 business zoning district. Tecumseh Street Business District uses are intended to employ regulations that discourage strip or linear development and encourage development that minimizes impacts on the adjacent residential neighborhoods. Uses permitted under this category should promote harmony with the overall residential character of the corridor and the overall historic character of the Village. The Tecumseh Street Business District will account for about 16.9 acres, or about 0.5 percent, of future land use in Dundee.

CENTRAL BUSINESS DISTRICT

This category is designed to promote a variety of commercial uses while maintaining a sense of place, promoting pedestrian use, and preserving the historic character of the Village. This future land use generally corresponds with the B-1 business zoning district. The Central Business District will largely be maintained near the intersection of Main Street and Tecumseh Street. The Central Business District will be designed to promote continuation and enhancement of the historic, small-scale, pedestrian-oriented retail environment of Downtown Dundee. Central Business District uses are intended to be limited to a size and scale that is compatible with the historic character of the downtown and the surrounding residential neighborhoods. Future land use in this area should protect the significant architectural and cultural resources that make Downtown Dundee officially registered as a State and Federal Historic Place. Central Business District land use will cover about 10.8 acres, or about 0.3 percent, of the Village.



The Central Business District in the winter.

LIGHT INDUSTRIAL

This future land use category is intended to provide sites for research and high technology uses of a restricted, light industrial nature. It corresponds to the M-1 industrial zoning district. Light Industrial is proposed to expand at the northern edge of the Village, adjacent to existing industrial uses near Ann Arbor Road and Ty Circle Drive. Light Industrial use will also occur in the eastern portion of the Village, generally east of Railroad Street between the endpoints of Adams and Main Streets and east of Dunham Street and Dundee Azalia Road north of the residential uses on McBride Street. Though industrial in nature, developments in light industrial areas will be low in intensity and absent of nuisance factors such as vibration, sound, radiation, and toxic emissions. Light industrial uses will comprise about 827.9 acres, or about 24.7 percent, of land in the Village of Dundee. This makes it the most prominent future land use. Light Industrial lands will serve as a potential engine for economic development in the Village and throughout the region.

HEAVY INDUSTRIAL

This future land use designation is intended to provide for traditional industrial and other high-intensity or land intensive uses. It corresponds to the M-2 industrial zoning district. Heavy Industrial uses will be concentrated at the location of the Chrysler Engine facility on Ty Circle Drive, at Ann Arbor Road and Fairchild Drive, and south of Roosevelt Street on the southern end of the Village. Heavy industrial lands will be designated for higher intensity manufacturing, assembling and fabricating uses, including large scale or specialized industrial operations requiring truck and railroad access and public utility services. Limitations will be placed upon the amount of nuisances including smoke, traffic, and industrial effluent in these areas. Heavy industrial use will account for about 76.4 acres, or about 2.3 percent, of future land use in the Village.

TECHNOLOGY DISTRICT

The Technology future land use category is intended to provide for research and development uses, corporate and professional offices, office services, and limited light manufacturing in a specific area along US-23 in the Village of Dundee. This category corresponds partially to the Office Restricted business zoning district and the M-1 industrial zoning district. In many ways, this category is similar to Highway Commercial in terms of site development requirements for layout and parking. The biggest difference is in the kinds of uses that are permitted, which will include lands for low-intensity technological research and development. This category is also envisioned to allow limited commercial and retail uses through the Special Land Use permit process. The Technology District will account for 37.2 acres, or about 1.1 percent, of future land use in Dundee.

SCHOOL

A unique future land use category is assigned to School uses. Existing facilities owned by the Elementary, Middle, and High School adjacent to Ypsilanti Street and the Riverside Academy adjacent to Toledo Street are shown on the future land use map. School uses will account for about 74.8 acres, or about 2.2 percent, of all lands in the Village of Dundee.



Dundee High School.

PUBLIC / QUASI-PUBLIC

This category includes public uses such as government facilities, libraries, public works facilities, post office buildings, and municipally-owned parking facilities, along with places of worship. This category does not include any land dedicated for recreation. Only existing facilities and public lands are shown on the future land use map. These uses are located throughout the Village and are typically adjacent to nearby neighborhoods. They are encouraged to have buildings located and designed to promote a neighborhood scale and character. Because of the general nature of this category, it does not necessarily correspond to any one of the existing districts in the Village's zoning ordinance. Public and quasi-public uses are proposed to account for 59.1 acres, or about 1.8 percent, of all future land use in Dundee.



Sign for the Dundee Township Library; an iconic Public use.

VILLAGE PARKS

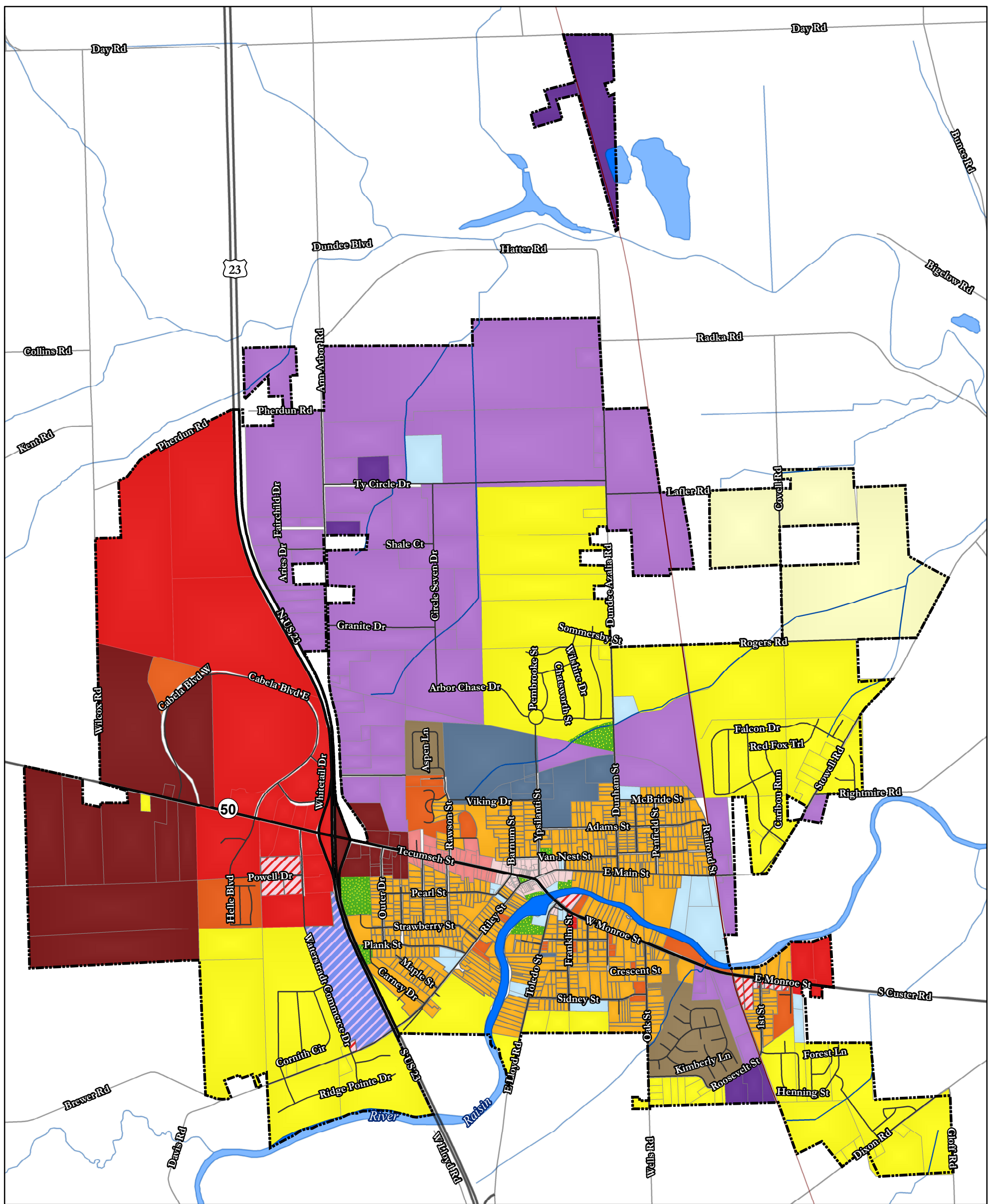
Land included in the Village Parks category shows existing parks, public open spaces and recreational facilities in Dundee. Lands identified as Village Parks are existing public parks and do not include any private recreation facilities. Village Parks will comprise 21.2 acres, or about 0.6 percent, of land in the Village of Dundee.





















Ford Park in Dundee.

CONCLUSION

The Village of Dundee has spent approximately a year addressing important issues impacting the community. They received valuable input from residents from an online community input survey. As a result, the Planning Commission has compiled a carefully prepared Master Plan that represents the data, efforts, and community spirit of Village residents. This plan is only the beginning of an action program for the next five to twenty years. Because the future welfare of the Village depends upon rational, coordinated action, the Planning Commission stands ready to meet any person or group interested in the future development of the area. The Planning Commission will be available to help and guide those needing advice or wish to be part of the plan implementation process. While this task is to be led by Village officials, implementation also depends on every responsible citizen in the Village of Dundee. By working together, Village will continue to be a desirable, attractive, and convenient community in which to live, work, and play.



Future Land Use

- | | | |
|---|---|---|
|  Rural Residential |  Office |  Dundee Village Boundary |
|  Low-Density Residential |  Central Business District |  |
|  Medium-Density Residential |  Tecumseh Street Business District | |
|  Multiple Family Residential |  General Business District | |
|  Manufactured Housing Development |  Interchange Business District | |
|  Public / Quasi-Public |  Technology District | |
|  School |  Light Industrial | |
|  Village Park |  Heavy Industrial | |

The Village of Dundee Master Plan 2014 was approved by the Dundee Planning Commission on October 6, 2014, and adopted by resolution by the Dundee Village Council on October 21, 2014, by authority of the Michigan Planning Enabling Act, Public Act 33 of 2008, after holding a public hearing for this Master Plan on October 6, 2014.

Ted Norris

Ted Norris
President, Village of Dundee

Chapter 6

Action Program

OVERVIEW

The purpose of this section is to describe the long-term vision for Dundee, with enough detail to highlight likely outcomes for the Village, yet be flexible in order to address changing conditions and adapt to the changing wants and needs of its current and future residents, landowners, and other stakeholders.

It should go without saying that determining the direction for the Dundee community for the next five to twenty years is a challenge. Determining what needs to be improved, what should be preserved, and what should be substantially changed is successful only when based on sound public participation and detailed analyses. Setting the goals for Dundee was a process accomplished by the thorough review of existing characteristics in the Village and the results of the community input survey. Based upon this information, a number of goals were established and are a major component of this Master Plan, which is intended to be the primary policy document for Village officials when considering matters related to land use, development proposals, and infrastructure improvements.

What follows then, are the goals and action items that represent the overall vision for the Village of Dundee. They will serve as the foundation for preparing concise and well thought-out community improvements for the life of this Master Plan. The goals will also be the guiding principles for future land use decisions by Village officials and should guide rezoning decisions and other land use questions that arise from time to time, which might include floodplain management strategies, proposed low-intensity industrial facilities and other developments, and integrating transit and infrastructure improvements in the Village land use pattern. Implementation of these goals is a multi-faceted effort that will likely enmesh the zoning ordinance, other local ordinances, various Village departments, and other plans such as the Village's five-year capital improvement program.

Community input results and interactions with Planning Commission members show that the priorities shared by many community members include maintaining high-quality schools, maintaining and improving existing infrastructure and services, and expanding opportunities for employment and economic vitality downtown and throughout the Village. The goals in this section are divided into broad categories and relate directly to these and other issues identified as priorities by the residents and the Planning Commission. These broad categories include residential, downtown commercial, US-23 area commercial, industrial, transportation, and community facilities, services, recreation, and natural features. After the goals, a number of action items are listed that support the implementation of Dundee's goals.

A **goal** is a destination, a final purpose which a community seeks to attain. It is a broad, general statement expressing the intent of the community. It is often written in a general way to be inclusive of many ideas that support principles that are valued by the local community. An **action item** is the means for attaining a goal. One goal can have many supporting action items. Each action item is a future task that should be undertaken and will assist in the implementation of this Master Plan.

RESIDENTIAL GOALS

In a regionally-connected and commerce-rich Village, it's the neighborhoods that make Dundee residents feel at home. Features such as street trees, neighborhood parks and schools, Victorian-style architecture, sidewalks and inviting front porches all give Dundee's neighborhoods a strong sense of community. The input received from the residents of Dundee showed that the small town character of the Village was repeatedly found to be an important factor to quality of life. Holding the highest proportion of land use in the Village, it is important that residential areas be developed, maintained, and redeveloped in a way that further contributes to the friendly, small-town, historical appeal of the Village.

Many of the historic success of Dundee's residential areas can be attributed to sound community design practices. These practices allowed development to be balanced with the capacity of municipal infrastructure and to expand strategically along an interconnected network of streets. Residential development near the center of Dundee has also been complimented by architectural standards, street trees, sidewalks, and lighting features that promote approachable, friendly and inviting living spaces. As residential development continues to expand adjacent to Dundee Azalia Road, Brewer Road, and Dixon Road, it will be important to maintain these key attributes in order to create thriving new residential areas.

Architectural and site design standards can promote these attributes in its current and future residential areas. These include standards for building materials, lot sizes and width, points of emphasis on residential facades, neighborhood parks, sidewalks and pathways, street lighting, walkable and accessible street and streetscape design, signs, landscaping and open space, and parking. Some of these standards and guidelines exist in the Dundee Zoning Ordinance.

All communities in Michigan are adjusting the way they view residential development in the wake of the housing-centered economic recession of 2008-2009. For Dundee, where previous planning efforts tended to inflate projections for residential growth, this provides a chance to recalibrate the pace of development. As residential growth slowly picks up throughout southeast Michigan, Dundee can look forward with an eye toward stabilizing the Village's existing residential areas and attracting investment. This can partially be achieved through upholding standards that facilitate diverse and resilient housing developments and safe and

attractive communities. The following goals and action items seek to link a strong past with a resilient future for Dundee’s residential areas.

A. Preserve small town character and retain the historical character of the Village

- Encourage the renewal and revitalization of residential areas of the Village through redevelopment, code enforcement, and encouraging home improvements.
- Provide safe and accessible areas for recreation and social interaction within each neighborhood.
- Establish infill standards that regulate the size and design of new housing to ensure that it is consistent with the existing neighborhood character.

B. Encourage residential development that embodies sound community design and is consistent with existing community character

- Ensure appropriate land use transitions to minimize conflicts.
- Encourage traditional street features including on-street parking where appropriate, concrete curb and gutter, not excessively wide pavement, a 5-8 foot wide curb lawn (that includes street trees and street lighting) and sidewalks on both sides.
- Encourage a walkable scale of new residential development that maintains a maximum distance from recreation, civic or shopping opportunities of one-quarter mile.
- Using the Zoning Ordinance as a guide, encourage building design standards that ensure new homes are compatible with the existing traditional housing stock.
- Ensure multiple-family developments promote the character of the community through additional design requirements that address building orientation, spacing, open space, parking and screening.
- Adopt new codes and ordinances to address blight issues in all types of neighborhoods, including empty buildings, housing structure quality, property maintenance and façade improvement.

- Establish a rental housing inspection program to preserve safe and sanitary conditions.

C. Provide opportunities for diverse housing developments and ensure that an appropriate mix of residential uses is available in the Village

- Encourage continued development of and investment in suitable housing for the elderly population and for low- and moderate-income households.
- Encourage a variety of housing types in appropriate locations to address the housing needs of all Village residents.
- Encourage housing options that facilitate an improved quality of life for senior citizens.
- Continue to employ open space and landscaping requirements for residential subdivisions, condominiums, multiple family residential developments and residential uses in planned unit development areas as a way to encourage open space preservation and outdoor recreation.

DOWNTOWN COMMERCIAL GOALS

Downtown Dundee provides a link to the Village's past and a balance to the broader commercial land uses on the west and east sides of the Village. Many respondents to the web-based community input survey listed Downtown as an important feature they liked about the Village. Goals and actions for the Downtown area need to ensure that it remains the cultural and historic heart of the Village. Mixed uses will help to diversify the economy of the Downtown area and make it more resilient to market fluctuations while making it approachable and inviting to residents and visitors alike.

Development and redevelopment in the Downtown area must be responsible and strategic, and must function to elevate the area as the center of the community. The Downtown Development Authority (DDA) will serve a huge role in incentivizing small business development and allowing continued investment downtown through strategic public-private partnerships.

As with residential areas, design standards can play a major role in fortifying the downtown area's appeal and small town character. These include developments that maintain a small and approachable scale, streetscape features that promote pedestrian access, strategic street trees, street lights, and landscaping, and architectural features that accentuate landmarks and attractive vantage points. The downtown should also be encouraged to maintain public institutions such as the Village Hall, the Old Mill Museum, and the Township Library, as well as public spaces that ensure places for residents to connect, relax and recreate. After the 2002 Master Plan for the Village was published, the Village made an important step toward institutionalizing many of these land use goals and design standards for the Downtown area through the creation of a Central Business District (CBD). The Zoning Ordinance currently includes permitted uses for the CBD which help to ensure appropriate and diverse development options. It also encourages design and building standards that will help to maintain the character of downtown. These features of the Zoning Ordinance should continually be refined and expanded. In addition to the zoning ordinance as a policy mechanism, the DDA should play a major role in reinvigorating and strengthening the historic downtown by pursuing strategic initiatives. A Historic Commission should also be established to assist with these initiatives and to ensure that developments in the downtown historic district conform to aesthetic and design standards.

The goals and action items for Downtown Dundee are found on the following page.

A. Preserve the historic, small town character of the downtown area

- Establish a Historic Commission.
- Encourage infill construction that upholds high design standards and adds to the variety of businesses and the historic and cultural appeal of the downtown district.
- Encourage architectural design guidelines for the Planning Commission, Downtown Development Authority and Village Council to follow when reviewing development proposals that promotes pedestrian scale development and ensures compatible architecture.
- Employ architectural and design review responsibilities in order to regulate developments and uphold architectural standards in the Historic District.
- Continue to maintain the distinct image of the public realm including the street trees, street lights, open spaces and street furniture.
- Ensure sign regulations are used to promote and allow signage that is characteristic of a traditional downtown.
- Ensure that future development adequately accommodates parking that is well designed and located to the rear or side of buildings.

B. Ensure downtown is strong and the center of the community and improve connectivity between the downtown district and the surrounding neighborhoods

- Improve pedestrian access and promote walkability in the downtown district and DDA area through features including bike paths, signs, sidewalk improvements, cross walks, and street tree management targeted to avoid visual obstruction of businesses.
- Install new bike racks in the Downtown area.
- Encourage public and private partnerships to strengthen investment in the downtown district among the members of the Downtown Area Business Association (DABA) through programming, landscaping, and other efforts to make downtown more inviting.

- Coordinate development proposals between the Downtown Development Authority, Planning Commission, and the Village Council to ensure compliance with goals.
- Maintain civic uses such as the Village Hall and the Township Library in the Downtown.
- Maintain and enhance public areas for community events and gatherings and ensure accessibility to these public areas.
- Pursue fishing area and pier improvements Downtown along the River Raisin.
- Install and maintain flower baskets in the Downtown area.

C. Provide mixed-uses to ensure economic and social stability

- Continue to allow and encourage a mixture of commercial, residential, office and civic uses in the district through zoning.
- Ensure appropriate land use transitions to minimize conflicts.
- Improve public property adjacent to commercial areas where commercial investment is already occurring.

US-23 AREA COMMERCIAL GOALS

Dundee is in a unique position as the small-town home to a major commercial hub. Dundee's long-held small town character can be complimented and enhanced by the expansive commercial activity occurring near the intersection of US-23 and Tecumseh Street. When a Cabela's retail store opened there in 2000, it was projected to spawn a durable and long-lasting era of economic opportunity and residential growth for the Village. After a period of stubborn decline in the national housing market, the area has a potential now to be a stabilizing force for further investment in the community. This area should be utilized both to attract new economic growth and to uphold an aesthetic standard for future commercial development.

The US-23 / M-50 Area should continue to serve as a high-quality gateway to the Village of Dundee. Permitted uses should continue to attract motorists along the US-23 corridor. The Zoning Ordinance should be used to promote standards for building materials and color, roof appearance, proportion and scale, orientation, setback dimensions, outdoor storage areas, rear façades, and loading areas that minimize the disturbance of heavy commercial activity, improve motorized and non-motorized circulation, and increase the aesthetic appeal of the area. Appropriate land use transitions should also be encouraged to minimize the impact of heavy commercial use on adjacent low-density residential and agricultural areas.

Landscaping, including buffer areas, parking lot plantings, and stormwater management areas, should be used to enhance the environmental function and aesthetic beauty of commercial developments. The Village should employ access management strategies to improve traffic circulation. It should also seek funding from the Michigan Department of Transportation (MDOT) and other sources where possible to add features such as lighting, accessible sidewalks, and traffic-calming features along strategic pedestrian routes to building entrances to improve pedestrian access and safety. The US-23 / M-50 interchange itself should also be continually evaluated, maintained, and embellished with strategic plantings, decorative lighting, and signage to ensure that it provides a clear and appealing entryway to the Village. Measures should also be taken to ensure that existing utilities and infrastructure are maximally utilized to promote the orderly growth of commercial developments along US-23.

A. Ensure that new development conforms to high-quality aesthetic standards and complements the existing character of the Village

- Encourage the freeway business district as a center of jobs for residents, an economic hub for the Village, and an attraction for motorists along US-23.
- Buffer surrounding agricultural and rural residential uses from large scale retail and freeway uses and related impacts through the use of site design standards found in the Village Zoning Ordinance.

- Develop architectural design guidelines for commercial buildings that promote building development that is compatible with the historic and small-town character of the community.
- Enforce the landscape standards of the Zoning Ordinance and require landscaping that will minimize the impact of large scale development, promote natural design of vegetation and continue the character of the Village.
- Minimize the impacts of signage and lighting while at the same time allowing safe and effective business identification.
- Promote the application of permitted uses and regulations in the Tecumseh Street Business District as a way to improve the transition between US-23 and the downtown area and to encourage stable and dynamic developments.

B. Encourage high quality infrastructure improvements to support commercial development along US-23.

- Work with MDOT to provide safe pedestrian and non-motorized transportation options and promote safe traffic patterns in the Village, require pathway connections along M-50 between sites and safe pedestrian access to building entrances, and provide pedestrian-friendly features between automobile-oriented commercial centers and places of residence.
- Install a new sidewalk and new lighting under the US-23 overpass on the south side of M-50.

INDUSTRIAL GOALS

As the Village of Dundee continues to develop, industrial lands will continue to provide jobs, increase the tax base, and provide an important economic base for the community. Future industrial land uses will need compliment the community aesthetic while providing a stabilizing economic force. It will be important for developers to grow industrial uses strategically along existing Village utilities and infrastructure in order to promote orderly and sustainable growth. Industrial uses should also employ design standards that address features such as traffic management, outdoor storage areas, fencing, and landscaping in order to minimize the impact of developments on adjacent land uses. Strategies should also be implemented to promote low-intensity, highly technical industrial uses that attract well-paying jobs for area residents. This can be partially done through strategic partnerships with economic organizations such as the Monroe County Business Development Corporation (BDC). The Monroe County BDC was formed by area business leaders in 1982 with the mission of attracting, retaining, and diversifying job opportunities in Monroe County in manufacturing, research and service. The Village recently signed a service agreement with the Monroe County BDC. Ann Arbor SPARK is another important area economic development agency and potential partner for development. Ann Arbor SPARK manages an economic consortium of the counties of Hillsdale, Jackson, Lenawee, Livingston, Monroe and Washtenaw and provides resources for business expansion and entrepreneurial startup efforts throughout the region.

A. Provide appropriate land area for new development to expand the Village’s employment opportunities

- Locate industrial development only in areas of the Village where it is compatible with surrounding land uses and supported by transportation and utility infrastructure.
- Preserve and rehabilitate existing, appropriate industrial areas by removing incompatible uses, consolidating land, and removing vacant and substandard buildings, as well as giving particular attention to landscaping, buffer strips, off-street parking, and other design matters.
- Continue to regulate the development of industrial areas in three hierarchal categories of development: Technology, Light Industry, and Heavy industry.
- Amend the Zoning Ordinance to create a Technology District which encourages high-quality, low-intensity research and technological development as a source of high-skill jobs in the Village.
- Control traffic along roadways through properly designed driveways and access management standards that apply to industrial operations and truck traffic.

- Ensure new industrial development that respects and promotes intended high quality character of community.
- Promote industrial development that respects the environment and protects natural features on the site.
- Develop standards which improve the visual appearance of outdoor storage, parking and loading areas and any outdoor operation.
- Enforce performance standards governing industrial uses.

B. Enhance and improve employment opportunities and training for jobs in technical and skilled trades sectors

- Work with regional economic organizations such as the Monroe County BDC and Ann Arbor SPARK, composed of the six-county Greater Ann Arbor Region¹, to encourage industrial uses that provide well-paying jobs and opportunities for expanded economic development in Dundee.
- Ensure that the Technology District allows uses that promote high-skill job opportunities and training.

¹ This includes Hillsdale, Jackson, Lenawee, Livingston, Monroe and Washtenaw Counties.

TRANSPORTATION GOALS

Transportation options that provide mobility and access are directly related to Dundee's overall health. This is supported by a growing body of research that correlates accessible motorized and non-motorized transportation with quality of life. It is also supported by a widespread sentiment that access is one of the leading advantages of living in Dundee, as expressed in the community input survey.

The Village's connection to major economic centers along US-23, its historic Downtown, and the River Raisin all help to define Dundee's transportation network and are important factors to consider when shaping new transportation policies. The scale, width, continuity, alignment, and lighting associated with individual streets are what define this network at a small scale and make it legible and navigable for its users. These features must be continually evaluated and improved upon.

As described earlier, Dundee includes state roads, major arterial roads, minor arterial roads, and residential streets. Each of these levels of the road hierarchy play an important role in connecting people through and across the Village. Traditionally, there has been a negative relationship between the proportion of road service, or mobility, and the ease by which it is accessible at the pedestrian scale, or access. This does not need to be so. Act 51, or State of Michigan Public Act 51 of 1951 as amended, was initially enacted to establish road networks, prioritize use of transportation revenues, and allow bonded debt for transportation improvements. As amended in 1973, Act 51 funding could also be used for non-motorized transportation improvements such as bike lanes. In 2006, Act 51 was further amended to include funding options for sidewalks. Finally, the State of Michigan passed Public Acts 134 and 135 of 2010. These define Complete Streets and provide city, county, and state transportation agencies Complete Streets planning and coordination responsibilities. Complete streets are defined by Act 134 as "roadways planned, designed, and constructed to provide access to all legal users." These users include cars, trucks, transit, users of assistive devices, pedestrians and bicyclists. Act 135 provides for the appointment of a Complete Streets Advisory Council to provide education and advice about Complete Streets implementation. These policy mechanisms can serve to improve access on high-mobility roads in Dundee such as M-50, Brewer Road and Stowell Road. Through strategic use of available MDOT funding, the Village can add features which make these collector and arterial roads safer, more approachable, and more connective to the residential streets that define Dundee's small-town character.

The Village should also take action to ensure harmony between its street network and both local and regional non-motorized transportation networks. In 2013, the Village completed an update to its 2009 Recreation Plan. This highlighted a regional trails and greenways initiative for Monroe County, spearheaded by the Greenways Initiative of the Community Foundation for Southeastern Michigan during a five-year period that began in 2001. The Village also kept the promotion and

continued establishment of a community-wide pathway system one of its main goals of the 2013 Plan. The Village should synchronize its proposed and existing path network with its transportation network. This will help to connect non-motorized travelers with the recreational opportunities available in and around Dundee while bringing new users to commercial and public establishments in the Village.

Street and streetscape design standards will also need to play a major role in making the transportation network more connective and usable for motorized and non-motorized users. These include access management strategies, crosswalk design, spatial standards for street and sidewalk width, landscaping, and lighting. Many of these features can be enhanced by enforcing and improving upon standards already found in the Zoning Ordinance. Listed below are some goals and action items that will help to improve motorized and non-motorized transit for visitors and residents of Dundee.

A. Improve the City sidewalk network and pedestrian / bicycle opportunities

- Adopt a complete streets policy that promotes walkable developments and street layouts, encourages non-motorized use and natural areas preservation, and increases safe and accessible transportation opportunities for motorized and non-motorized users.
- Look at the ways to improve the safe interaction of bicyclists, pedestrians, and cars on city sidewalks and streets and fill in the gaps of the sidewalk system by adding sidewalks where they are currently missing on developed parcels.
- Explore the potential to study feasible locations for an additional river crossing for pedestrian and vehicular traffic.
- Install new bike racks and facilitate new paving improvements.

B. Preserve the capacity, level of service and safety of the road network to support current and future development

- Plan for a network of roads by type and function that will provide a complete road system including major, secondary, collector, and local roads.
- Cooperate with MDOT to ensure that a proper relationship exists between planned road improvements and the Village's desired future land use pattern.
- Develop design standards for new road development that promotes the goals of the community.

- Develop access management guidelines for major roads.
- Institute a comprehensive program for controlling, monitoring and regulating traffic calming in the Village's neighborhoods.

COMMUNITY FACILITIES, SERVICES, RECREATION, AND NATURAL FEATURES GOALS

Services and facilities including its water system, the Police Department, the Dundee Township Fire Department, Dundee Community Schools, the Library, the Post Office and the Old Mill Museum are all points of pride for Dundee residents. The Village should continue to invest in these services, with an understanding that the municipal budget must be managed cautiously. In an environment where state and federal funding for community improvements is limited, the Village should make strategic improvements to increase the efficiency and effectiveness of its facilities and services.

In December 2011, the River Raisin flooded near downtown Dundee, with a crest reaching six feet above flooding levels. This caused between 20 and 25 homes and four businesses to flood in Dundee. The Village should continue to invest in programs such as the Footing Drain Disconnection (FDD) Project, which was implemented along with a Sanitary Sewer Evaluation Survey (SSES) as a way to reduce unnecessary stormwater inputs to the Sanitary Sewer Treatment Plant. These types of programs provide proactive solutions to reduce strain on stormwater infrastructure before much more costly “end-of-pipe” solutions are needed as a response to flooding and other environmental disasters.

The Village should work with utility providers to ensure utilities are readily available to residents. The Village should also improve engagement with the community; continually utilizing its website and other web and print media to ensure residents are engaging with civic and school organizations.

As the Village manages the relationship of its infrastructure to the River Raisin, it also must highlight it and preserve it as a natural amenity. The Village should continue to encourage natural features setbacks and enforce the structural requirements of the Floodplain Overlay District as a way to promote uses that minimize flooding risk for land uses along the River and contribute to its overall health. The Village should continue to maintain and improve open spaces used for recreation, both adjacent to the River and throughout the Village, based on the recommendations of the Village’s recreation planning documents. Finally, the Village should encourage the use of plantings and natural topography that enhance the natural features of developed sites. Goals and action items for improving Dundee’s community services, facilities, and recreational and natural features are listed below.

A. Provide quality, responsive, and cost effective services to the community

- Encourage public involvement with community, civic, and school activities and organizations.
- Continue to improve response times to emergency situations.

- Continue planning for capital improvements that will systematically plan and budget future investment in community facilities.
- Provide and plan for adequate utilities and infrastructure so that Dundee may ensure managed and responsible growth.
- Improve communication and transparency with the Village and get more information to residents through the website, mass communication, and brochures and other print materials.

B. Preserve the quality of life in Dundee by retaining significant natural and recreational amenities within the community

- Maintain and upgrade existing parks based on the recommendations of the Village's recreation planning documents.
- Add new recreational opportunities on the west side of US-23 to compliment new residential growth in this area.
- Seek grants from the DNR to help implement the Village's recreation plan.
- Protect the quality of the River Raisin and its tributaries from the harmful impacts of development while at the same time promoting it as one of the Village's greatest assets.
- Employ the requirements of the Floodplain Overlay Zoning District to ensure that floodwaters pose minimal danger to uses in the floodplain and negative impacts on the natural functions of the floodplain and the environmental quality of the river are minimized.
- Encourage the use of natural features such as natural topography, woodlands and wetlands into site development as aesthetic and functional features while protecting the quality of these features.
- Promote sensitive and responsible storm water management practices through developing guidelines and policies based on Michigan's Best Management Practices (BMPs).
- Encourage sensible and strategic tree plantings along streets and in public spaces.

Chapter 7

Subarea Plans

OVERVIEW

The Subarea component of the Master Plan offers specific guidance and recommendations on how to achieve the goals for certain areas within the Village. The overall intent is to establish strategies and policies which ensure these areas develop in a manner consistent with the unique character of the Village of Dundee.

These areas are the 1) residential neighborhoods, 2) US-23/M-50 Interchange, and 3) Downtown. The residential component embodies all residential areas within the Village. Project limits for the interchange discussion is bound to the west by the Village boundary and the east by Mechanic Street. This is primarily a highway/regional commercial area serving motorists traveling along US-23 and M-50.

The Downtown boundaries are along Main Street, Tecumseh Street, Riley and Monroe Streets. Most of the discussion is focused at the main intersection of these roads. Within the discussion of the downtown, development along Tecumseh Street approximately between Mechanic and Barnum is evaluated as a transitional between the two main commercial centers of the Village. This area requires special attention to ensure it is properly developed in a manner that is compatible with the Village.



NEIGHBORHOOD DEVELOPMENT

Neighborhoods are a critical component of the overall community. In the Village of Dundee, the single and multiple-family residential dwellings encompass many styles. Many of the single-family homes are Victorian in character with architectural detailing and large front porches. The majority of the homes, however, are more “farmhouse style” representing the rural character and history of the area. There are also newer homes mixed in that possess suburban characteristics such as attached garages and deeper setbacks. In the past twenty years, the Village has also added two manufactured housing developments. Finally, multiple-family exists throughout the Village in the form of converted single-family homes and in multiple-family complexes.

No matter the design era or style, residential development has occurred in a very traditional pattern along somewhat interconnected, grid streets. Existing neighborhoods are provided with sidewalks, street trees, open space and schools and inviting front porches. These elements, among others, have contributed to a strong sense of community for residents. Except for the past ten years, the Village has experienced almost no suburban style development that is characterized by cul-de-sacs and curvilinear roadways. Preserving the traditional character of the older areas is of utmost importance to the citizens of Dundee. Therefore, they should be preserved and protected in the future as the Village changes and develops.

This subarea plan includes all areas that provide housing for the Village's residents ranging from Victorian style homes along Riley Street near downtown, farmhouse style homes along Strawberry Street to affordable manufactured housing. The plan also addresses multiple-family housing.



Celebrating Halloween in a Dundee neighborhood.

Neighborhood Design

There are a number of large parcels in the Village that have the potential for residential redevelopment. These sites should be developed in a manner which is consistent with the traditional neighborhood character of the established residential areas but should also possess the modern amenities of the newer developments. The majority of this land is located along the northeast boundary of the Village off Stowell, Rogers and Azalea Roads. There are also some larger lots mixed into existing developed areas such as along Riley Street and Sidney Street. These smaller sites present potential for lot splits and in-fill development.

Regulations should be developed that will guide the design and layout of these areas in

accordance with the following discussion. There are a few considerations that are specific to multiple-family residential that are described separately.

For in-fill development, condominiums, site condominiums and subdivisions, the Village's subdivision, general provision regulations and district regulations should reflect the attributes and design considerations listed below. An additional method the Village should consider is creating a Planned Unit Development District. These regulations are most appropriate applying to larger scale single-family and multiple-family projects that are proposed for new development, particularly on the large tracts of land on the periphery of the Village.

Architecture

New residential structures should have curb appeal that creates a friendly environment and promote interaction between neighbors. When exploring the Village streets, almost all the existing homes are directly accessible from the sidewalk and the first impression of each home is the porch and front door. New homes should be designed in a similar fashion by allowing the living areas of the home and the front door to be the dominant feature or point of emphasis. Garages and garage doors should not dominate the front facade of the home. Garages should be recessed, or setback, from the front building line or should be side or rear entry so that the doors are not directly visible from the street. In keeping with the existing character of the neighborhood, detached garages located to the rear of the lot are also encouraged.

Building materials should be high quality such as brick, carved stone and wood or high-quality vinyl siding. As an accent feature, dry-vit (EIFS) is also appropriate. For in-fill development and renovations, the use and type of materials must possess the high quality elements of adjacent housing. The intent is to ensure new construction is compatible with the existing neighborhood. New residential development should attempt to emulate historic characteristics at the same time work to achieve its own unique design theme.



A residential street in the winter: Typical street layout.

Lot Sizes / Width

Residential development is recommended throughout the Village in the Future Land Use Map at varying densities. These densities are consistent with existing development and with the intended character of the particular area. Under current zoning, the typical minimum lot size for single-family development throughout the Village is 9,600 s.f. (RA-1), 6,000 (RA-2) and 7,200 s.f. (RA-3) with typical lot widths between 80 and 60 feet. Lot sizes, widths and required setbacks within the single-family districts allow for "close-knit", yet comfortable, spacing between homes. For single-family development, these same densities and dimensions should continue in

order to perpetuate and enhance the existing traditional neighborhood atmosphere. A lower density designation is introduced with this plan in some areas to serve as a transition into Dundee Township.

Multiple-family housing includes apartments, duplexes and senior housing. The density of these developments are currently based upon the number of total rooms proposed and the acreage of the site. Lower density multiple-family developments are encouraged to be townhouse style, each having an individual entrance. Higher density development may be townhouse style as well, but more likely apartments.

Neighborhood Parks

Neighborhood parks are a key element to any quality neighborhood. These can take the form of a public park, a school playground or a common area held by a subdivision or condominium association. Currently parkland is offered by the Village park system, the riverwalk and school playgrounds, however, they are not well integrated into the neighborhoods.

The three main residential areas within the Village are neighborhoods created by specific barriers including M-50, the River Raisin and non-residential land uses. Open space and parkland should be fairly dispersed to each area. The neighborhoods are: 1) south of Tecumseh and west of Riley Street, 2) north of Main Street and west of Ypsilanti Street, and 3) south of Monroe Street and west of Toledo Street.

As new residential projects develop, neighborhood park and open space areas should be required to accommodate the increased demand created by the new residents. These parks may either be public and dedicated to the Village, or the developer may maintain the land as private under the control and ownership of an association.

Sidewalks / Pathways

Neighborhoods need an integrated pedestrian circulation system which conveniently and safely links residents to other neighborhoods, public gathering places and other key destination points within the Village. Currently, the Village follows a yearly sidewalk replacement and construction program for the existing system. As new residential development is proposed, the Village should ensure that sidewalks are provided throughout the neighborhoods. Additionally, it is important to ensure that appropriate connections are made to adjacent sidewalk and pathway systems and to key, nearby destinations. Pathways and sidewalks should be enhanced by abutting green space and street trees.

Street Lighting

In order to promote activity in the neighborhoods and to establish a safe environment for residents, street lighting should be provided along the roadway and sidewalks. Currently, residential streets are lit by tall cobra-head style lighting and high span wire lighting fixtures. These promote safety for motorists and improve visibility along these roads, however, they are too intense for residential areas and do not positively enhance the neighborhoods.

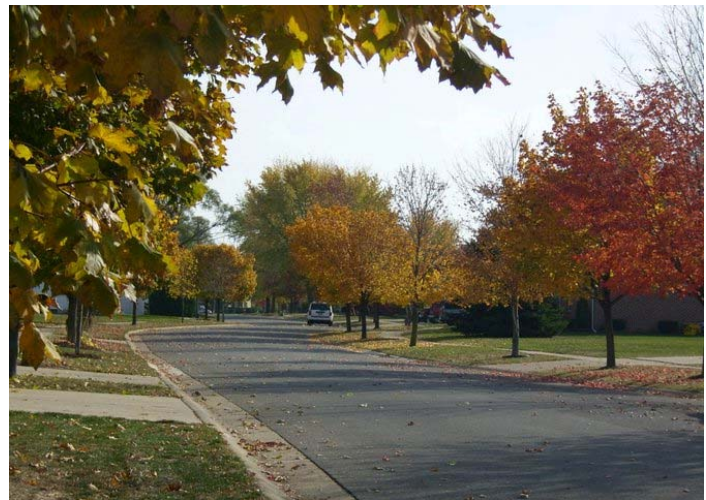
Within the downtown, however, decorative street lighting that is much shorter is used. The

decorative style enhances the character of the downtown and the smaller size promotes a scale that is more comfortable and oriented toward pedestrians. Ideally, lighting within residential areas should also possess these qualities and when possible match the style of lighting within the downtown. New development should provide this type of lighting and gradually the cobra-head and span wire fixture should be replaced. In some instances, such as intersections, a more powerful light fixture may be more appropriate. Lighting should be reasonably spaced and should by no means negatively impact nearby sites or motorists driving along the road.

Street Design

A traditional street cross-section should be applied throughout the community. Concrete curb and gutter should be round. Wide, but not excessively wide pavement which accommodates on-street parking should be provided. Streets should be designed to keep speeds and volumes low. Methods to accomplish these goals include maintaining a narrow pavement width, creating short block faces and accommodating some curves in the road. Excessive use of stop signs should be avoided.

A key aspect of maintaining physical connections throughout the community is an interconnected series of streets and blocks. Currently, east of Ypsilanti Street and north of the river, blocks are inconsistent sizes but very few dead ends. The area west of Riley Street south of M-50 is a relatively consistent grid pattern. The neighborhood south of M-50, east of Toledo, is disconnected with many dead ends. While new streets do not necessarily need to follow a rigid grid pattern, at a minimum more street connections are needed in existing neighborhoods, this should also be required in new residential developments. These links are vital to shortening driving and walking distances within the community. The typical suburban street design element of cul-de-sacs contribute to creating isolated neighborhoods and interruptions of traffic patterns and should, therefore, be avoided.



A scenic Dundee streetscape in the Fall.

Streetscape Design

Design features within the streetscape such as street trees can also be used to alert a driver he/she is in a residential area and should slow down. Currently, there is a mixture of streetscape styles. While almost all offer a curb, green space and a sidewalk on each side of the road, fewer offer a consistent row of street trees. For example, the view down Strawberry Street is framed on each side by a consistent row of trees along the road, however, down Adams Street there are many pockets of open space with only a few trees along the road. Although views of the homes are improved and there is less maintenance due to the lack of trees, there is a less uniform appearance on the block compared to other areas in the Village, like along Strawberry Street.

Streetscape elements also establish the roadway as a design feature, not just an impervious surface for vehicles. Street trees should be provided within a 5'-8' curb lawn between the street and the sidewalk. Street trees should generally be spaced 30 to 40 feet along the road.

Signs

Older platted subdivisions within the Village have individual names, but are fully integrated into the overall network and do not have signs to delineate their boundary. On the

contrary, most subdivisions developed in other communities during the mid 1900's up to the present day have been designed to be separate entities, thereby creating the desire for separate identification. This was not only accomplished through disconnected road systems, it was also perpetuated by the use of subdivision names. Residents no longer referred to their place of residence by the street name, it was by the subdivision name.

This concept is not consistent with the traditional neighborhood design of the community within the core of the community. Single-family residential developments should not be differentiated by signs, but should be seamlessly integrated into the fabric of the community. Multiple-family development may provide a sign, however it must be subtle and low to the ground with planting beds. Illumination of the sign should not be permitted unless the lighting serves to identify the entrance to the development for motorists.



Land use transitions in residential Dundee.

Multiple-Family Development

In general, the design elements described above for neighborhoods development apply to both single-family and multiple-family development. However, there are a few recommendations that are applicable only to multiple-family, or high density housing to ensure they are quality developments and consistent with the traditional character of the Village. There is not much land currently used, planned or zoned for multiple-family development. Multiple-family uses in the Village currently consist primarily of converted single-family homes and a few multiple-family buildings that are nestled in with the single-family neighborhoods. Through flexible zoning regulations such as Planned Unit Development District and the townhouse style housing development, however, attached housing could very well develop in the Village.

Building Orientation / Spacing

Multiple-family housing is typically a more massive building than single-family housing. Therefore building's should be set back from the roadway slightly more than a single-family

home. However, if the structure emulates the scale of a single-family home through the use of front porches, or stoops, peaked rooflines and a maximum of two stories, similar setbacks are appropriate. In either case, the entrances should be oriented to the street, providing a sidewalk connection to the right-of-way.

For developments which include multiple buildings, the spacing of the structures should be directly related to their size, the acreage of the site and the natural features on the property. Ideally, they should be fairly well spaced. In an attempt to preserve natural features, though, closer spacing may be acceptable.

Open Space

Open space must be provided to adequately serve the recreational needs of the additional population. The required amount of open space must be based on the number of units or rooms in the development. Preservation and protection of natural features is encouraged whenever possible, however, a portion of the open space must be determined to be useable for recreation.



Open space is an integral part of Dundee neighborhoods.

Parking

Multiple-family developments commonly provide parking areas for guests and residents. These areas must be appropriately located so as not to be directly visible from the street. When abutting single-family residential, enhanced screening of the parking lot is necessary to offset impacts of noise and lighting. For developments that provide garages for the units, the same design guidelines would be applied as described above which states that garages must not dominate the front facade of the structures as it is viewed from the roadway.

Landscaping / Screening

Although traditional design supports the mixture of uses, there are some instances where screening is appropriate. As discussed above, parking areas and waste receptacles should be screened from view of the street and adjacent uses. Sensitivity should be given to nearby single-family residential development. Although compatibility is encouraged, buffering in some manner is encouraged.

Senior Housing Options

Recent demographic information shows the second fastest growing age group in the Village was residents 65 years and older (the fastest growing age group is 55-64 years). Therefore, the Village must seriously consider the provision of housing for seniors. Many reasons support this recommendation; the primary motivation being that residents do not want their parents and

grandparents to be forced to move out of the community in order to find proper housing. Currently, the basic facilities are accommodated in the zoning ordinance as required by law and are described below. However, there are new trends that have expanded the market for senior housing options that should be considered and accommodated in the Zoning Ordinance.

Adult Foster Care

Currently, the Village accommodates state regulated adult foster care facilities in some fashion in a majority of the zoning districts. By this, they are accommodating residential facilities for seniors that are primarily independent but require some medical assistance or simply prefer daily assistance with household activities such as cooking. These facilities range in size from a traditional home environment of six (6) people to congregate facilities of twenty (20) or more. The intent of these facilities is to provide a "group home" environment where facilities are shared by all residents to a certain extent.

Nursing Homes

A few of the districts allow state licensed nursing homes which are facilities for seniors significantly more dependant and require more intensive assistance both medically and in daily activities. These facilities function similar to a hospital where around-the-clock medical assistance is provided.

Recent Trends

Recent trends have expanded the market and offer seniors a variety of housing options that vary not only in the extent of the services offered but also the amenities. This newly created market, coupled with high demand and a strong economy, has developed fierce competition amongst the senior living development community. This has been a benefit for communities because they are seeing higher quality senior living facilities for their current residents as well as future residents.

Under current regulations, the most independent type of facility could be easily developed. This would essentially consist of an apartment complex or condominium development located in the RM-1 and RM-2 districts such facility usually has an age restriction or gears its marketing towards people over the age of 55 years (typical age). In the PUD zoning district, a senior housing option should be considered. Typically, these complexes form associations, collect dues and generate funds to pay for maintenance and activities. Through the PUD district, regulations could be developed that establish review procedures and offer incentives in exchange for open space, high quality site design and amenities. There is not, however, specific provisions for developments which offer some variation of assisted living for seniors where some facilities are shared and some are independent. Again, through the use of a PUD, it is conceivable the facility could be developed.

US-23 AND M-50 INTERCHANGE

The US-23 and M-50 Interchange Subarea encompasses land fronting on M-50 bounded to the west by the Village boundary and to the east by Mechanic Street. Existing development on the east side of US-23 consists of auto-oriented uses such as drive-through restaurants and gas stations. These uses function as services to freeway travelers and those entering and exiting the Village. The west side of US-23 is new development consisting of a large multi-business development that includes restaurants and large scale retail shopping uses with independent commercial businesses on the south side such as hotels and a gas station. These large scale uses establish the interchange as more of a destination point to which people specifically travel.

This area requires focus because recent boundary amendments and expansion of public utilities has expanded the Village boundaries to encompass a large portion of this interchange. Consequently, the Village is presented with prime development opportunities for the area and an important source of services, taxes and employment. It is further agreed that the US-23/M-50 interchange functions as an entranceway, or "front door", to the Village. The impressions made at this entrance are important to the residents of Dundee.



Typical character of a business in the US-23 and M-50 interchange subarea.

Responsible planning dictates that a set of goals and action strategies for this area are necessary to ensure that development of this interchange continues to be a high quality gateway to the Village. The following discussion focuses closely on various elements of development such as uses, site design and circulation. These strategies will ensure that proper development of this area continues to positively influence the development and image of the Village overall.

Uses

Permitted uses within this subarea should be closely monitored to ensure they meet three important criteria: 1) the uses must serve the needs of motorists traveling along and, to and from US-23 and M-50 corridors; 2) the uses must create an appropriate and complementary transition into downtown Dundee; and 3) the uses must promote a positive and compatible image of the overall community.

In order to regulate the uses and ensure they are distinct from the downtown, zoning should continue to direct all auto-oriented and freeway service uses to the interchange. Appropriate uses to be sited at the interchange include, but are not limited to: gas stations, restaurants, large scale retail and hotels/motels. These uses are compatible with existing development.

Building Design Character

One of the most influential elements in establishing the character at the interchange is architecture. To achieve continuity, certain basic standards should be adopted that reflect the desired impressions of the Village at this major gateway. These include quality and type of building materials, scale of building and detail of architecture. The architecture should also respond to context, the surrounding landscape, and use.

Building Materials/Colors: Commercial activity, which involves automobile and truck traffic, can produce a lot of wear and tear on a site. Buildings should be constructed in a manner which will ensure longevity and reuse. Building materials should be durable and have an appearance of permanence and substance while consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged as the primary building material with limited use of metal, wood and dry-vit as accent or trim. Finally, building colors should be subtle and consistent.

Roof Shape/Rooftop Equipment Screening: The roof shape and materials should be architecturally compatible with adjacent buildings. Building shapes should incorporate peaked roof lines, archways and other treatments should be used to give variety while complementing the existing buildings in the area. In addition, rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.

Proportion and Scale: Proportion deals with the relationship of the height to the width of the building and the relationship of each part to the whole. Scale defines the relationship of each building to other buildings in the area. New building construction and renovations should be consistent with the scale and proportion of surrounding buildings along the corridor. For instance, a three story structure would be out of scale in an area of one story buildings. Similarly, a wide building would not fit in a row of narrow buildings.



Silver Bells Christmas Shoppe on Tecumseh Street: Suitable proportion and scale in the US-23 and M-50 Interchange subarea.

Entrance/Orientation: Entrances to commercial buildings should use windows, canopies and awnings; provide unity of scale, texture, and color to adjacent buildings; and provide a sense of place. In addition, building entrances should be oriented to the roadway. A high quality facade and accessible entrance will attract customers and establish a quality image.

Building Setback: There are many considerations when evaluating the building placement on a site. Because of limitations on lot sizes, many sites have buildings located close to the road right-

of-way with limited parking in the front yard. This is a desirable situation because it establishes the building as the prominent site feature, not the parking lot. Therefore, in addition to meeting front yard setbacks, maintaining a consistent building line with surrounding development should be a consideration when evaluating a site layout plan.

Overhead Doors/Loading: The placement of overhead doors and loading areas should be closely evaluated. Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area. Generally, these areas should be limited to the side and rear facade of the building. When it is not feasible to follow either of these conditions, adequate screening is necessary to offset the views and noise impacts.

Outdoor Storage: Open outdoor storage should be limited to industrial and heavy commercial areas. Where permitted, it should require a special land use permit which includes specific requirements for screening. Screening should include a combination of opaque screening, decorative fencing and landscaping.

Rear Facade: The rear facade of some sites will be visible from many sides due to circumstances such as rear yard parking and double or corner frontage. Most importantly, the rear of some sites will be directly visible from US-23. These circumstances warrant consideration of the rear facade design. The rear facade should be of a finished quality consistent with the other elevations of the building and should be well-screened where appropriate.

Landscaping

Sites should consistently be developed to maximize the amount of green space. This may be accomplished through developing landscaping regulations that incorporate the following components to site design. There are generally five components of a landscape plan which are described below. Each of these areas plays a different role. But essentially, the landscape plan should provide planting areas that will enhance the site and provide ample internal green space. In addition, plantings should be incorporated to screen and buffer incompatible uses and activities.



Suitable commercial use and landscaping in the US-23 and M-50 Interchange subarea.

Street Frontage: The frontage of all sites should be abundantly landscaped. The intent is to create a pleasant appearance at the interchange and "soften" the visual impact of intensive development. Consistent implementation of these regulations will produce a well landscaped, tree-lined streetscape.

To ensure that the planting plan meets the intent of the requirement, the primary emphasis should be on larger scale plants such as large canopy trees. Where possible, existing mature trees should be preserved. Shrubs and flowers should be used, but in natural clusters that accents the entry to the site and building foundations located at the right-of-way. These

plantings, in the form of hedgerows, should also be utilized to screen parking areas that are visible from the right-of-way. Grass should be utilized as the ground cover for the street front greenbelt.

Parking Lot Plantings: The purpose of incorporating landscaping that directly relates to the amount of parking provided is to screen large parking lots and improve traffic circulation and safety through planting islands. In order to accomplish this intent, plantings should be located within the parking area in landscaped islands and at building foundations. There is a tendency to provide plantings along the edge of the parking lot to avoid installation of the islands and any potential maintenance conflicts. In doing this, sites become surrounded by landscaping with all impervious surface in the interior of the site, which is not desirable. Parking lot landscaping should be utilized to create green space within the site.



Plantings screen parking in the US-23 and M-50 Interchange subarea.

Buffer Areas: Screening and buffering between uses is an important element in site design to ensure that abutting land uses are a compatible situation. It is recommended that "buffer zones" be established along property lines which are based on the proposed use and adjacent existing use and/or zoning district.

Typically, three zones of varying intensity adequately cover any situation. The most intense buffer zone should be required where there is the greatest potential for land use incompatibility, such as between commercial and residential uses. The least intense buffer should be required between uses that are generally compatible, such as between office and commercial land uses. Buffers will generally consist of a mixture of landscaping, including deciduous trees, evergreens and shrubs. For the buffer from industrial or commercial to residential, this landscaping would be in combination with a decorative masonry wall. Generally, walls to buffer residential areas should be of high quality material, such as brick.

Service Areas: To further ensure compatibility between land uses, sites that require service, loading and unloading areas should provide additional screening to ensure the operations are not visible from the roadway and from abutting sites. Elements of screening service areas include:

- Location
- Plantings
- Screening Walls

Building Perimeter: It is not the intent of these recommendations to maximize landscape areas and green space strictly along the edge of the sites. It is also important to allow landscaping to function as an enhancement to the interior of sites. This should be provided in the following

manner:

- Green space
- Canopy Trees
- Ornamental Trees and Shrubs
- Shrubs

Parking. Uses within the subarea will continue to be auto-oriented, however, an excessive amount of pavement and parking area is not in keeping with the goal of the subarea to promote a high quality, aesthetic appearance at the major gateway to the Village.

Updated standards should be established and based on recent parking studies that have determined it is more responsible to plan for typical year-round parking needs as opposed to ultimate peak accumulation. The National Parking Association and other organizations are an excellent resource for this information. Generally, the following elements should be considered in the zoning ordinance for parking:

Use Categories: The uses addressed in the ordinance should be revised to provide a more comprehensive list. The uses outlined in the parking section of the ordinance should coincide with the list of permitted uses in all the zoning districts and should further be covered, as appropriate, in the definitions section. In addition, the uses described should be more specific and should accommodate recent non-residential development trends such as pharmacies with drive-through and gas stations that provide fast food and conveniences stores.

Calculations: As discussed above, the calculations applied to the list of uses should be updated and consistent with recent studies. Many of these studies have resulted in a decrease in parking space requirements which would be beneficial to the Village and consistent with the objectives of the plan.

Flexibility: Although updated regulations will likely require less parking, it will still be important to maintain flexibility. This will allow the Village the ability to evaluate each site on an individual basis. Circumstances which may warrant modification to the standards include the following:

- Potential for shared parking with another site
- Presence of natural features and the desire to limit impervious surface
- Two or more uses on one site may create a "captive market" where cross use will occur
- Availability of off-site parking
- Provision of ride sharing programs to employees
- Accessibility to public transportation and other modes
- Available land for banked parking

Design/Dimensions: Finally, design is an important consideration when developing regulations

for parking. The ordinance should address the width, length, and angle of parking spaces. These dimensions should be the minimum necessary to provide a safe parking area for all types of vehicles. The regulations should also consider the time of turn over for the spaces. Office and industrial uses are considered low turnover and commercial uses such as convenience stores and restaurants are considered high turnover. Typically, high turnover uses require wider, 90 degree angle parking bays for safety to prevent conflicts with cars doors opening and closing and to accommodate shopping carts and vehicle loading and unloading.

Aesthetics and circulation of a parking lot are the other main components of parking lot design. Parking lots should be designed to promote safe and convenient traffic flow. This can be accomplished by clear delineation of one-way and two-way directions along parking aisles with limited points of access to drive lanes. Landscaped parking lot islands should be installed. These islands assist in directing traffic and prevent motorists from cutting across the lot or going in the wrong direction. This also minimizes the potential for conflicts between vehicles and pedestrians.

Installation of parking lot islands brings together safe circulation and aesthetics. The safety functions of islands are described above. In order to ensure they serve an aesthetic purpose they should be landscaped with large canopy trees and covered with grass. In some areas, low shrubs may be appropriate. It is recommended that parking lot islands be curbed to prevent encroachment from vehicles. Finally, they should be at least 10 feet wide to provide adequate planting area and should be 2 feet shorter than the adjacent parking space so that vehicles can easily get into and out of the parking stall.

Access Management

When the site on the northwest corner of M-50 and US-23 was planned, careful consideration and extensive study was a part of the process to ensure that traffic operations remained safe and efficient despite the significant increase in the traffic volume. As a result, limited driveway access was planned for the site, an internal road network was established and mast arm signalization at the exit and entrance ramps to US-23 was installed.

In order to continue to promote the safe operations, access management standards should be developed that coincide with the existing framework. These standards should be applied to all new development and redevelopment projects to ensure consistency and compatibility. Of course, in addition to the standards established, the process must involve coordination between the Village, property owners and MDOT, which has jurisdiction over M-50, in order to ensure the final design is effective. Managing access has a number of components which are described in more detail below:

Number of Driveways: The number of driveways allowed along M-50 will affect traffic flow, ease of driving and accident potential. Every effort should be made to limit the number of driveways; and encourage access off side streets, service drives and shared driveways.

Driveway Spacing: To promote safe turning movements, regulations should be established for locating driveways. Standards should include spacing from intersections based on the type of side street and spacing between driveways on both sides of the road based on the speed limit of

the corridor at that location.

Shared Driveways: Sharing or joint use of a driveway by two or more property owners should be encouraged in the form of a recorded easement. These shared driveways, if planned accordingly, should be located on the property line to allow for convenient access to both sites. If an existing driveway is shared, on-site circulation must be designed to offer a clear and safe route between the abutting sites.

Service Drives: Planned internal service drives are an asset to businesses and at the same time alleviate traffic volumes on M-50. Service drives should be located at the rear of sites and should direct traffic to more controlled access points that are better equipped to handle the vehicles such as appropriate side streets and signalized intersections. For deep sites, the service drive should be designed as a "ring road" or internal "loop road" similar to the road provided within the Cabela's site. This benefits the property owner because it allows for more efficient development of the land and benefits traffic operations because it unifies and controls access to the site from M-50.

Pedestrian Circulation

Pathways should be provided along all site frontages. In addition, safe pedestrian connections to building entrances are necessary to provide a designated area for pedestrian movement and to alert motorists of pedestrian activity. Promoting non-motorized transportation and access could yield many benefits and add value to the area in many ways including:

- Creates a connection to existing paths in the area and to dominant land uses
- Promotes a healthier lifestyle for residents
- Minimizes traffic congestion which facilitates cleaner air and less noise
- Provides an additional mode of transportation for the area that will complement the quality of life in the Village
- Encourages greater use of paths to access local businesses by those living and working in the area
- Eliminates physical barrier of US-23

Some specific guidelines for multi-modal path construction are provided below. In addition, funding assistance may be available through MDOT programs.

Pavement Material: Paths should be constructed of three inch thick asphalt or cement on a suitable base. Because of increased traffic levels and speeds along M-50, a separate bike path should be constructed away from the roadway.

Path Width and Clearances: The minimum pavement width for a two way bike path should be 10 feet. A minimum two foot wide graded area, clear from obstructions, should be maintained on both sides of the pavement. The vertical clearance to obstructions should be a minimum of 8 feet. Street tree plantings near pathways need to be properly spaced and be of a species that will at maturity have branches above these levels.

Grade and Curve Radius: To provide adequate drainage, while maintaining ease of maneuverability, the path pavement super elevation should be between two and five percent. Likewise, path grades should not exceed five percent. Where terrain dictates, grades over five percent are acceptable for distances of under 500 feet. The minimum horizontal curve radius should be at least 95 feet.

To assist in development of these pathways, local ordinances should be amended to require a pathway along all site frontages as a condition of site plan or subdivision approval. A further step should be taken to ensure that appropriate connections are provided between these pathways and abutting and nearby sites as a part of individual site plan approvals. Connections between the interior of the site and the pathway along M-50 should also be required.

Lighting

To further promote a unified character at the interchange, lighting should maintain a consistent style and consistent intensity. Street lighting should be installed that coincides with the location of the non-motorized pathway, the greenbelt and street trees. These light poles should be ornamental and pedestrian in scale.

Uses in this area are auto-oriented and high intensity. Due to their presence along US-23, businesses will want to be extremely visible and have late hours of operation. As a result, business owners will desire high, even excessive, levels of site lighting. The Village should consider the impacts this degree of site lighting has on the night sky. Clusters of intensely lighted areas will create a "dome of light" which comprises the small-town and rural character at the interchange. Comprehensive lighting regulations should be developed which create a balance between preserving the character of the area, promoting safe operations and allowing businesses reasonable visibility. These regulations should include the following elements:

- Height
- Type of fixture
- Shielding of light
- Lighting intensity/foot candles
- Lighting plan

Signs

Signage, as it relates to community and road identification at the interchange is an important wayfinding method and entrance feature for the Village. Travelers should have an understanding of the community they are entering. A consistent system of signage can further be utilized to direct travelers to key destination points at the interchange and beyond, such as historic downtown Dundee.

Business signs are an aspect of site design that have a major effect on the streetscape. In particular, competition at an interchange is high, which motivates businesses to install bigger, taller signs so they are visible from both US-23 and M-50. While having adequate signage to advertise and draw customers is important for the viability of businesses, uncontrolled

proliferation of large unattractive signs not only degrades the appearance of the community, but also distracts motorists. Therefore, sign standards are important at the interchange and should be implemented and enforced consistently by the Village. Sign standards should encompass these elements:

- Types and Number of Signs
- Location of Signs
- Expressway signs

Interchange Design

Both US-23 and M-50 are under the jurisdiction of the Michigan Department of Transportation (MDOT). The Village should coordinate with MDOT to develop an enhancement plan for the interchange that will further promote a quality image of the community. The plan should include landscape plantings, decorative lighting and decorative signage. Transportation enhancement projects are eligible for federal funding through a program administered by the MDOT. The Village and MDOT are eligible applicants that could submit for funding.

DOWNTOWN

Downtown Dundee possesses a midwestern, small-town setting with a variety of land uses, small lots, buildings built to the front lot line and an overall quaint historic appearance. The Village, DDA and other interested parties continue to work extremely hard to maintain a well planned decorative downtown. The downtown streetscape is characterized with wide sidewalks, pedestrian furniture, brick pavers, formal street trees, ornamental streetlights and on-street parking. A brick seat wall is provided at the corner of Tecumseh and Barnum Street that signifies the entrance to "Historic Dundee." This sign coupled with the landscape, creates a dramatic entrance to the downtown.

The downtown is the traditional heart of Dundee, however competition has increased with the interchange of M-50 and US-23. In order to ensure the economic vitality of both areas, this plan emphasizes the importance of creating two separate markets that complement each other, not compete with each other. Downtown should continue to promote its small scale, pedestrian oriented environment and allow the auto-oriented uses to proliferate at the interchange. A Downtown Development Authority (DDA) is in place that can work together with the Village and the business owners to accomplish the goals for the area.



Historic Dundee sign on a brick façade in Downtown Dundee.

The downtown is generally created by the convergence of M-50 (which is Tecumseh Street and Monroe Street), Riley Street, Main Street and Ypsilanti Street. The area is flanked to the south by the River Raisin which has become a central feature of the downtown. The River Raisin, waterfront park and the bridge are key landmarks that help define Dundee as a distinct place.

Although the heart of the downtown is on the north side of the river, a portion of the downtown is separated by the river. These areas are linked only by the bridge with a lack of visual connection.

Between the M-50/US-23 interchange and the Downtown is an area of mixed uses that create a transition for the main commercial areas of the Village. This component of the subarea plan provides direction for future development and redevelopment for this area that ensures it creates a distinct appearance.

Also, the Plan preserves the buffer between highway commercial, auto- oriented development located at the interchange and pedestrian oriented land uses and important public gathering areas offered in the Downtown.

Central Business District

To implement the detailed strategies below, the downtown should continue to use an exclusive zoning category called the Central Business District. This will distinguish this area of the Village from any other business areas. Through this district, specific guidelines and requirements can be established that applies only to sites zoned Central Business District. This will establish an organized format to review proposals and clarify exactly which sites are required to follow these standards.

Review of Proposals

The Village should establish a system to review proposals in the Central Business District that involves the DDA. It is important to involve both their expertise and energy so that new development, redevelopment or uses coincide with, economic and historic preservation goals.

Historic Preservation

Downtown Dundee contains significant historic, architectural and cultural resources that are a major asset to the community. The entire downtown is on both the federal and state register of historic places. This means that renovations must be carefully considered to retain their historic character and follow specific guidelines. In addition, development or redevelopment in the district should be designed in keeping with the established building character.



Memorial Day celebration in Downtown Dundee.

In order for the Village to gain more control, Dundee should consider establishing local regulations. This may be accomplished through the establishment of a local Historic Preservation Commission and Historic Preservation District under the guidelines of Michigan P.A. 213, 1957 and P.A. 169 of 1970, as amended. The Village already has a Historic Commission in place, however, they do not have adopted guidelines to follow in accordance with the act.

The purpose of a Historic Preservation Commission is typically to assist the local body of government in the preservation, protection, enhancement, rehabilitation, reconstruction, or use of historic structures, buildings, sites, or areas in the community, and to educate residents regarding the importance of such historic preservation.

To begin with, the legislative body of the local unit of government must first adopt policies and processes relating to historic preservation and create an Historic Preservation Commission to oversee the procedures.

The first step towards adopting such policies is to appoint an historic district study committee to assess the historical merit of the downtown. In particular, the primary responsibilities of the study committee is to inventory proposed districts, evaluate the significance of existing historic resources based upon the criteria used for inclusion of resources in the national register of historic places, and prepare related summary reports and recommendations for the legislative body of the local unit of government.

If the recommendations determine that a historic district or districts are warranted, the final report shall include a draft of the proposed ordinance language defining the membership, qualifications, functions, duties, and duration of appointment of historic commission members. The ordinance shall also delineate boundaries for each proposed district and historical significance of each district as a whole and shall provide for review of alterations of buildings and structures, based upon state rehabilitation standards and guidelines, through Certificates of Appropriateness. In the case of Dundee, following the existing boundaries that are part of the state and national register will simplify this portion of the process.



Overlooking the Dundee Dam and the Old Mill Museum.

The ordinance should include architectural design guidelines which must be followed by developers and property owners as part of development and redevelopment projects. In addition, special sign standards should also be included.

Upon adoption of the local historic preservation ordinance, a historic district commission shall be established and include members with demonstrated interest in or knowledge of historic preservation. Upon appointment, historic commission members shall educate and inform on historic preservation issues, review applications for any changes to the exterior appearance or

interior arrangement of any resource within a historic district and provide input to government entities on historic preservation issues. The starting point for this commission will be the existing Historic Commission.

As mentioned in the previous section, a review process should be set in place that includes Historic Commission and DDA review of all plans prior to consideration by the Planning Commission or Zoning Board of Appeals.

Downtown Uses

The desired form of development within the downtown is retail on the first floor, with residential and offices on upper floors. This mixture of uses creates more vitality and strengthens the downtown. While the downtown is relatively small in scale, having some office workers within the downtown helps support the market for commercial uses, particularly restaurants. Redevelopment of some of the currently vacant upper floors of buildings provides an excellent opportunity to introduce additional office space. Upper story apartments and residential neighborhoods within close proximity to the downtown concentrates the population and enhances the vitality of the downtown. The development of upper story apartments should be encouraged in the downtown.

A mixture of uses should be continued and encouraged. While specific uses will be dictated largely by market factors, the Village needs to ensure that a proper mix of uses, which are mutually supportive of creating a strong and viable downtown evolves. The Village also needs to ensure that the physical manifestation of the downtown, including architecture, building height, building location and design of parking areas, fosters a cohesive unit that continues to result in a desirable place to live, shop and work.

Civic Uses

The Village Hall, The Old Mill, Post Office and Library bring people and add vitality to the district. Therefore, these civic uses should remain within the downtown area. If plans emerge for the expansion and redevelopment of these sites, criteria should be established to ensure that new construction will be compatible with the character of the district.

Downtown Design

A traditional, pedestrian friendly downtown is largely defined by the design of buildings that line the sidewalks. The downtown contains a variety of buildings and site elements, many of which create a positive pedestrian environment. Features that contribute towards an interesting and pedestrian friendly downtown include the following:

Proper Scale: Development and redevelopment needs to be consistent with



A sign announcing the popular Dundee Farmer's Market.

the historic architecture, mixture of uses and compact layout of a traditional small town. The density and design of development needs to be at a scale that puts uses within a walkable distance. There should be a complimentary and integrated mixture of employment, shopping, entertainment, civic and residential uses within a walkable town. To reinforce the downtown as a distinctive place, it is important that there be a proper transition between the downtown and surrounding neighborhoods.

Relationship to Pedestrians: Buildings should be designed to relate to the pedestrian scale. Pedestrians respond differently to different building frontages. The most attractive and comfortable building frontages to pedestrians are shopfronts with large windows and displayed merchandise. Structures should be located at the sidewalk and maintain a consistent building line along the road. In addition, businesses need to have windows that relate to the public sidewalk and provide interest. Building entrances should utilize windows, canopies and awnings; provide unity of scale, texture, color and provide a sense of place. In addition, long blank walls along the sidewalk should be avoided.

Architecture

Special consideration should be given to architecture within the downtown area, as well as other areas of the Village. Individual innovation in building design should be allowed, provided the form of an individual development does not detract from the traditional small-town character. Renovations and infill development needs to be compatible with surrounding uses, provide visual harmony between old and new buildings, blend into the streetscape and create a positive image for the Village.

The primary goal is to maintain architectural styles that foster the intended traditional small-town character and blend with the context of the traditional urban form. The downtown needs to be maintained as a community center that fosters a sense of civic pride. The following standards should be applied to renovations, additions and infill development in the central business district:



The landscape of downtown Dundee, from the River Raisin.

- Commercial architecture should contribute to the overall small-town character as a place that has history and substance. Each structure needs to have its own identity and provide variety to the streetscape.
- Architectural styles should be compatible with and not detract from the historic integrity of the downtown. Buildings should provide individualized architectural features, details and ornaments such as archways, colonnades and cornices to make them distinctive. Building materials and colors need to relate well and be harmonious

with the surrounding area. The use of natural building materials such as brick and wood should be encouraged.

- The first floor of the building's front facade should be primarily glass. Upper stories should contain less glass and upper-story windows should be vertical in proportion. The ratio of void to solid of the upper story facade should create a consistent rhythm from one building to another.
- Because many of the commercial buildings back toward residential neighborhoods, the appearance of the rear facades of buildings need to be considered in addition to the front facade.

Corner Locations

Special treatment to the corners of street intersections is an important and effective means to create community landmarks. Buildings located on corner lots can be designed to become very distinct and prominent architectural features. Special consideration towards architecture and site elements should reflect the importance of the building's corner location and create a positive visual landmark. In Dundee there are a number of corners in the downtown that require particular attention if any redevelopment or renovation of buildings occur.

Street Trees

While the placement of trees along main commercial streets needs to give a proper sense of rhythm and enclosure, consideration also needs to be given to the relationship of trees to buildings and signs. Where possible, trees should be planted at lot lines to properly frame the building as seen from the street and opposing sidewalk.



The landscape of downtown Dundee in April.

As trees are replaced, their location should be determined with consideration given to the spacing from other trees, architectural elements, adjacent buildings and signage within the Village.

Street Lights

The Village currently has good quality, ornamental lighting that is part of the overall streetscape design for the downtown. Using a consistent style of lighting within the various areas of the Village is a unifying and recognizable element. Ornamental lighting also reinforces linkages by leading pedestrians to other areas of the Village. This theme should extend into nearby neighborhoods and other key areas of the downtown such as the riverwalk or across the bridge to the Old Mill.

Business Signs

Within the downtown, there are special circumstances related to the visibility and signage of

businesses. To begin with, traffic flows at a slower pace so signs do not need to be large to attract attention and be readable. Standard wall signs over the windows will offer ample size for a business name. Further, there is a high percentage of pedestrians walking along the sidewalks to which signs must cater. Oftentimes, small projecting signs and sandwich boards are convenient and desirable for businesses and for pedestrians because they are at ground level and oriented to the sidewalk which are easy to read. Finally, the downtown contains many historic buildings along with many amenities such as street trees, a gazebo and park space. Business signs must keep in mind these characteristics and be compatible with this distinct environment.

Sign standards in the zoning ordinance should coincide with the Central Business District to address these issues. Although there are circumstances to address, they must be regulated so that they are not abused or detract from the historic character of the downtown.

Public Spaces/Connections to the River Raisin

One of the most important aspects of a positive downtown environment is open public spaces in the form of parks and plazas. The River Raisin and the riverwalk park behind the Village hall is a great strength of the community. Development must continue to promote and enhance the connection to the River Raisin at the same time preserving the natural resources that define the edge of the river. The Village should continue to maintain and expand park area along the river bank within the downtown whenever possible.

Landmarks

Landmarks are features that create a distinct community center and focal points such as the "Historic Dundee" sign mentioned previously. More subtle landmark features can also be provided at key locations such as at "gateways," at prominent corners and at the end of visual corridors. Landmarks are intended to announce entry to a unique area, provide a sense of place at key locations and create visual focal points at the terminus of vistas.



Connection to the River Raisin at Ford Park.

Circulation

M-50 is the only main route for many travelers to get to and from US-23, therefore downtown Dundee receives a lot of cut-through traffic on a daily basis. Fortunately the road is configured in such a way that most of the land area that was developed for the downtown is offset from the main intersection. Triangle Park creates a helpful buffer between the shops and the traffic.

Business Retention and Recruitment

In cooperation with the Downtown Development Authority, a marketing strategy should be developed that outlines short and long term goals and implementation strategies for the district. There are a number of potential problems that can be addressed through this recommendation. To begin with, many current and future merchants are small business owners

that do not have the benefit of either experience or funding to invest in this type of development plan on their own. If it is done as a team, there is a greater likelihood of success.

A second issue that would ideally be addressed is strengthening the foundation of the downtown small businesses which will allow them to more successfully differentiate themselves from the businesses on the outskirts of downtown along M-50. It is not the intention of the Village to create direct competition between the two districts. They should develop their own identity and their own market. This can be more clearly defined through a marketing strategy plan. This plan will also serve a dual purpose in retaining existing businesses and also work to promote new businesses to fill the vacant spaces. A business district that is dedicated to stabilizing the market for merchants is one that will be significantly more desirable for potential business owners.

Tecumseh Street Mixed Use Corridor

The stretch of Tecumseh Street between the interchange subarea and the downtown is a mixture of residential and non-residential land uses, but primarily are converted single-family homes. The lots are small, ranging in width between 60 to 100 feet. This area is a transitional corridor that gradually leads motorists between the historic downtown and the freeway services at US-23. As such, this corridor requires separate attention from the downtown and should continue its own zoning designation that sets forth guidelines and requirements for development.

The recent transition away from single-family residential along this segment of the M-50 corridor is expected because of the increasing traffic volumes and noise. This is not a desirable environment for many home owners. It is important that future redevelopment of this area be closely monitored to ensure it continues to offer a natural transition into the downtown. In order to accomplish this, all development must incorporate residential elements that are compatible with the nearby neighborhoods. In addition, development must promote the walkability in this area of the Village.

The separate overlay zoning district for this area should continue to guide development. This district should be maintained as depicted on the Future Land Use Map and must continue to address the following issues:

Land Use: A mixture of uses should continue to be accommodated including: single-family, multiple-family and civic uses. Other uses such as office and neighborhood commercial may also be appropriate upon special land use approval from the Village. This will ensure the Village can carefully review applications to determine the compatibility along the corridor. All uses and business operations must be compatible with the abutting residential neighborhoods.

Lot Sizes and Setbacks: Lot sizes should be determined on the basis of the sites ability to meet other regulations such as setbacks, lot coverage and buffer requirements. Setbacks should allow for reasonable and safe spacing between buildings and should maintain the building line close to the road as it is currently developed.

Architecture: With new businesses, comes redevelopment, expansion and rehabilitation of existing structures. Adaptive reuse of existing historic structures should be strongly encouraged. Regulations in this district must continue to ensure residential-style architecture that is not obtrusive or contrary to the surrounding neighborhoods or the downtown. This should include pitched roofs, entrance orientation to the front yard and natural building materials. The presence of windows and other design elements should also be closely reviewed.

Sidewalks: Pedestrian connections must continue along the corridor, therefore, sidewalks must be installed or improved, if necessary. Pedestrian connections from the sidewalk to the front entrance of the building must also be accommodated.

Parking: Off-street parking must be accommodated for each site. Where possible, parking lots should be located to the rear of the building. Because this is a mixed use area, parking lots must be screened through the use of fencing or plantings.

Landscape: The sites are currently well landscaped. As they redevelop, attempts must be made to preserve existing vegetation. If not, street trees and buffer plantings must be required.

Lighting: Because of small lots, closely spaced buildings, and nearby residential uses, the intensity of lighting must be minimized. This can be accomplished by limiting the height of fixtures, specifying a permitted type of fixture and limiting the footcandle of lights.

Access: Due to the individual small lots, there are a number of driveways that currently line the edge of Tecumseh Street. Each site should be limited to one (1) driveway. Sites with more than one driveway should be required to eliminate excess drives as they are developed. If possible, shared driveways and shared access between commercial and office sites should be considered.

Signs: The size, type and amount of signs on a business must be regulated to prevent a cluttered appearance along the corridor. Since buildings are situated close to the road, motorists have no problem finding or identifying them. The Village must continue to prohibit large pole signs and promote small projecting, monument and wall signs.

APPENDIX A

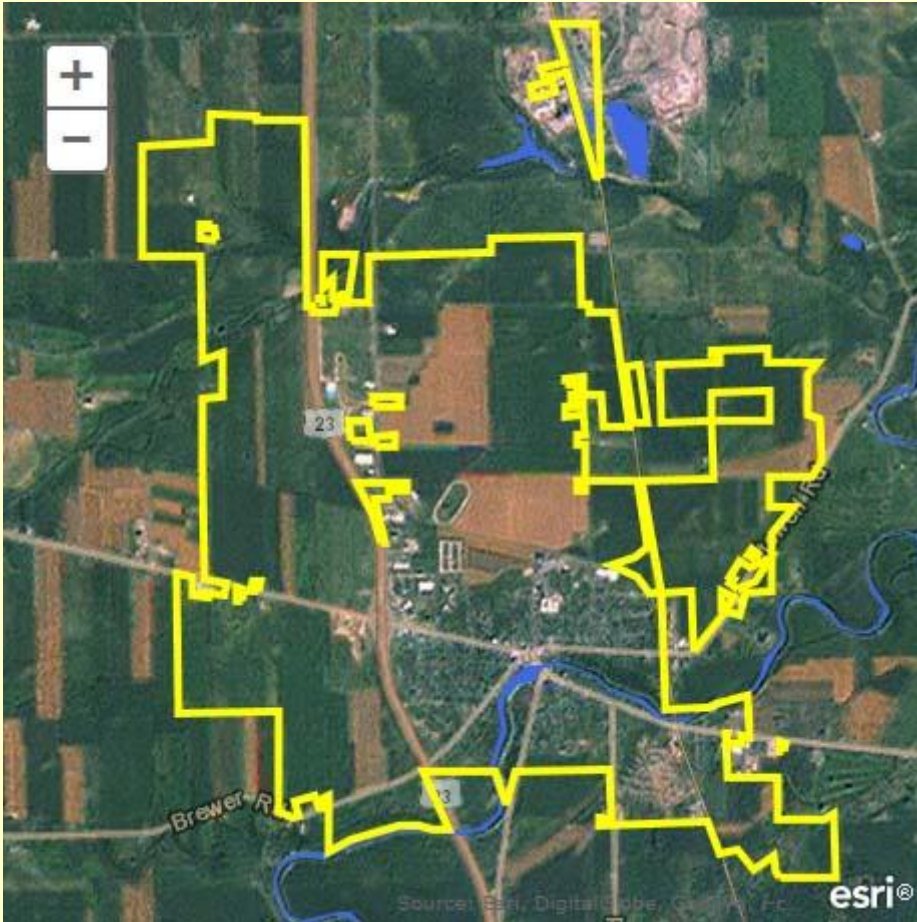
Community Input Documentation

Village of Dundee Master Plan

The Village of Dundee Planning Commission is seeking the opinions of residents, property owners, those who work in the Village, and other stakeholders to determine how Dundee should plan for change in the next 5 to 20 years. Please read the following questions and check the answer that best describes your opinion. This information is necessary to complete a Master Plan for the Village, as required by the Michigan Planning Enabling Act. Responses will be reviewed by the Dundee Planning Commission and the Village Council in public meetings.

This survey focuses on how land should be used in the Village, and it should take no more than 15 minutes to complete.

Please complete your survey and return it to the Village Hall by Friday, June 14.



Village of Dundee Master Plan

General Questions About the Village

1. Dundee should encourage new development

- Strongly agree Agree Neutral Disagree Strongly Disagree

2. Dundee should grow in population

- Strongly agree Agree No Opinion Disagree Strongly Disagree

3. In the following categories, how do you feel Dundee has changed in the past 5 years?

	Much Worse	Worse	Same	Better	Much Better
Road Conditions/Infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aesthetics/Blight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks & Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Police Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fire Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Village Hall Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
DPW Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall Service to Citizens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall Quality of Life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Village of Dundee Master Plan

4. Please rank each of the following factors in terms of its importance to the quality of life in Dundee. "1" is considered very important and "5" is not very important.

	1	2	3	4	5
Nice parks and recreation facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-quality schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-quality municipal services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of water and sewer utilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-quality infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-quality residential development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Active blight reduction program that reduces nuisances, eyesores, and health or safety hazards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A variety of commercial services that are readily available within the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Residential Land Use

5. How do you feel about the rate of residential growth in Dundee during the past five years?

- Much too fast
 A little too fast
 About right
 A little too slow
 Much too slow

6. I prefer that new residential development include the following (please check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Single-family homes on large residential lots | <input type="checkbox"/> Retirement housing |
| <input type="checkbox"/> Single-family homes clustered together, leaving open space undeveloped | <input type="checkbox"/> Senior housing opportunities |
| <input type="checkbox"/> Condominiums | <input type="checkbox"/> Apartments |
| <input type="checkbox"/> Manufactured homes | <input type="checkbox"/> Mixed-use developments - a variety of housing types within a single area that may also be mixed with small businesses that are used by neighborhood patrons. |
| <input type="checkbox"/> Duplexes | |

Commercial Land Use

7. Which describes how you view the amount of commercial (retail and service) businesses in Dundee?

- Not enough
 About right
 Too much

8. In the next ten years, commercial growth in Dundee should be:

- Limited
 Encouraged
 Neither limited or encouraged

Village of Dundee Master Plan

9. Future commercial development should be located: (Please check all that apply.)

- Focus on the redevelopment of the downtown area
- West of US-23
- On M-50 just east of US-23 to downtown
- Other (please specify)
- Along M-50 at the east of end of town
- Don't want any more commercial development in Dundee

Industrial Land Use

10. I favor industrial development in new areas of the Village when adequate infrastructure (roads, utilities, and other public services) are available.

- Agree Neutral Disagree

11. I favor industrial development that will be built near existing industrial land uses already operating in the Village.

- Agree Neutral Disagree

Other Village Questions

12. What is your opinion regarding the extent of these issues in Dundee?

	Not an issue	Somewhat of a problem	A big problem
Trash and debris	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overgrown weeds/tall grass	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Housing quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Junk cars in yards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Temporary Signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify):

Village of Dundee Master Plan

13. How important is each of the following issues when considering the future of Dundee? "1" is considered very important and "5" is not very important.

	1	2	3	4	5
Improve public access to the River Raisin.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Job creation and economic development.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preservation of historic buildings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating a walkable, pedestrian, and bicycle-friendly town.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop a consistent theme to use for tourism/marketing.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop a wayfinding sign system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Infrastructure (quality of roads, sewer, stormwater, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. It is important to preserve and protect the River Raisin.

- Strongly agree Agree Neutral Disagree Strongly Disagree

15. What do you like best about Dundee?

16. What is the one thing you would do to improve Dundee?

17. What do you like least about Dundee?

Village of Dundee Master Plan

About You

18. Which of the following best describes your primary relationship to the Village of Dundee? (Please select one choice below.)

- I live in the Village of Dundee
- I visit the Village because family lives there
- I work in the Village of Dundee
- I live in Dundee Township, outside the Village limits
- I shop in the Village of Dundee
- I live elsewhere in Monroe County
- Other (please specify)

19. What is your residential status?

- I own a home in the Village of Dundee
- I live in Dundee Township, outside the Village limits
- I live at home with my parent(s) in the Village
- I do not live in the Village of Dundee
- I rent in the Village of Dundee
- Other (please specify)

20. What is your age?

- under 18
- 18 - 24
- 25 - 44
- 45 - 64
- 65 & over

Thanks for completing our survey!

The Village of Dundee would also like to invite you to a community input open house on Thursday, May 30, from 4:00 pm to 6:30 pm. This gathering is also part of the Village's outreach to the community for the Master Plan, and it is an open house, which means you can stop by for 10 to 15 minutes to learn about the Village, view maps, and other information. Village staff, officials, and facilitators will be available to discuss your ideas about the future of Dundee. The open house will be hosted in Council Chambers at the Village Hall, 350 West Monroe Street in Dundee.

Should you have further suggestions or questions about the Village's update to its Master Plan, please contact Julius Suchy, Village Manager, (734) 529-3430.

Village of Dundee Master Plan



1. Dundee should encourage new development

		Response Percent	Response Count
Strongly agree		41.3%	93
Agree		36.4%	82
Neutral		14.2%	32
Disagree		4.9%	11
Strongly Disagree		3.1%	7
answered question			225
skipped question			4

2. Dundee should grow in population

		Response Percent	Response Count
Strongly agree		23.6%	53
Agree		39.1%	88
No Opinion		15.1%	34
Disagree		15.6%	35
Strongly Disagree		6.7%	15
answered question			225
skipped question			4

3. In the following categories, how do you feel Dundee has changed in the past 5 years?

	Much Worse	Worse	Same	Better	Much Better	Rating Count
Road Conditions/Infrastructure	7.3% (16)	20.5% (45)	46.6% (102)	22.8% (50)	2.7% (6)	219
Traffic	14.3% (32)	47.1% (105)	31.8% (71)	6.3% (14)	0.4% (1)	223
Aesthetics/Blight	1.8% (4)	14.5% (32)	52.9% (117)	28.5% (63)	2.3% (5)	221
Parks & Recreation	0.9% (2)	5.4% (12)	50.2% (111)	40.3% (89)	3.2% (7)	221
Police Services	0.9% (2)	6.8% (15)	29.7% (66)	46.8% (104)	15.8% (35)	222
Fire Services	0.5% (1)	1.4% (3)	54.8% (120)	35.6% (78)	7.8% (17)	219
Village Hall Services	0.5% (1)	3.7% (8)	69.0% (149)	21.8% (47)	5.1% (11)	216
DPW Services	0.0% (0)	6.4% (14)	72.9% (159)	17.9% (39)	2.8% (6)	218
Overall Service to Citizens	0.9% (2)	6.4% (14)	59.1% (130)	29.5% (65)	4.1% (9)	220
Overall Quality of Life	1.4% (3)	13.1% (29)	48.9% (108)	33.0% (73)	3.6% (8)	221
answered question						224
skipped question						5

Summary of all 229 responses

4. Please rank each of the following factors in terms of its importance to the quality of life in Dundee. "1" is considered very important and "5" is not very important.

	1	2	3	4	5	Rating Count
Nice parks and recreation facilities	35.6% (77)	34.7% (75)	19.9% (43)	5.1% (11)	4.6% (10)	216
High-quality schools	73.6% (159)	13.0% (28)	2.3% (5)	2.8% (6)	8.3% (18)	216
High-quality municipal services	36.3% (78)	34.4% (74)	20.9% (45)	6.0% (13)	2.3% (5)	215
Availability of water and sewer utilities	50.2% (108)	28.8% (62)	9.8% (21)	6.5% (14)	4.7% (10)	215
High-quality infrastructure	34.6% (74)	33.6% (72)	23.8% (51)	4.7% (10)	3.3% (7)	214
High-quality residential development	21.5% (46)	27.6% (59)	32.2% (69)	10.7% (23)	7.9% (17)	214
Active blight reduction program that reduces nuisances, eyesores, and health or safety hazards	36.4% (78)	36.9% (79)	15.4% (33)	6.1% (13)	5.1% (11)	214
A variety of commercial services that are readily available within the community	30.5% (65)	31.9% (68)	23.0% (49)	9.4% (20)	5.2% (11)	213
Local employment opportunities	47.0% (101)	26.0% (56)	13.0% (28)	6.0% (13)	7.9% (17)	215
					answered question	216
					skipped question	13










Summary of all 229 responses

5. How do you feel about the rate of residential growth in Dundee during the past five years?

		Response Percent	Response Count
Much too fast		6.1%	13
A little too fast		16.0%	34
About right		47.6%	101
A little too slow		26.4%	56
Much too slow		3.8%	8
answered question			212
skipped question			17




Summary of all 229 responses

6. I prefer that new residential development include the following (please check all that apply):




		Response Percent	Response Count
Single-family homes on large residential lots		71.2%	151
Single-family homes clustered together, leaving open space undeveloped		29.2%	62
Condominiums		18.4%	39
Manufactured homes		3.3%	7
Duplexes		6.6%	14
Retirement housing		24.5%	52
Senior housing opportunities		24.1%	51
Apartments		17.9%	38
Mixed-use developments - a variety of housing types within a single area that may also be mixed with small businesses that are used by neighborhood patrons.		47.6%	101
		answered question	212
		skipped question	17

Summary of all 229 responses

7. Which describes how you view the amount of commercial (retail and service) businesses in Dundee?







		Response Percent	Response Count
Not enough		68.3%	142
About right		27.4%	57
Too much		4.3%	9
answered question			208
skipped question			21

8. In the next ten years, commercial growth in Dundee should be:




		Response Percent	Response Count
Limited		13.9%	29
Encouraged		78.5%	164
Neither limited or encouraged		7.7%	16
answered question			209
skipped question			20

Summary of all 229 responses

9. Future commercial development should be located: (Please check all that apply.)




		Response Percent	Response Count
Focus on the redevelopment of the downtown area		51.6%	110
West of US-23		62.9%	134
On M-50 just east of US-23 to downtown		31.0%	66
Along M-50 at the east of end of town		38.0%	81
Don't want any more commercial development in Dundee		7.5%	16
Other (please specify)		8.9%	19
		answered question	213
		skipped question	16

10. I favor industrial development in new areas of the Village when adequate infrastructure (roads, utilities, and other public services) are available.

		Response Percent	Response Count
Agree		45.8%	97
Neutral		35.8%	76
Disagree		18.4%	39
		answered question	212
		skipped question	17

Summary of all 229 responses

11. I favor industrial development that will be built near existing industrial land uses already operating in the Village.

		Response Percent	Response Count
Agree		63.8%	136
Neutral		26.8%	57
Disagree		9.4%	20
answered question			213
skipped question			16

12. What is your opinion regarding the extent of these issues in Dundee?





	Not an issue	Somewhat of a problem	A big problem	Rating Count
Trash and debris	71.5% (148)	25.1% (52)	3.4% (7)	207
Overgrown weeds/tall grass	59.5% (122)	34.1% (70)	6.3% (13)	205
Housing quality	49.3% (100)	38.4% (78)	12.3% (25)	203
Junk cars in yards	63.7% (130)	30.4% (62)	5.9% (12)	204
Temporary Signage	75.0% (150)	18.5% (37)	6.5% (13)	200
Other (please specify):				15
answered question				207
skipped question				22

Summary of all 229 responses

**13. How important is each of the following issues when considering the future of Dundee?
"1" is considered very important and "5" is not very important.**

	1	2	3	4	5	Rating Count
Improve public access to the River Raisin.	18.2% (38)	20.6% (43)	32.5% (68)	15.3% (32)	13.4% (28)	209
Job creation and economic development.	47.6% (100)	31.4% (66)	14.8% (31)	3.3% (7)	2.9% (6)	210
Preservation of historic buildings.	45.5% (96)	32.2% (68)	15.2% (32)	3.8% (8)	3.3% (7)	211
Creating a walkable, pedestrian, and bicycle-friendly town.	53.3% (112)	28.6% (60)	12.4% (26)	3.3% (7)	2.4% (5)	210
Develop a consistent theme to use for tourism/marketing.	28.9% (61)	25.6% (54)	32.2% (68)	7.1% (15)	6.2% (13)	211
Develop a wayfinding sign system.	17.1% (36)	23.8% (50)	37.6% (79)	11.4% (24)	10.0% (21)	210
Infrastructure (quality of roads, sewer, stormwater, etc)	47.1% (98)	37.0% (77)	13.0% (27)	1.4% (3)	1.4% (3)	208
answered question						211
skipped question						18

14. It is important to preserve and protect the River Raisin.

		Response Percent	Response Count
Strongly agree		60.3%	126
Agree		33.5%	70
Neutral		5.7%	12
Disagree		0.0%	0
Strongly Disagree		0.5%	1
answered question			209
skipped question			20

15. What do you like best about Dundee?

**Response
Count**

155

answered question

155

skipped question

74

16. What is the one thing you would do to improve Dundee?

**Response
Count**

155

answered question

155

skipped question

74

17. What do you like least about Dundee?

**Response
Count**

144

answered question








144

skipped question

85

Summary of all 229 responses

18. Which of the following best describes your primary relationship to the Village of Dundee? (Please select one choice below.)

		Response Percent	Response Count
I live in the Village of Dundee		48.5%	100
I work in the Village of Dundee		6.3%	13
I shop in the Village of Dundee		6.8%	14
I visit the Village of Dundee because family lives there		3.4%	7
I live in Dundee Township, outside the Village limits		18.9%	39
I live elsewhere in Monroe County		5.3%	11
Other (please specify)		10.7%	22
		answered question	206
		skipped question	23

Summary of all 229 responses

19. What is your residential status?

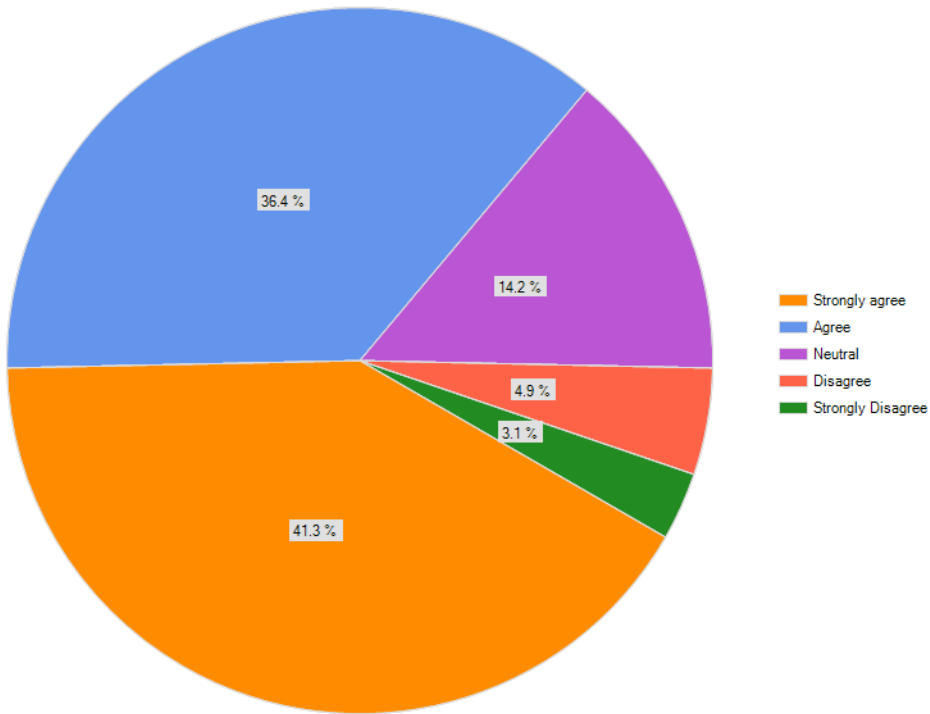
		Response Percent	Response Count
I own a home in the Village of Dundee		41.5%	85
I live at home with my parent(s) in the Village of Dundee		0.5%	1
I rent in the Village of Dundee		9.3%	19
I live in Dundee Township, outside the Village limits		22.4%	46
I do not live in the Village of Dundee		20.0%	41
Other (please specify)		6.3%	13
answered question			205
skipped question			24

20. What is your age?

		Response Percent	Response Count
under 18		1.0%	2
18 - 24		5.8%	12
25 - 44		48.5%	100
45 - 64		38.8%	80
65 & over		5.8%	12
answered question			206
skipped question			23

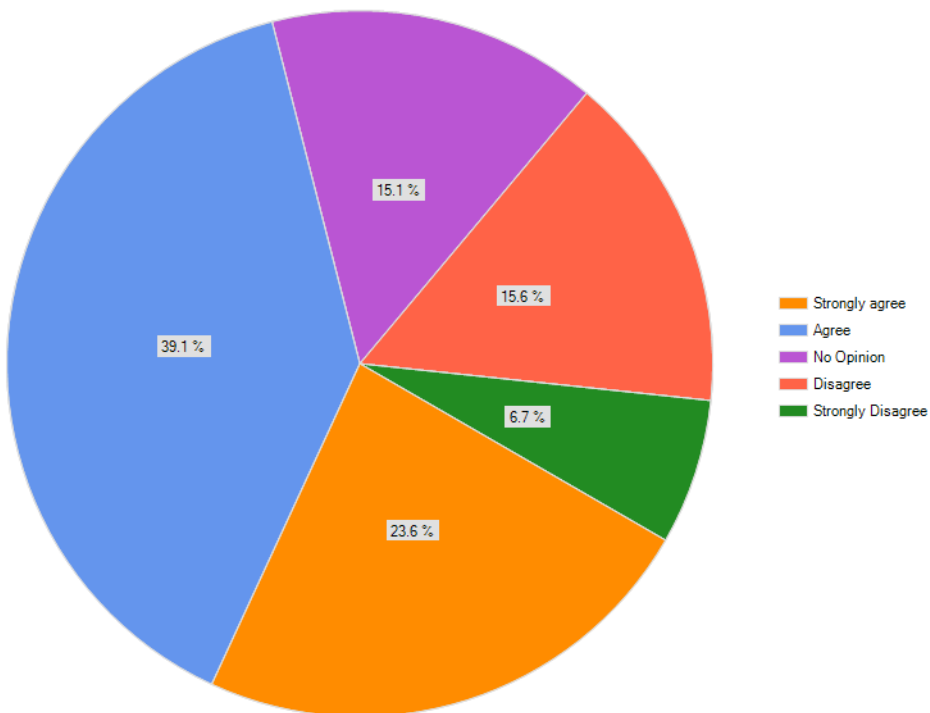
Summary of all 229 responses

1. Dundee should encourage new development



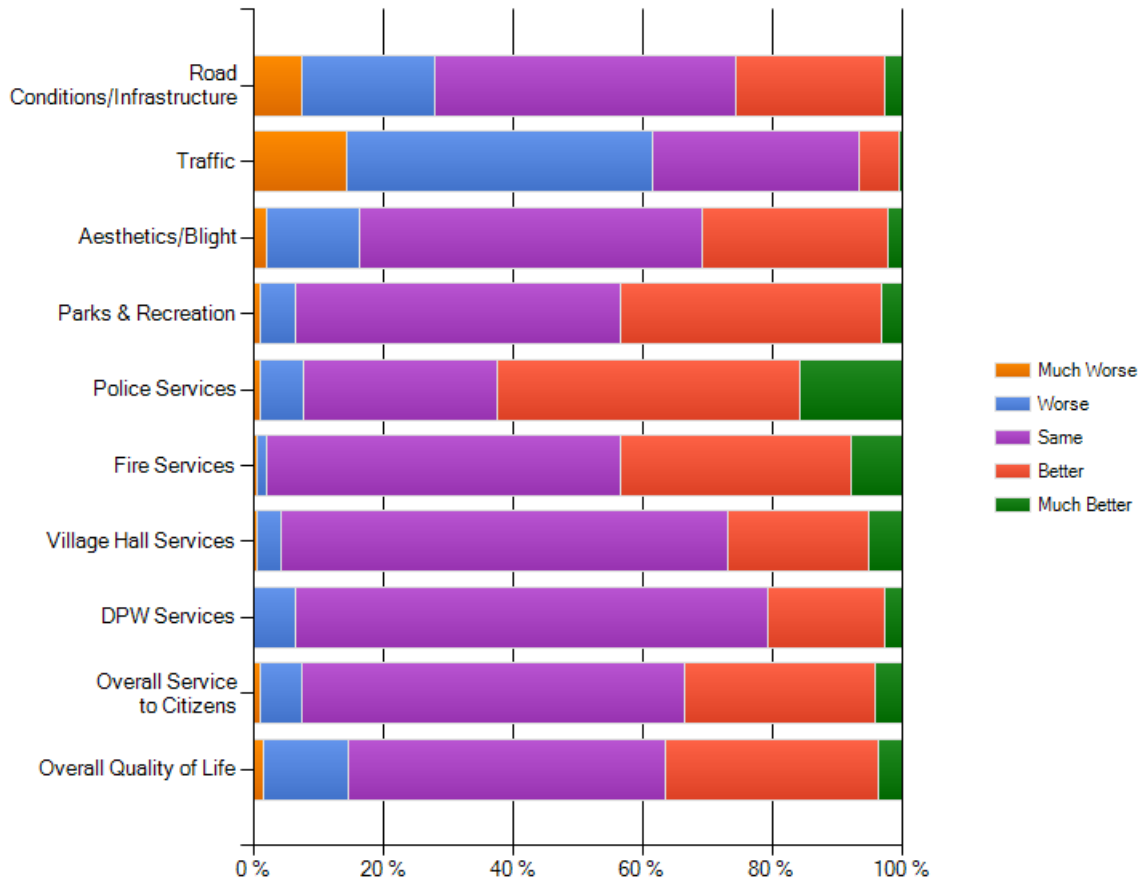
answered question: 225 | skipped question: 4

2. Dundee should grow in population



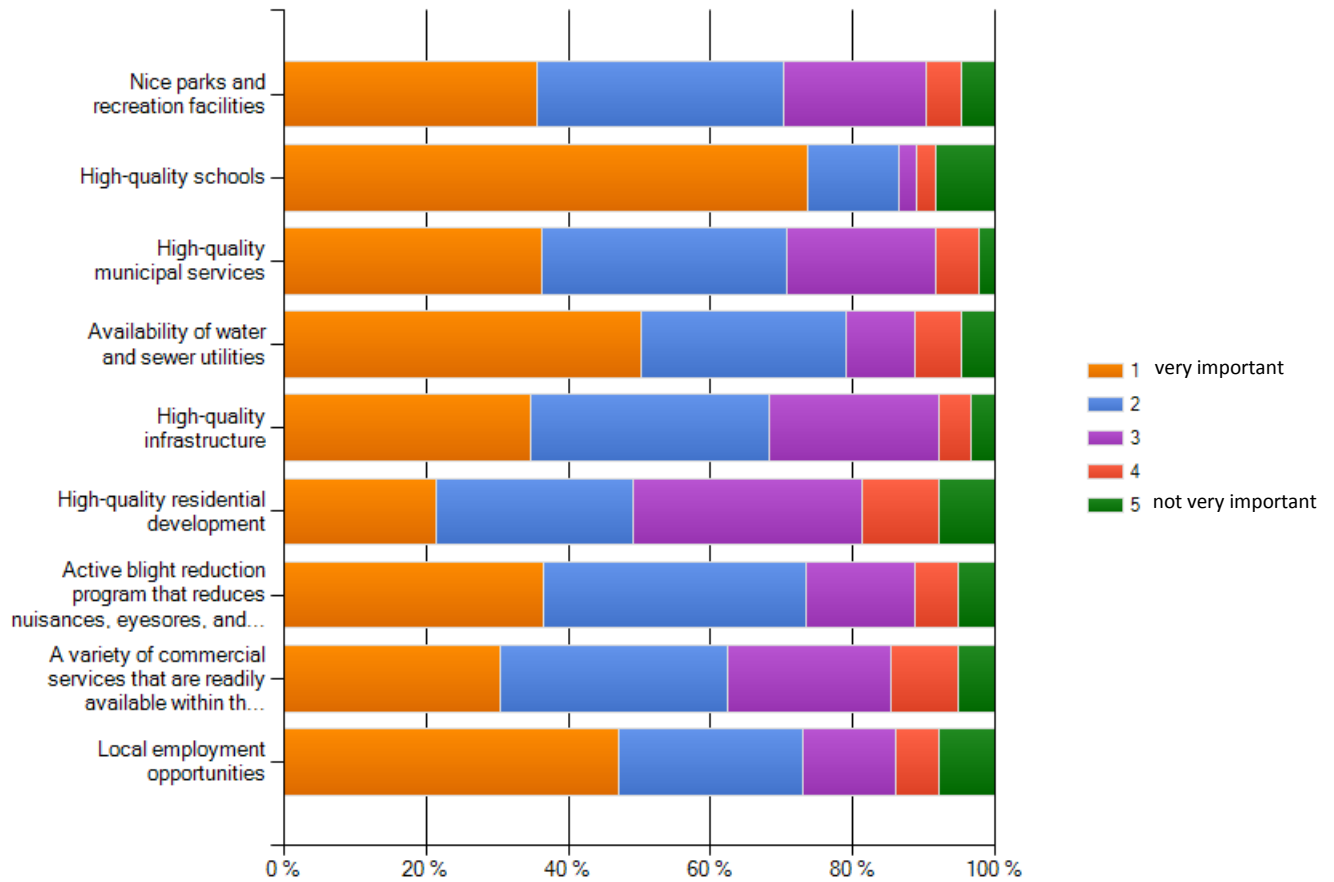
answered question: 225 | skipped question: 4

3. In the following categories, how do you feel Dundee has changed in the past 5 years?



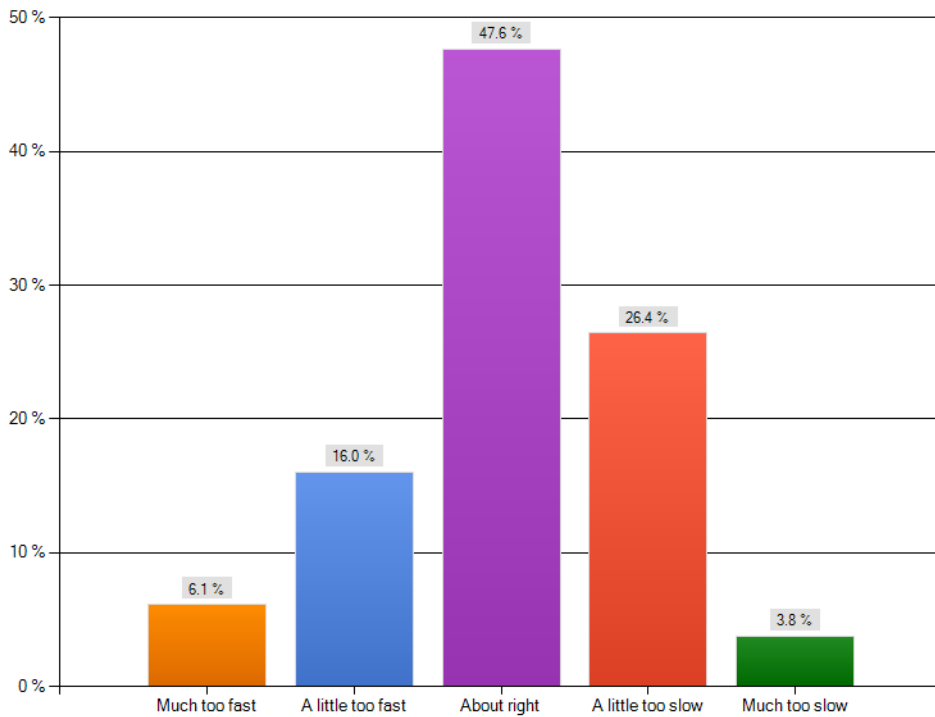
	Much Worse		Worse		Same		Better		Much Better		Response Count
Road Conditions/Infrastructure	16	7.3%	45	20.5%	102	46.6%	50	22.8%	6	2.7%	219
Traffic	32	14.3%	105	47.1%	71	31.8%	14	6.3%	1	0.4%	223
Aesthetics/Blight	4	1.8%	32	14.5%	117	52.9%	63	28.5%	5	2.3%	221
Parks & Recreation	2	0.9%	12	5.4%	111	50.2%	89	40.3%	7	3.2%	221
Police Services	2	0.9%	15	6.8%	66	29.7%	104	46.8%	35	15.8%	222
Fire Services	1	0.5%	3	1.4%	120	54.8%	78	35.6%	17	7.8%	219
Village Hall Services	1	0.5%	8	3.7%	149	69.0%	47	21.8%	11	5.1%	216
DPW Services	0	0.0%	14	6.4%	159	72.9%	39	17.9%	6	2.8%	218
Overall Service to Citizens	2	0.9%	14	6.4%	130	59.1%	65	29.5%	9	4.1%	220
Overall Quality of Life	3	1.4%	29	13.1%	108	48.9%	73	33.0%	8	3.6%	221

4. Please rank each of the following factors in terms of its importance to the quality of life in Dundee. "1" is considered very important and "5" is not very important.



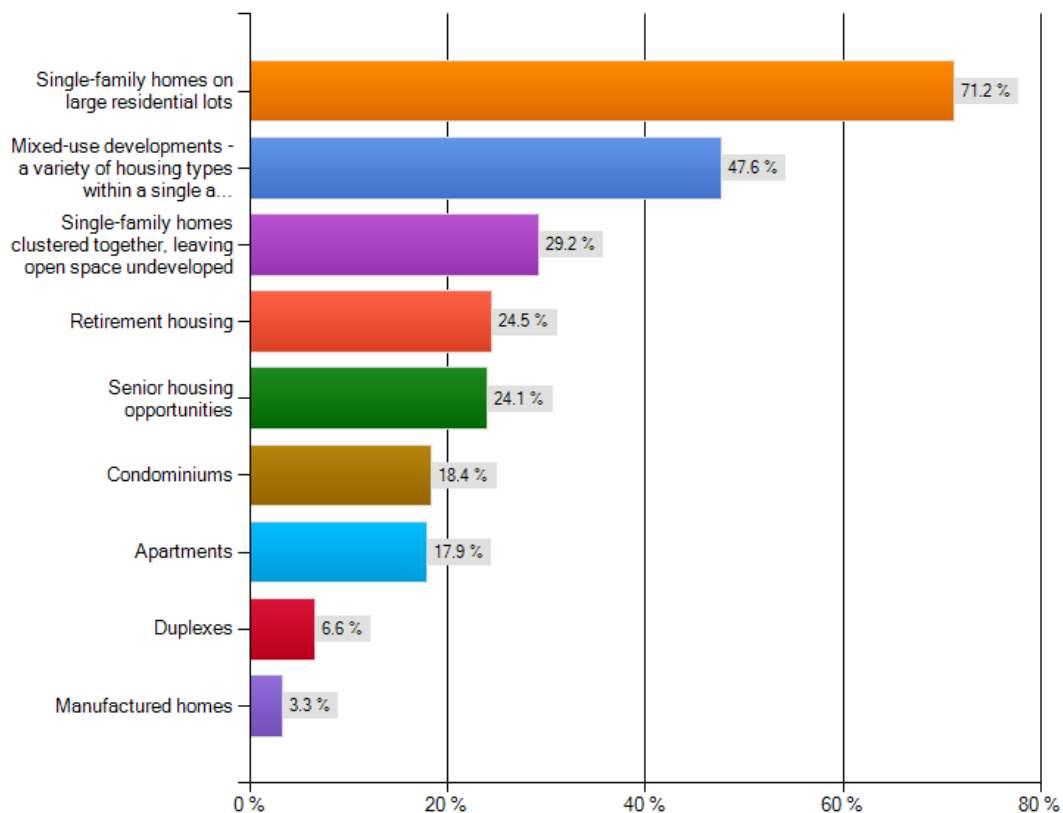
	1 very important		2		3		4		5 not very important		Response Count
Nice parks and recreation facilities	77	35.6%	75	34.7%	43	19.9%	11	5.1%	10	4.6%	216
High-quality schools	159	73.6%	28	13.0%	5	2.3%	6	2.8%	18	8.3%	216
High-quality municipal services	78	36.3%	74	34.4%	45	20.9%	13	6.0%	5	2.3%	215
Availability of water and sewer utilities	108	50.2%	62	28.8%	21	9.8%	14	6.5%	10	4.7%	215
High-quality infrastructure	74	34.6%	72	33.6%	51	23.8%	10	4.7%	7	3.3%	214
High-quality residential development	46	21.5%	59	27.6%	69	32.2%	23	10.7%	17	7.9%	214
Active blight reduction program that reduces nuisances, eyesores, and health or safety hazards	78	36.4%	79	36.9%	33	15.4%	13	6.1%	11	5.1%	214
A variety of commercial services that are readily available within the community	65	30.5%	68	31.9%	49	23.0%	20	9.4%	11	5.2%	213
Local employment opportunities	101	47.0%	56	26.0%	28	13.0%	13	6.0%	17	7.9%	215

5. How do you feel about the rate of residential growth in Dundee during the past five years?



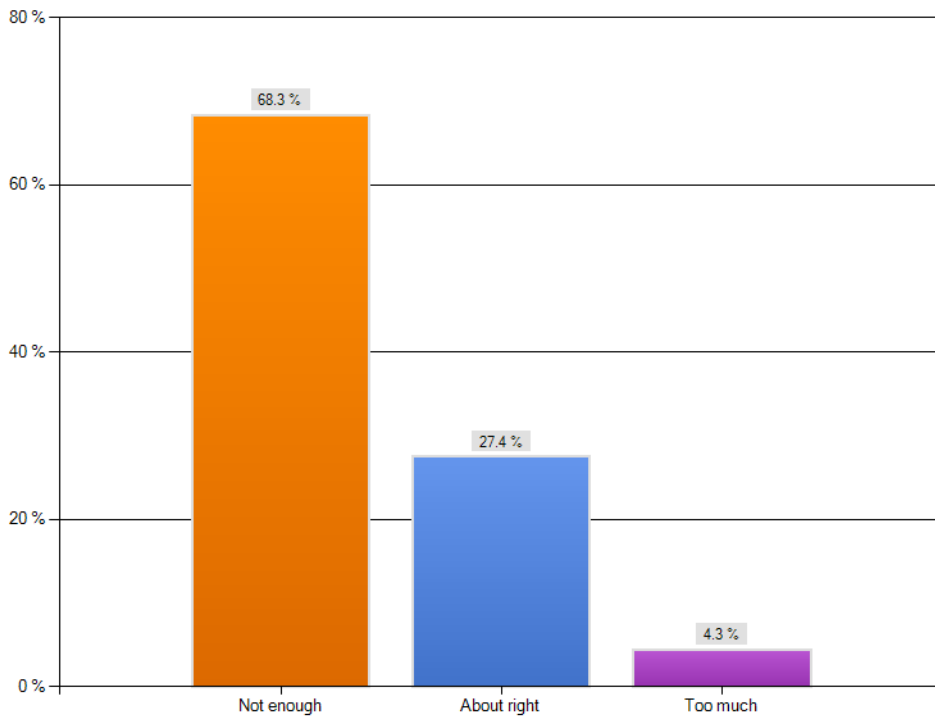
answered question: 212 | skipped question: 17

6. I prefer that new residential development include the following (please check all that apply):



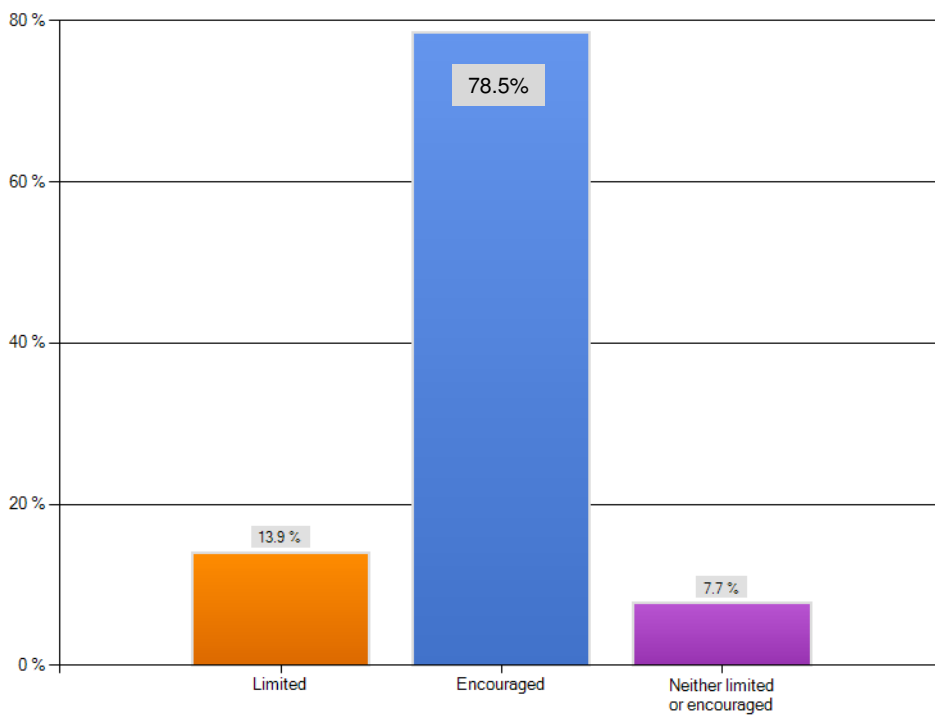
answered question: 212 | skipped question: 17

7. Which describes how you view the amount of commercial (retail and service) businesses in Dundee?



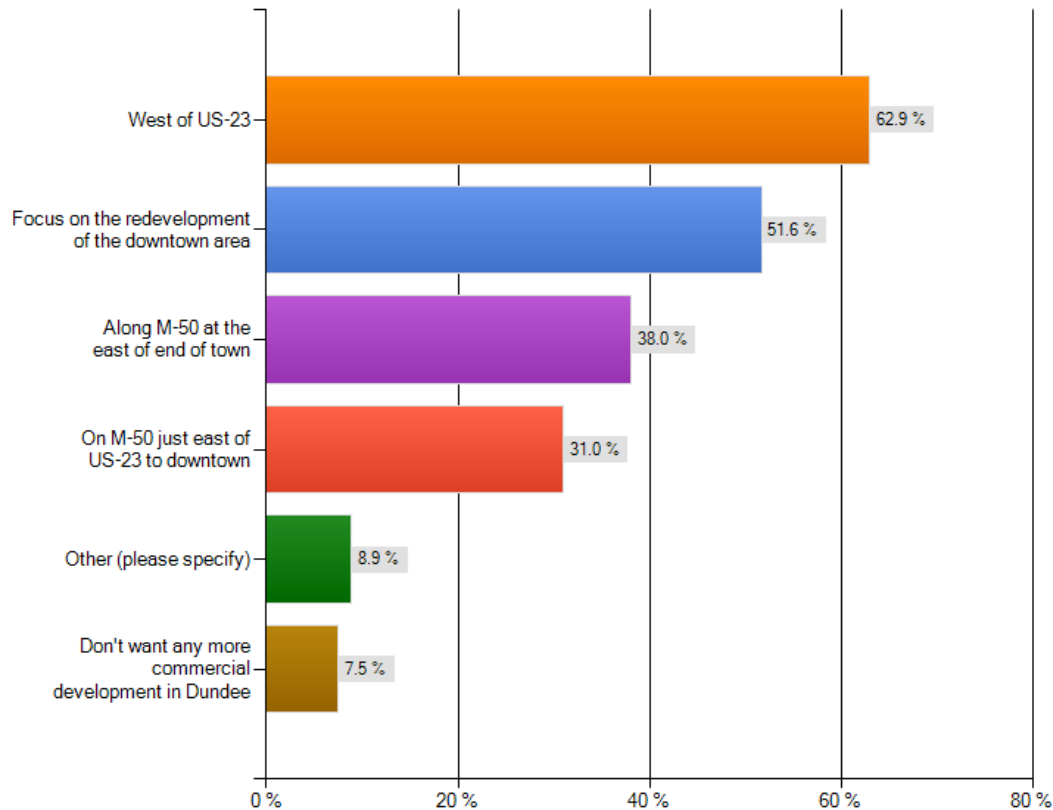
answered question: 208 | skipped question: 21

8. In the next ten years, commercial growth in Dundee should be:



answered question: 209 | skipped question: 20

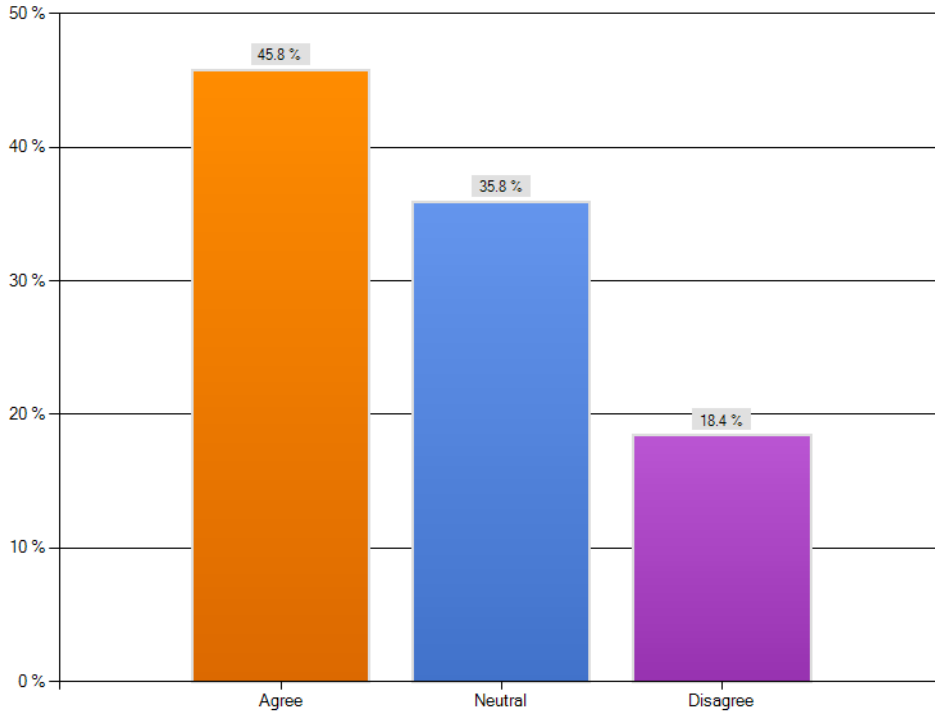
9. Future commercial development should be located: (Please check all that apply.)



Other (please specify) – 19 total responses:

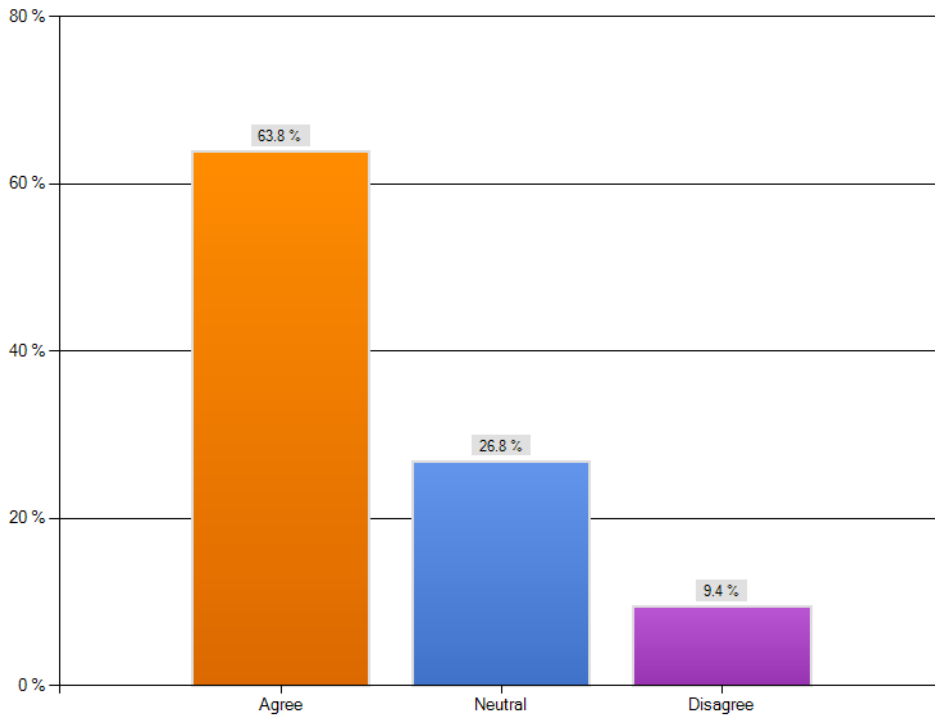
- Balanced development covering all fronts.
- be open to all.
- Dundee's success in the future will be based on its ability to attract visitors to the downtown area (not Cabela's and west of US-23), I am talking about the triangle park and the surrounding business center. The Dundee farmer's market is a huge step in the right direction, but local businesses also play a major role. We have too many vacant businesses or businesses that just do not pull in customers. Army surplus, pool supplies and over-priced resale shops do not bring in visitors (and potential new homeowners). Plus, how many hair salons does one town need? If the businesses were right, the money would follow.
- down ann arbor road.
- We need a Meijer or Walmart so we don't have to drive to Monroe, Ann Arbor or Toledo to buy things!
- No additional development near or past east end of town without revising traffic flow - center turn option for Kroger, Ace, small business, and residential is a nightmare now with people wanting to turn in both directions at the same time. Lucky not to have more accidents. Perhaps a crosswalk with traffic light?
- Concentrate smaller businesses closer to the downtown; encourage reuse of existing buildings before building new ones. Discourage new churches, first floor offices, non-retail from first floor downtown area.
- larger stores west of 23. smaller east of 23 all the way to krogers.
- wherever it is appropriate for the business !
- commercial growth should be focused on needs of residents & existing businesses instead of tourism.
- Meijer - need more diversity in shopping. Should not have to go to Monroe, Ohio or Ypsilanti.
- Dundee will eventually get too large. I have been thinking about this for a long time before this survey. If anything go out towards the west of US-23... It doesn't take much to ruin a nice quiet community.
- By Cabelas and Walgreens.
- A Meijer type shopping center is much needed in the Dundee area.
- Would love to see WalMart, Meijer or that type of business.
- All along m50 east and west of 23.
- Use building and space already within the tech park. Use existing downtown space.
- MEIJER!!!! WE NEED STORE BETTER THAN KROGER'S! ALSO NEED MALL NAME DUNDEE VILLAGE MALL!!
- West of 23 means not next to someone's home or a subdivision. You need to encourage Dundee to become like Tecumseh not Monroe.

10. I favor industrial development in new areas of the Village when adequate infrastructure (roads, utilities, and other public services) are available.



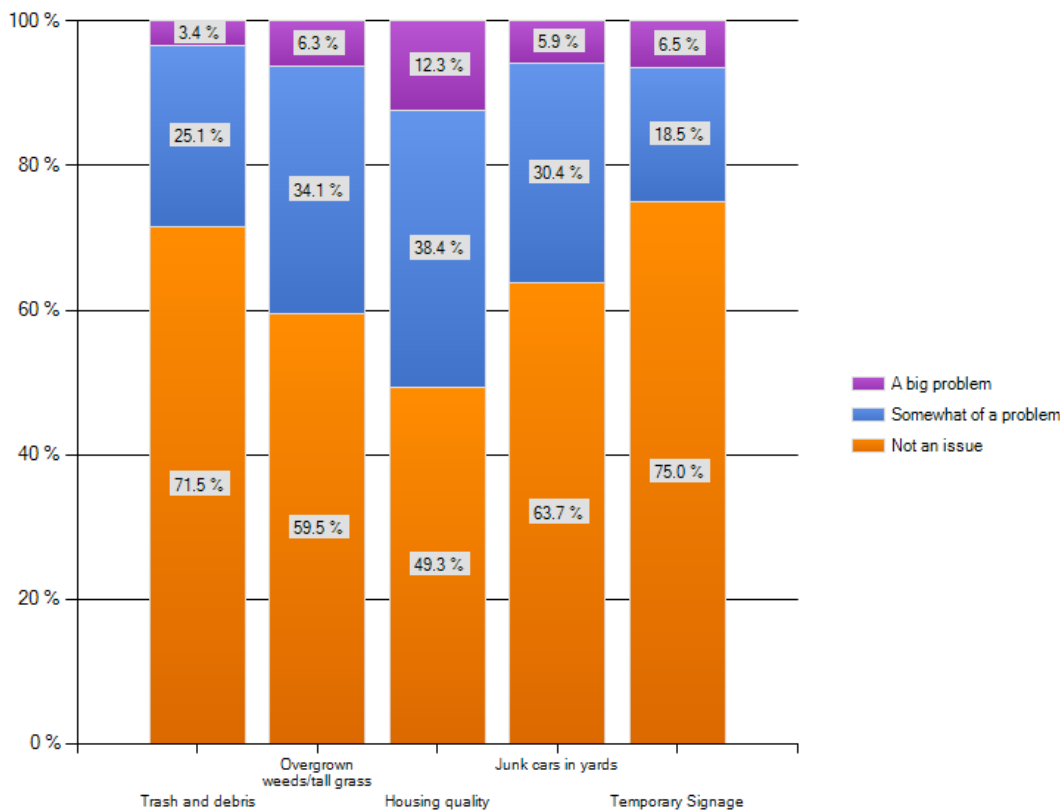
answered question: 212 | skipped question: 17

11. I favor industrial development that will be built near existing industrial land uses already operating in the Village.



answered question: 213 | skipped question: 16

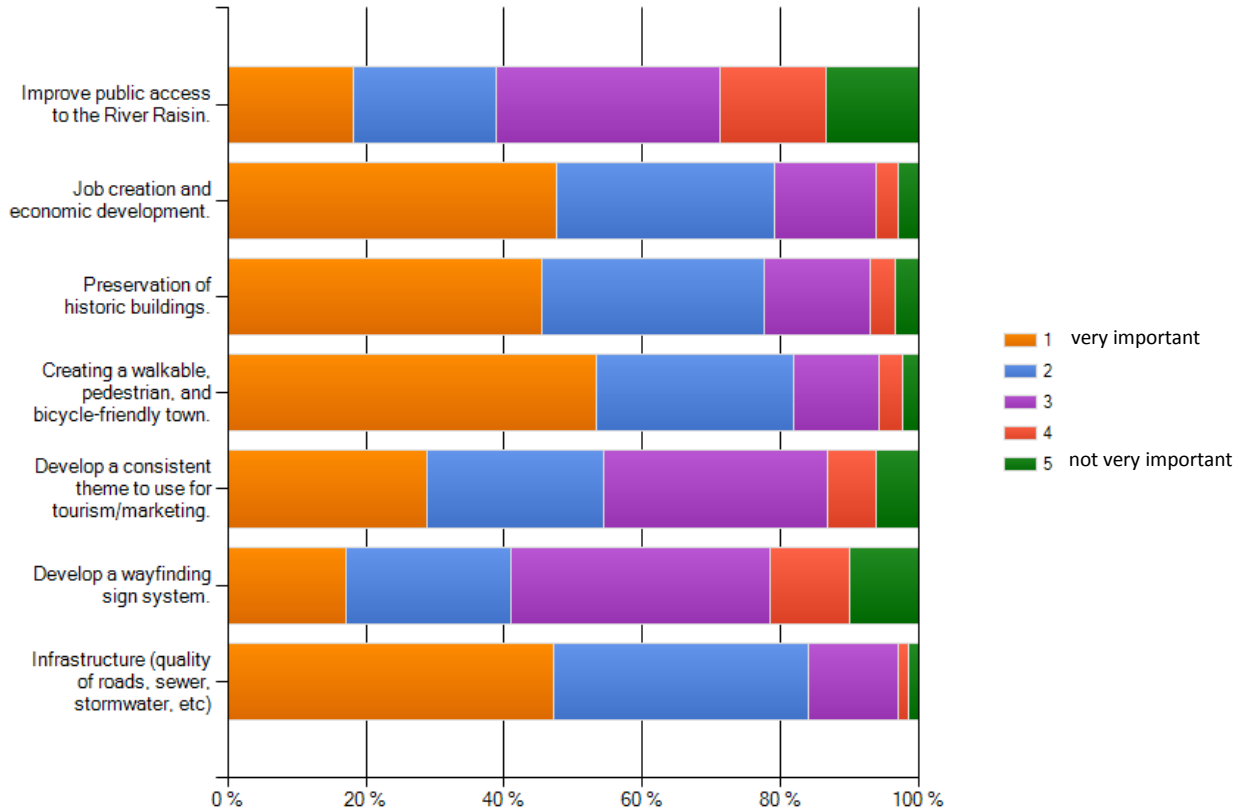
12. What is your opinion regarding the extent of these issues in Dundee?



Other (please specify) – 15 total responses:

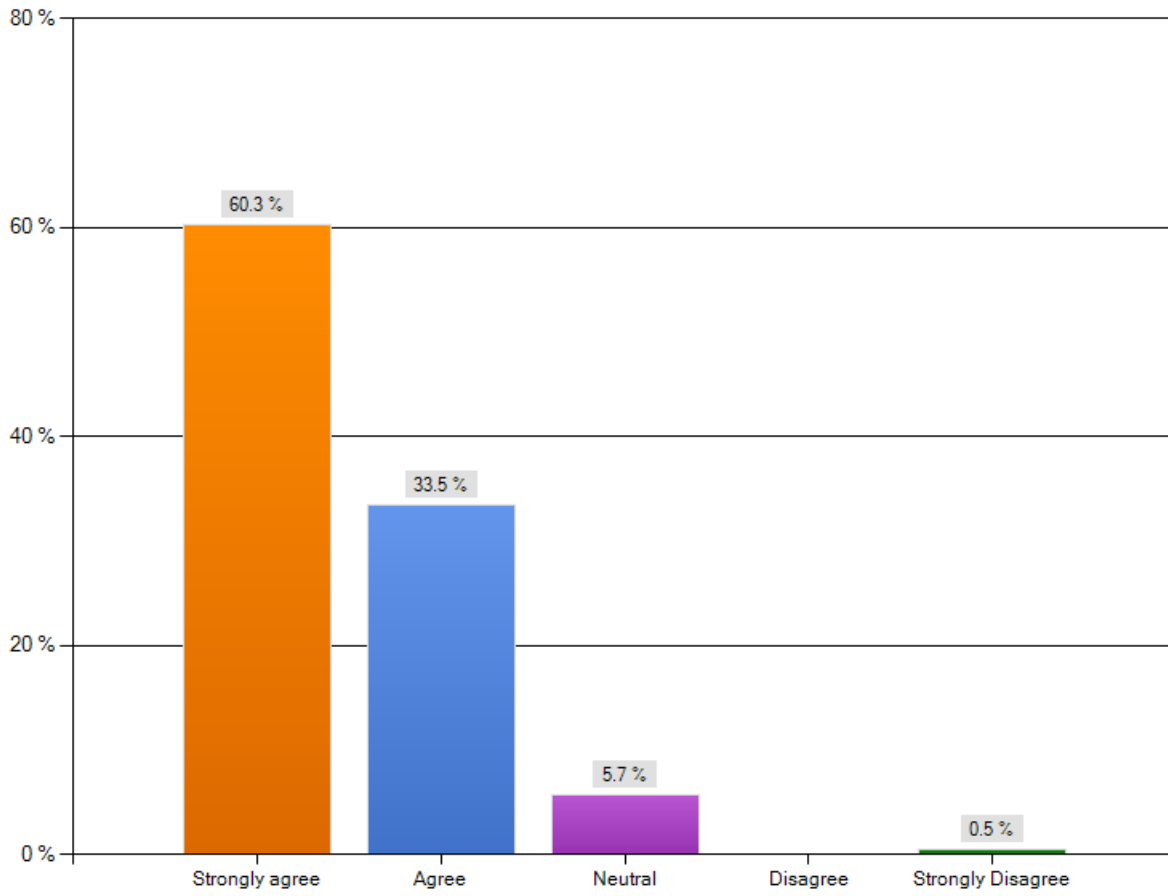
- Empty buildings, new and old that are vacant. Waste of space.
- Village landscaping needs to be monitored. I.e. plant the right plant/tree in the correct location. Pay attention to height and width limitations. That way money will not be spent replacing plants/trees in the future when the plants/trees die or overgrow their location. Use Michigan native trees/plants that adapt to our water requirements. Money will not need to be spent on labor watering plants/trees.
- I feel many of the places of business are unprofessional and unkept. Many have poor signage, poorly upkept buildings and seem unprofessional overall. I think we need to encourage more investment and proper property management of current businesses to ensure the professional community is well represented. Right now, outside of a few national organizations and local businesses, we look like a very unsophisticated community few will want to visit or invest in.
- trailer park conditions, could be considered the "bad part of town"
- no more trailer parks please
- The standards of residential properties should be higher. I know not everyone has the financial means to have "nice" lawns and landscaping, but it doesn't cost anything to throw junk and debris away instead of allowing residents to pile up garbage in their yard.
- Weeds, tall grass in undeveloped but "for sale" areas near Cabela's, along M-50, near existing housing developments W of US-23. Detest those small temporary signs along the highways and right-of-ways that pop up every summer, especially for businesses far away. Do something about that corn maze "signage" mess by the highway.
- If possible, please help seniors clean up their yards; paint their homes, etc.
- Some home owners could use some encouragement to clean up their yards.
- Traffic and over crowding
- We could use a recycle program
- If you want more development West of 23, then please focus on improved the roads West of 23....(Petersburg Rd. is a good example.)
- Eye sore housing near Beef Jerky - not a positive view as people drive through town.
- There is much trash on the sides of Waterstrat/Commerce and the weeds/grass is overgrown. The walking/biking trail that leads to the river in the area is deteriorating d/t weeds are out of control. Such a shame.
- Some very unsightly homes that have fallen in disrepair

13. How important is each of the following issues when considering the future of Dundee? "1" is considered very important and "5" is not very important.



	1 very important		2		3		4		5 not very important		Response Count
Improve public access to the River Raisin.	38	18.2%	43	20.6%	68	32.5%	32	15.3%	28	13.4%	209
Job creation and economic development.	100	47.6%	66	31.4%	31	14.8%	7	3.3%	6	2.9%	210
Preservation of historic buildings.	96	45.5%	68	32.2%	32	15.2%	8	3.8%	7	3.3%	211
Creating a walkable, pedestrian, and bicycle-friendly town.	112	53.3%	60	28.6%	26	12.4%	7	3.3%	5	2.4%	210
Develop a consistent theme to use for tourism/marketing.	61	28.9%	54	25.6%	68	32.2%	15	7.1%	13	6.2%	211
Develop a wayfinding sign system.	36	17.1%	50	23.8%	79	37.6%	24	11.4%	21	10.0%	210
Infrastructure (quality of roads, sewer, stormwater, etc)	98	47.1%	77	37.0%	27	13.0%	3	1.4%	3	1.4%	208

14. It is important to preserve and protect the River Raisin.



15. What do you like best about Dundee?

155 total responses: (The top ten relevant words and phrases: Small town, friendly, schools, river, downtown area, quaint, restaurants, variety, quiet, historic buildings.)

- Historic character
- Small
- Safe town enjoy park with my kids quiet
- It is a quaint little town, strategically located between Ann Arbor and the well to do, areas of Toledo and should be presented, as part of our marketing as a bedroom community.
- It's a beautiful town.
- Community events like the Mayfly Festival, farmers market, annual parades down M50,
- The sense of community. Neighbors helping neighbors after the tornado. Knowing everyone at the farmers' market and seeing half the town at school events. You don't get the feeling in a larger city.
- "-community
- -location (between toledo, monro, ann arbor)"
- The small town feel you get when you go into a business and they know you by sight.
- I think the current Village administration is doing a wonderful job.
- The people
- Small town feel
- its a small town
- Still friendly services in some places
- I like the fact that it's a small town but has just about anything you would need close by.
- Easy commute to Adria, Ann Arbor, Detroit, Monroe or Toledo,
- The ability to walk all over. Dundee is a friendly village.
- The farming atmosphere at times and the river.
- Personal safety of it's residents. Low serious crime rate.
- the fact that i can walk anywhere i need to go
- Small town feel, but the image needs to be better developed and managed.
- small town feel but still growing
- i mostly enjoy the people that live in the town.
- Used to be the small town atmosphere, safety and lifestyle.
- atmosphere
- Low crime
- I truly am happy to be living in Dundee. I feel that it still has it's charm, personality, and friendly people.
- The Old Mill Museum. We need to preserve our heritage.
- Good schools, good law enforcement. Great emergency warning. System
- Still feels like a small town, friendly, welcoming.
- small but still has everything the availability to the highway is great
- quite
- It's still small enough to have a sense of community around town.
- It's still somewhat of a small town feel.
- Small town environment with modern services and businesses.
- I like that Dundee is very close-knit, has a strong sense of community, and has preserved it's history - all while having many commercial amenities in town. I think Dundee has done a great job at balancing the small-town feel with larger town amenities. I also feel it would not hurt to have some more commercial options such as more restaurants and department stores/super markets located on the west end of town. I think that Dundee should maintain the local vibe in the downtown area but continue to grow commercial option near the Cabela's area.
- Good size, mix of people, historical areas, open spaces...a pleasant community in which to live. I do not have children and I appreciate the highly rated Dundee schools as this brings people who value education and therefore self-improvement and a desire to better their lives to our community.
- I think it already IS walkable (we paid for all those 8-ft sidewalks, not to mention regular sidewalks all over town), pedestrian and bicycle-friendly. Maybe add a bike lane down M-50 (but that's really up to the state, so maybe you could request it) It's a pretty town, and if there were a unifying building theme by Cabela's and businesses west of US0-23 it would look better for future buildings.
- Good schools, friendly town with convience to Ann Arbor and Toldeo
- Everything
- the older generation
- Small town feel. Rural farms. Quaint center of town. Beauty of River Raisin. Great schools.
- A quaint and friendly town!
- Candle store is still the best. The concerts in wolverine park, as well as the park itself.
- It is close to everything and not far from anything !!!
- Community family-like atmosphere
- small town feel in the downtown area -small shops should be encouraged-the river is wonderful
- Still feels small town like that

- The people
- Rural setting.
- How the community works together, especially when an emergency arrives. The 2010 tornado is a good example. Our dedicated fire dept was right there helping all who needed them right from the start. Neighbors helping each other, even local businesses like Applebees when made food to feed utility workers and the community!
- It is still a small town and has the small town feel to it.
- easy to get through town commutting
- Not much since Cabela's came to town. Applebee's Thursday margaritas(:
- the downtown area, the park and community "feel" of Dundee
- The History and Historic buildings.
- good school.
- quiet, unique location on the river
- the size of the yards and the mix of old and new
- The variety of restaurants to eat at.
- close to everything
- Begun to improve downtown area instead of building new.
- used to be a quaint small town
- It is a nice town people are very friendly
- the river. the history
- quaint
- My family is from the area. I am comfortable here. Centrally located for employment opportunities.
- The Smallness of Dundee and its services
- Small town feel - location, close to Toledo & Ann Arbor.
- Dundee is a very friendly town, like a big family. Moving here was the best thing I've ever done!
- Dundee is a small town within 30 minutes of many major cities and larger towns, with access to airports, shopping, and medical centers.
- Small town feel
- I used to like that it was a small, quiet and friendly town....its slowly getting away from that
- Small town America feel
- I love the historical aspect of the village. A mix of old and new. I love that it is small and walkable. I would love to be able to (have more reason to) spend more time out and about in the town. It is also a great place for my kids.
- location
- Location. Village atmosphere with freeway access.
- The village is small enough to be quaint, but with the big box store looming on the end of town, it has drawn in enough tourist dollars to also attract some extra food options. The schools are good for the most part and the services provided by the town are acceptable.
- Still has the hometown feel, but I like the new developments.
- I really like the small town feel of Dundee. That is what brought me to this town.
- the people are friendly!
- My home is in Dundee. I am comfortable living in Dundee.
- I enjoy the downtown area with the preservation of the buildings and the mix of retail. I like the fact that residential is close to the down town area.
- it is small enough to feel like home, and big enough to serve most our needs without traveling great distances.
- Ease of getting around town.
- It feels safe to live here.
- Love the town, I feel safe here.
- The various food choices.
- Still has small town feel with a variety of businesses.
- SMALL TOWN LIVING WITH A SHORT DISTANCE TO BIGGER CITIES
- schools, the size, quality of life
- Small town feeling....
- Effort
- the people!
- the small town feel, the lack of commercial businesses
- I like it's homey, small town feel downtown.
- Small town feel.
- It's quaint atmosphere and nice people.
- Small-town feel
- I think this is a beautiful town. I love the to walk up town and down to the river.. The original old building I have fallen in love with.
- Restaurants, downt-town shops, Cabela's
- I like the small town feel and the old buildings down town. Need to have more businesses or restaurants down town instead of churches and empty space.
- small town charm. feels safe. very friendly and community oriented.
- River Raisin
- Moved Bedford away from Toledo to Dundee to get away from all the craziness that comes with living near a city; crime especially.
- The downtown has a number of good restaurants

- Nice balance and not TOO MUCH of anything. Small but self-sufficient. Lack of traffic lights every 10 feet. Good scenery, relaxed pace. Good variety of most services. Industrial areas well separated from residential without hindering industrial.
- I grew up in Dundee and now work in town. I love how town has become so nice but don't car for traffic on Friday - Sunday.. After Cabelas came in to town traffic is very bad.
- Small town feel with enough business around to not have to travel far for things
- Small , close knit.
- Downtown area!
- It is a nice community.
- I like the small community feel Dundee has to offer. The people in the community. My neighbors. The restaurants.
- Small town atmosphere, safe community
- Growing with keeping a small town feel
- The downtown with historic buildings and the river walk make our town unique. Also people are generally friendly to each other.
- The small town atmosphere. Most residents are friendly
- Quality of schools and variety of dining opportunities
- The small town atmosphere, so any development would need to keep that in mind. Look at Dexter, MI - the development that has been done there has kept their small town look and feel.
- Small town community; low crime.
- I think the village looks very clean and well taken care of; no buildings are run down.
- I lvoe our small town feel. Even though I have lived here 6 years now, and still really do not know many people, I prefer it that way. I do like knowing that I can walk through our town and feel safe.
- It's a cute town. Love that its close to US 23 and a center area to other towns.
- Small town feel, ability to walk anywhere in town and feel safe.
- small, friendly ,fairly easy to get around
- Home town feel
- Home town/village atmosphere in the community
- Small town feel, a nice community to raise a family in
- That there is some very unique shop/stores. Like the variety of eating places.
- That it's a small town
- Dundee is a small, close-knit community that has all of the virtues of a small town, with some of the benefits of a larger town.
- I really like the feel of living with n the country but still have a town close by with everything needed
- Its quiet
- I like the small town feel but it's not your typical small town.
- Small town atmosphere with local people that care about their community
- Small town living
- I appreciate the historic buildings and their preservation. I enjoy the downtown "circle", but would like to see the vacant buildings there being used for more shopping or services.
- I like that it has a small town feel ... I would however be happy with more work on the major roads (more paved roads) and some development as I had heard a Meijer was going to be built but have yet to see it.
- Kroger
- How I can walk to local food establishments.
- small comunity
- Small town community feel.
- Friendly people.
- Small town feeling. The downtown area being historic and staying that way.
- CLEAN UP OLD MILL AND FACTORY TO TORN DOWN STILL SMELL FROM SEWER OR OLD MILL PLEASE CLEAN UP.
- Charm.
- Small town, big business is kept out of downtown
- the friendliness
- close to bigger cities to shop
- The size of the town. The high standards it uses, some of the time, to improve the village.
- Not having to be afraid to let my kids play outside and the people are friendly. I also love taking walks with my family.
- Community involvement.
- It's small home town feel, with enough to do for a comfortable living
- Friendly folks
- Small town

16. What is the one thing you would do to improve Dundee?

155 total responses: (The top ten relevant words and phrases: Downtown, shopping, Meijer, traffic, businesses, park, roads, river, restaurants, growth.)

- Revitalize downtown
- Find a way to make downtown viable. Develop sense of community.
- Get rid of trailer park on oak st. Encourage downtown development ie new restaurant shopping
- Be a more welcoming community. We make noise about desiring growth, but don't seem serious.
- More options for entertainment surrounding the Cabela's complex, such as Putt-Putt golf, go-karts, batting cages, bowling, movie theater, etc. Get people off US 23 and into town.
- My biggest problem with Dundee is the lack of good stores. I work (as many from Dundee do) in Ann Arbor Monday through Friday. I don't want to have to drive 30 minutes back up there to go grocery shopping or to buy a new pair of socks. Unfortunately, the stores in Dundee are awful. Kroger's selection has improved over the last 5 years, but they still sell produce that goes bad within a few days of buying it and their meat/fish selection is ridiculous. Thankfully the farmers market can provide most of our vegetables in the summer time and we buy meat in Ann Arbor. Also, if we need small items like socks, we can pay \$15 for a pair at Cabela's or we have to drive to Monroe, Toledo or Ann Arbor. We shop at Walgreens more than any other store in town and that is simply for the convenience. Most of the other shops are vacant or sell only tourist items, not everyday living items that people who live here actually need. I would rather save gas and give my money to local businesses if they sold things other than candles, Christmas ornaments and hair-highlights. (no offense to these businesses, but they are obviously not catering to our locals)
- -would love to see another grocery store like Meijer, super Walmart
- Use the tax base for the Road Improvement Fund to maintain and fix the roads, and reimburse those residents that were charged or had a tax lien applied to fix the road in front of their property (e.g. within the last 5-10 years).
- More blight inspections
- Residential neighborhood lighting
- Get rid of Cabelas and trailerparks
- more businesses
- Traffic and downtown
- Afternoon Rush Hour Traffic
- See more retail outlets and restaurants in the triangle area.
- Make better use of vacant buildings and find a better traffic system on the west side of town.
- Education system in our schools. The future of our country is our children. They need to be educated to be able to give back and support future Dundee and the United States.
- have something fun to do. (like bowling alley, movies, lazer tag, ect..) i dont want to have to go to ann arbor or monroe to go do things like at.
- Upgrade current business appearances --- a common theme with signage regulations.would go a long way.
- meijer, walmart, recreation other than going to a park
- bring in more companies and businesses to promote job growth.
- Get rid of the trailer parks
- shopping- retail
- outside summer entertainment "Free"....could be bands, an art show, etc
- Better traffic flow (too much traffic for the size of the town), improve the safety at the corner of M-50 & Main St before someone gets killed. A better school system (some teachers have been there way too long, kids get picked on when they don't fit in with the cliques in town even from teachers), Better water service, the water contains REALLY strong chemicals (skin is dry and itchy after showers) and the bills are WAY too expensive with all these extra fees added in! Something for families to do together...1.00 Movie theater maybe etc.
- Would like to see a few more businesses open. I believe we need more job opportunities.
- Having a "big box" store to limit the travel to other places to buy the necessities.
- Bring business to vacant buildings
- Traffic lights at Oak and M50 due to increased traffic volume.
- traffic on 50
- Stop making it bigger in size and population
- Put in a major department store like Meijers, Walmart, ect.
- Lower cost of living.
- I would make some type of "beautification" plan to clean up the "eye-sore" lawns and homes in the downtown area and east of downtown. Also plant more flowers in downtown, improve some sidewalks, and basically make it look more like the storybook version of U.S.A. Dundee has the history, the river, and the quaint downtown - I don't think it would be hard to polish it up a bit. I also think the Postal Service could be improved. Rude staff and they always act like we are such an inconvenience to them.
- Traffic flow and safety of pedestrians and bicycle riders.
- Try to recruit new businesses for the downtown area— retail and/or food but NOT services, offices, churches, dance studios, or anything like that. Real retail stores to attract tourists and provide local people with a reason to go downtown often— and support local businesses.
- More shopping (Target, Meijer, etc)
- Designed growth that matches the historic charm
- Promote downtown business
- Needs a grocery store on the West side to serve people that live West of town
- Quality new housing with allowable property acreage.

- Put a Meijer or Walmart in!
- need more drawn downtown, something to do downtown. gaming store,poolhall, antique store something.
- More Events that bring the residents together
- fix the roads
- A better grocery store, but not another one in addition to Kroger.
- We do need a larger grocery or big box type store, the area doesn't have options for later shopping or urgent need
- Clean ip apartments area
- Roads
- Needs to bring in another grocery store, and a coffee shop. Produce at the Kroger is subpar. Maybe a Target store.
- Get the downtown area thriving again! Also get a store like Target or Walmart so we don't have to go to Monroe or Ann Arbor to shop for clothes,etc. What happened to the Meijer store?
- Better parks and public areas.
- school track andfields baseball fields need bathrooms and concessions
- Change traffic lights so you can get through town and off side streets. Saturday cars were lined up past the senior citizen building with the red light.
- get rid of the Kroger store.....we need a good quality grocery store.....like D & W in Grand Rapids; or Publix stores in the south. and also, put up a wall through the city of Dundee on US 23 to reduce noise from the traffic.....maybe lower the speed on US 23 through Dundee.
- Traffic on M-50 when factories get out or when school gets out.
- give it a 'hometown' feel, it doesn't have that. Help the M50 residents to upgrade (with paint) their homes to look quaint. Give them options to use color (paint) to spruce up their property to look historic.
- Make it more bicycle friendly. Try going for a "bicycle friendly" classification which may result in federal funding
- have fire works on the 4th of july
- An public out door/indoor gun range, would get tons of business do to Cableas. Trainng classes could be offered,Cableas could even use it for demonstrations and exhibitions, or even hold sanctioned competitions.
- more affordable housing
- more services/retail offered
- put up a sign with lane instructions @ intersections of 23/ann arbor & m-50
- need more business, plenty of people with no vehicle are stuck with just kroger or walgreens too many fast food places not enough variety
- remove the fallen trees from the river. a better varity of fast food resturants, ie Pizza hut, Long John Silvers. Something other than hamburgers and tacos. Tiffanys should have some competition.
- put in the meijer store that was said to go in years ago
- bring in more commercial development I.E. Additional Grocery Store such as Busch's Fresh Food Market, an Additional Pharmacy and maybe 1 to 2 more restaurants near the Cabela's.
- More commercial competition....home improvement, grocery, etc.
- I wish Dundee had a bakery and a few nicer restaurants.
- We need better sidewalks in many areas of town and unfinished housing developments need to be finished and cleaned up so that those residents can enjoy not only their neighborhoods, but can have easier access to main roads and walk ways. I'd love to see more parks with biking and walking trails and maybe even a rec center for family entertainment and fitness.
- Crack down on vehicles with LOUD BASS THUMPING
- Stop spending so care free
- Bring more retail shops downtown
- The image (I know that is a cheater answer because it is so broad and all encompassing). There are some great things and some run down things - this makes it hard for people to get excited about the potential.
- Love the art in downtown Tecumseh.. check it out :)
- Encourage a variety of businesses.
- A little diversity in the town would be nice... But not if it has to be forced.
- We need a Meijer or a Walmart.
- We really need to look at traffic. Trying to get out of my driveway at 5 on a week day is next to impossible.
- Better shopping. Kroger is too limited. We need a Meijer or WallMart.
- Lower the rents on retail downtown to encourage more retail.
- get the state to coordinate traffic lights near us23 better to ease traffic congestion.
- Increase access to and along the River Raising (hiking trails, riverwalk, boat ramps, etc.)
- A department store that one can buy items other than groceries.
- Necessary shopping. Dundee offers a variety of shops for unnecessary items but the grocery options are horrendous. We have one option that offers plenty of expired foods along with a strong push of its own products. Its a shame that we do not have any options. A meijer would be a welcome option. They offer a good variety of products including non-food items and regularly clear the shelves of old and expired foods.
- Build more areas West of 23.
- signs so those who visit cabelas will know what else is in town
- better downtown, a store like Meijers preferably next to Cabelas
- reuse existing buildings rather than taking greenspace
- Expand the city resources along the Dundee azalia rd to members of the community there such as natural gas. Sewer. Etc. we are members of the village. We should get the same amenities.
- The traffic lights at Tech/AnnArbor Rds....consider round about or re-engineer the roads to eliminate some traffic lights

- develop downtown area
- lower speed limits on m50, it is ridiculous how fast people travel when the limit is supposed to be 40, then 30. it should be 25 from kroger through town. we live here, it is residential, children walk home from school, kids play outside, its scary how fast people drive.
- Better/More parking downtown. What's there is very cramped, especially around Christmastime.
- The lack of shopping- having an additional grocery store would be great. Or updating the current Kroger. Also, the tracks by the Dundee Ridge sub are awful, and need to be updated.
- Get the cop off US23 and patrolling the city instead of Dundee becoming known as a speed trap. What a waste.
- Add an access road for the Dundee Ridge subdivision so that Main Street is not the only way in and out
- However there is not a sidewalk for strollers/ wheelchairs to get from the Fire department side of m50 to the dam side of M50. Even to try to walk with a stroller from the barber shop over to the bridge is hard ...
- A bigger department store for more shopping is desperately needed (i.e.-Meijer).
- Stop building apartment complexes and focus on the houses that are empty and buildings that are empty. Clean up some of the buildings so they don't look so scary to walk past.
- the left turn light at the five points! the timing is infuriating for anyone not on M-50.
- Plant more trees / beautify
- Alternative shopping such as another store which may offer clothing other than Cabela's whose clothing is generally more outdoor oriented.
- Additional Parks and infrastructure improvements
- Need another grocery store. Could use another automotive repair business.
- I would like to see traffic lights that are all in sink, to make the traffic flow better. I would also love to see a walmart or Meijer come to town. There is plenty of people and, every one must go out of town to shop at ether store. This would also bring in many needed jobs to town.
- Something to occupy.the youth in town like a movie theater to keep them from having to travel all the way o monroe toledo or ann arbor
- "Fix the hole in side walk the corner of Rawson & Viking before some one gets hurt.
- Too expensive but a long nature trail along the river."
- Get rid or improve eye sores along M50 in the downtown area
- Bring more businesses to town.
- I would like to see a community center with a public pool,gym,place for community events
- More unique shopping
- No parking on streets
- The entrance to downtown from US-23. Improve the look of the residential homes on the main drag, and beautify the roadway.
- The west side of 23 needs a park system added. The old plan had Stonebrook and River Ridge common areas plotted as part of the park system. The common area in River Ridge along the river could be made into a fishing area. It also could also be made into a conservation area for birds and other wildlife. Walking over the via dock is hazardous as the speed limit is to high.
- Build a Meijer Store and Fifth Third Bank
- Another bridge over the River.
- More home ownership; more job opportunities for people living here.
- Possibly build more shopping facilities.
- I would love to see a department type store come to our area, not only to create jobs, but it would also enhance our other area merchants. Such as when we have tourist visiting the water park, there is really no where for them to go to spend money, many guests there ask how far away a Walmart or Meijers is to pick up last minute items, but they would rather go without than to drive out to Monroe....
- Need more large chain stores. Example is Meijer or Walmart. You can't get everything at Walgreens and the produce is terrible at Kroger. Would be more convenient to stay in our own town to shop/ grocery/ etc, than going to other towns such as Monroe, Adrian, Sylvania, or Ann Arbor.
- Attract more businesses and residents to allow better and more cost effective municipal services without significantly increasing costs to current residents. This should include improving or replacing systems that aren't working like the water treatment plant, which leads to our increasing water rates.
- make more parking for the historical building
- encourage new viable businesses in downtown area
- Model the downtown of Dundee with a Tecumseh atmosphere
- Add a few more shopping areas where you can purchase clothes/general household supplies
- Some big box stores.
- Bring back businesses to the downtown area
- Improve the back roads!
- More things for kids to do. Hard for new people who have moved in to find friends
- Build a shopping center like walmart or meijer.
- parks. Such as wWildwood in toledo
- I would reevaluate the school system. Bullying is a big problem in the elementary school and I don't believe enough is being done to stop it or control it.
- Add more businessess to allow people to support locally retail.
- Promote the downtown area with activities like Tecumseh, Mi does
- We definitely need a safe area to run/walk/bike. Many sidewalks are not completed so we have to run/ride bikes on the streets with traffic. The sidewalks that are complete, are old, crumbling or uneven due to the ground settlement causing trip hazards.

- I would like more paved roads on some of the major dirt roads like Petersburg and also would like more development for access to city water.
- Close adherence to zoning regs, especuallly when they are being violated and it is made aware of to the village/township!!
- More parks, more activity for children in the community.
- Would have had the main users of the repaved OAK street (THE TRAILER PARK) help in the cost. Can you tell I live on Oak St?
- more traffic lights in by oak and plank st
- Build up downtown alot more. More restaurants, bars, shops etc...
- jobs
- "Would love to see a large retail store West of Dundee for shopping, like a Meijer or Walmart.
- Build our larger and improved fire station that we voted for and are paying for!!"
- Need Meijer and Mall
- Improve/replace teachers.
- limit growth, keep out big businesses. I would focus on small mom & pop stores to boost business in Dundee. keep it small!
- There are a couple of areas where traffic signs are needed. Main intersection downtown, should be a no turn on red when coming from the east turning onto M-50. People are driving into the middle of the intersection to get a look to see if they can turn right. The right turn lane in front of Spirit Ford should be a thru lane. I have been pinched more that a few times going through that intersection and then trying to merge right to get onto the highway by out of towners.
- more for kids to do
- Focus on downtown becoming more like a Tecumseh, Michigan. The comment someone at the village stated about the apartment complex and how most people live in Dundee, do not work here, should not determine what is built and how land is used. We do not need a Walmart, Quick Cash stores, etc. Keep high standards for the village a priority.
- The tot lot is one and the wolverine park I think should have some type of fence down by the water.
- Create more things for children to do.
- fill empty buildings with businesses, not building new ones!
- Retail stores and better roads
- Get a WalMart or Meijer

17. What do you like least about Dundee?

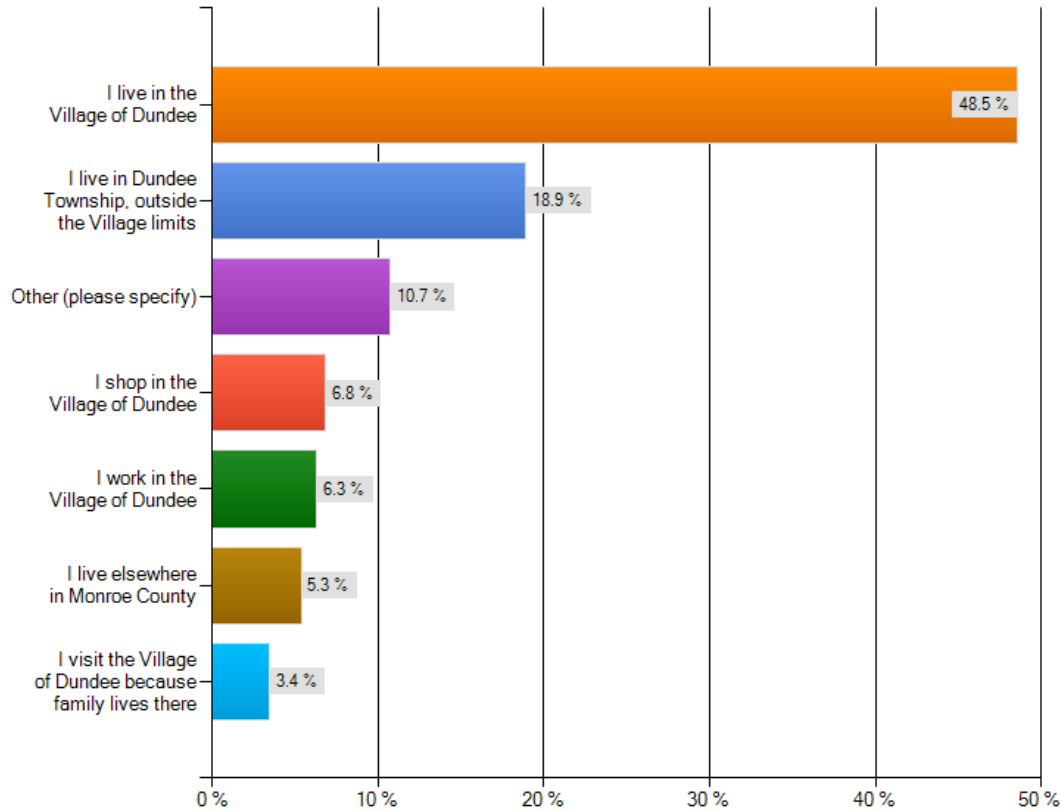
144 total responses: (The top ten relevant words and phrases: Traffic, downtown, shopping, roads, parks, grocery, taxes, school systems, police, jobs.)

- Home look trashy
- Sometimes we don't work well together.
- Lack of racial diversity.
- please see my small rant in #16.
- The amount of money I have had to pay as a property owner to pay for a street rebuild/re-paving when we have a Street / Road Fund that all taxpayers supply. And now, since we did not take the advise to fix the water main, we are going to tear up that brand new street to fix a known past problem. My advise, if the current policy will use the Street Fund and not tax the property owner, refund those property owners who had to pay for their street rebuild in the past 5-10 years. The money has been sitting there an not being used properly.
- There has not been enough growth in population
- Too dark in neighborhoods
- Taxes are way to high
- Traffic and 50/Main intersecon downtown
- The very high taxes are a problem. Raising the value of a home over 20% in one year when real values haven't increased at all is outrageous.
- Too many unfinished/poor planning subdivisions and sprawl.
- Not enough things to do for children and young adults
- Tourism on the west side of town. Commercial businesses and such taking farm land for building purposes.
- Downtown district. Need to encourage tourism and locals to shop downtown. Need outside money to be spent in our town.
- hard to find cheap place to live
- looks like a "hodge-podge" town of poorly run local, small businesses and homes that are not attended to. We need to look more like a unique community with a lot to offer... clean, welcoming, a great place to visit or live... we don't look like this at all today.
- there is noting to do in dundee, you need to travel ~15 miles to do anything
- the police in dundee keep spending money on things that we dont need. they are becoming very bothersome. instead of giving so much money to police to spend, start building more recreational buildings and parks so the kids have something to do instead of going out and getting into trouble.
- Trailer parks, too much traffic
- lack of shopping
- no complaints
- People are not very friendly unless you have lived here for generations passed down. Boring...nothing to do.
- Vacant buildings downtown. The Candle Shop is quite nice; a quilt shop would be a welcome addition and Family Dollar or other high quality dollar store.
- Too many people speeding on side streets , too many cars with loud music systems,
- I wish there were more choices for shopping like a Target or Mejier as we only have Cabela's for any clothes shopping.
- the new double red light set up at speed way people get so confused and the next light towards hi way doesnt seem to match it some how makes a mess
- people
- The rate it is growing. not everyone knows everyone like it used to be.
- Too much traffic, too many people moving into town.
- Constant flow of traffic in front of my house (on M50). Sometimes it take 5-10 minutes to get out of my driveway. We need a traffic light near Krogers to regulate the flow.
- Trashy looking lawns and homes that are left un-kept. There could also be more options for shopping and business. I think that a little bit of improvement could turn Dundee into a mini Ann Arbor or more like Tecumseh.
- Some of the ridiculous developments like the empty building opposite the post office. It should be demolished as unsafe or, if safe, turned over to the Village for something productive like an expanded senior center, homeless, transitional housing, or the like. It sends the message that we don't care about development that is appropriate to our community and you can build any old thing you want and then let it sit...that Dundee is a place to come if you want to take advantage of the Village on the one hand and your investors on the other. I'd salvage what could be, the raze it and make it a park, maybe with some access and educational materials to school kids and visitors. It could be a tourist attraction!
- The people are surface-friendly but don't support local businesses or attend local events as much as other communities do, and they don't really welcome new people into the fold of community life. The "community life" seems to shrink every year. Maybe an injection of new retail downtown would spur some interest and get people more involved—if they think the town is alive, maybe they will act alive, too. Also, there are many people who work in town but don't live here, and NEVER shop locally or attend local events.
- N/A we have a pretty great village
- politics
- Home building restrictions.
- The Kroger
- traffic lights at 23! especially later at night, have to wait so long to turn left togo south.
- The downtown buildings so empty
- the roads
- Same as #16

- limited shopping choices- must go to Adrian, Toledo or Monroe
- The traffic trying to get off side streets onto m-50
- That it only has 1 grocery store. Not many options down here. Most people travel to Monroe or Ann Arbor to shop.
- No local jobs available.
- Not enough businesses. I hate that I have to drive 25 mins to get to a walmart or similar store.
- some houses need cleanup totidy up town
- Traffic and traffic light in middle of town. There has to be a better system to get through town. The light that lets you go to Stowell Road only lets 2 cars go through before it changes. This is stupid!!!
- not bike friendly
- Nothing for our teens to do. Skate board park, arcade etc.
- "its completely a pass through for people to get to I-75 or US 23. It shows in its lack of character.
- example: I met a man @ UoM and he didn't know we had restaurants downtown cause its just a road to get him to work from southwest Monroe."
- needs more recreational places/activities.....would like to see the village take a more active role in promoting good health and physical fitness
- having only one grocery store
- for a tourist attraction there are not many local bars to go to that are not chain restaurants.
- Lack of retail
- the traffic now
- jobs are all the same minimum wage fast food, hard to make a living with limited options
- trying to get off of oak street onto westbound M-50.. trying to get into speedway from westbound M-50. parking at the elementary school to pick up the kids
- The water bill. It is incredibly high. I pay double what I paid in the City of Monroe and feel confident my usage is less.
- there's really not anything that i dont like about Dundee.
- Some residence have a difficult time accepting transplants into the village....too bad.
- I cant think of anything.
- I don't dislike much about this town, but sometimes the traffic is horrendous, especially at certain times of the day near the US 23/M 50 interchange. The traffic heading East into the downtown area can be tricky with traffic going from 2 lanes down to 1 with very poor signage. The sign is blocked by a tree and placed so that the lane is already gone by the time most motorists see it.
- Sometimes reluctance to change
- Over crowding
- Too many buidling not utilized in downtown - Move the church occupants to a more appropiate area & use this space for retail to give people nore things to do downtown
- The run down and/or empty residential and comercial properties.
- The waste of a building erected under our former mayor, who was aware of the likelihood of flooding and sits as a reminder of the waste of \$ to our community.
- "Traffic passes through downtown but does not patronize business.
- Non commercial businesses using store front buildings.
- Eyesore building at corner next to Bricktown restaurant."
- The big box store on the edge of town has done a lot of Dundee, but it also influences a prevailing notion 'redneck'. The statue of the man that is best known for losing in a race war is tasteless. If we put up a statue of a slave trader, it would be considered a heinous act, but a statue of someone that led attacks against native americans that killed women and children is somehow acceptable?
- Need a light at the M50-Oak Street intersection.
- School system needs some help.
- No selection for shopping. Have to go to Monroe, Toledo or Ann Arbor to get what we need.
- THE TRAFFIC!!! There needs to be a traffic light at the South/Rawson/M50 intersection. I live on Mechanic Street and I have waited up to 10 minutes at times to turn left!
- traffic on m50
- That several businesses and services (Post Office) are located on the low side of the River Raisin. Flooding is an issue.
- When I want something other than groceries I have to drive to Monroe, Ann Arbor or Toledo.
- Gorcery option. No parks with walking trails. Ticks. All in all it is a nice community just missing some options.
- It takes forever to get things done, like the Fire Hall.
- **THAT THE VILLAGE AND TOWNSHIP COUNSELS DO NOT GET ALONG**
- the scummy young adults hanging around the corner from Tiffanys and in the park at the river, who always seem to be smoking pot
- the new building on the west side of the river at dixon road by the senior center - waste of river access, empty building in a flood plain, shoud lnever have been built
- The fact that trash is not included in our taxes and the limited amount of stuff they will take.
- The division between the Village and Township....
- school infrastructure is too dangerous we need a better system regarding p/u and drop off of kids at elementary/middle school. Also the traffic lights at Tech/AnnArbor rds.
- the traffic on m50
- traffic (trying to turn left)
- Traffic routing through town makes getting around downtown difficult, just crossing between the north and south sides of M-50 always feel's dangerous or at the very least incredible inconvenient.
- The roads are not kept up. Also, the light at main when it is blinking, makes for a very scary turn.

- That we pay for police to sit on US23. Leave that to the State Police.
- We need more places to shop, especially for groceries! And restaurants with healthier food choices.
- The chaos at school pick up. They need to change the road structure and shape there to fix the issue
- Not enough shopping other than Kroger.
- Not enough shops / restaurants (other than fast food)
- Other than higher paying jobs which are not industrial, I can not think of any.
- Downtown buildings that are apartments on main floor
- M-50 THROUGH traffic.
- Other than traffic, Dundee NEEDS a Walmart or Meijer... I now live in Deerfield but work in Dundee and must either go to Monroe or Adrian to do most of my shopping. I do shop at Kroger but Walmart or Meijer is needed for a town to be supplied properly..
- No complaints.
- CABELAS!!!!!!
- Not enough job opportunities.
- I believe that the village council has made too many planning mistakes. I don't understand how they can approve a new enormous city hall, do all the work to the riverfront, and the work at the parks without thinking about the money that would need to be spent on infrastructure(i.e. water mains.)
- Proximity to big box stores
- No large retail choices
- Can look trashy sometimes when homes aren't kept up.
- For the most part it's a wonderful town. Police force is getting to big. Not sure if tax base can handle it.
- Lack of affordable New Residential home construction
- The 3-4 unfinished subdivisions in town. I think before any new residential building commences that those areas need to be first addressed and focused on getting new builders in or potential homeowners to build on the undeveloped lots.
- The amount of rentals in historic neighborhood.
- The Raisin River's water quality.
- The timing of the lights by US 23 and through the section of that area.
- The smell coming from the factories. Many visitors find that a huge problem and it has detoured many from moving to Dundee.
- "Poor roads (Main Street and tracks on the east end of the village!!).
- Business development is too focused around Cabelas. We do not have enough downtown to bring people east of US23."
- the low quality housing and trashy appearance of some areas
- Unmaintained city owned property/land. Limited local shopping
- The terrible country road conditions
- The downtown area has several unused buildings.
- Too much building west of Dundee and nothing happening with the downtown area.
- The unsightly half built subdivisions.
- Our roads just outside downtown
- Its centered around cabelas.. its on the water tower above the name of dundee for god sakes
- Traffic
- The school system.
- Mobile home parks and "FEEDING THE HOMELESS" or FREE FOOD GIVEAWAY. This attracts undesirables that cannot support themselves which will lead to more crime and transients.
- The unfriendliness of village officials who do not respond to criticism when directed .
- Due to the lack of business in Dundee we have to drive to Ann Arbor, Toledo or Monroe for everything except groceries. That's a lot of gas money spent when you just have to pick up something small, like an outfit or a child's birthday present. Many of the downtown stores are vacant, and the promise of a Walmart or Meijer has been rumored for years. Bringing businesses into Dundee will improve employment, cut down on gas expenses, and bring more money into our community.
- I do not like that the dirt roads are horrible most of the time and especially for the residents who pay a large tax amount but cannot get their roads fixed or plowed; sometime even homebound due to the lack of maintenance of the roads due to weather.
- The lack of concern of the people in the township. Also, I hate not being able to contact the police department with a phone call that's not routed through the sheriff.
- That there is only one grocery store.
- The main intersection downtown. Westbound traffic on East Main St pulling right in front of the Dundee sign to turn onto Tecumseh St. Pedestrian light by the cannon says walk when westbound traffic from East Main St going to Tecumseh St is green.
- trying to get out of my street
- School system is rated very bad. We will be moving before we have children.
- Poor roads and very expensive water,
- Poor quality education.
- the growth! I remember when it was a small little town (before Cabela's) and it was SO much nicer.
- The sulfur smell on damp mornings.
- traffic on m-50
- The apartment complex being built. Not sure what the purpose of it is.
- The way the traffic lights that are by speedway it takes so long to pull, into speedway.
- Lane of traffic merging by Speedway and traffic congestion by fast food restaurants.
- Becoming to commercial, and the eye sore building at the top of the hill in downtown. (next to the coney island)
- Roads are dreadful
- Having to travel to Monroe to go to Meijer or WalMart.

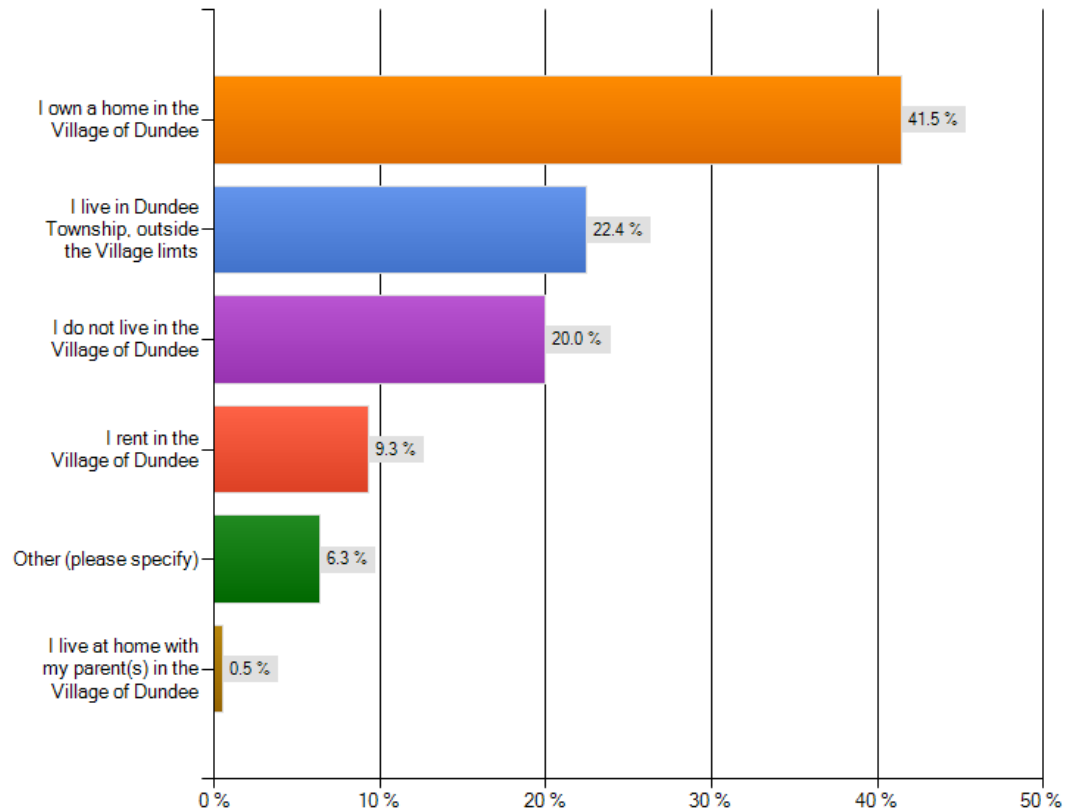
18. Which of the following best describes your primary relationship to the Village of Dundee? (Please select one choice below.)



Other (please specify) – 22 total responses:

- Work in and visit the village often, am planning to move out there this year.
- Live in Ida, but constantly in Dundee from gas, to tractor supply, places to eat...ect, I even bring my horses to the park on Rightmire Rd
- Our son works in Dundee and we frequently dine in Dundee restaurants.
- I live towards Britton my daughter works in town there and we eat and travel there a lot I loved Dundee
- I lived there for the past 22 years before moving to maybe last year
- I live in the township but I work in town, my kids go to school in town, and I grew up in town. I own property in town. I have relatives who live in town.
- I live in Petersburg
- Shop and work in Dundee but live outside the community. I go to the restaurants available Some type of retail besides Cabelas and a good Dollar store would be nice.
- I Shop in the village but also try to encourage more commercial development into Dundee for businesses to come because of Cabelas being there. it really brings charm and character to the Village.
- business owner in village
- I OWN A BUSINESS IN THE VILLAGE AND LIVE IN THE TOWNSHIP
- I live and work in Dundee
- I live outside of Dundee, but my kids go to Dundee and I am an alumni from Dundee so my heart is still there.
- I live and work in the Village of Dundee.
- Looking to move into town to be closer to family
- I have a rental home in Dundee
- I was raised in Dundee, but live just outside of Dundee
- I live in town and my parents live outside of town and I graduated from Dundee high school 10 yrs ago
- Dundee is my hometown, but I have moved away for college.
- My children attend school in Dundee.
- I spend my summers in Dundee, lived there my whole childhood and looking for a home there now.
- Children attend Dundee schools. Family lives in Dundee. Participate in Dundee recreation activities.

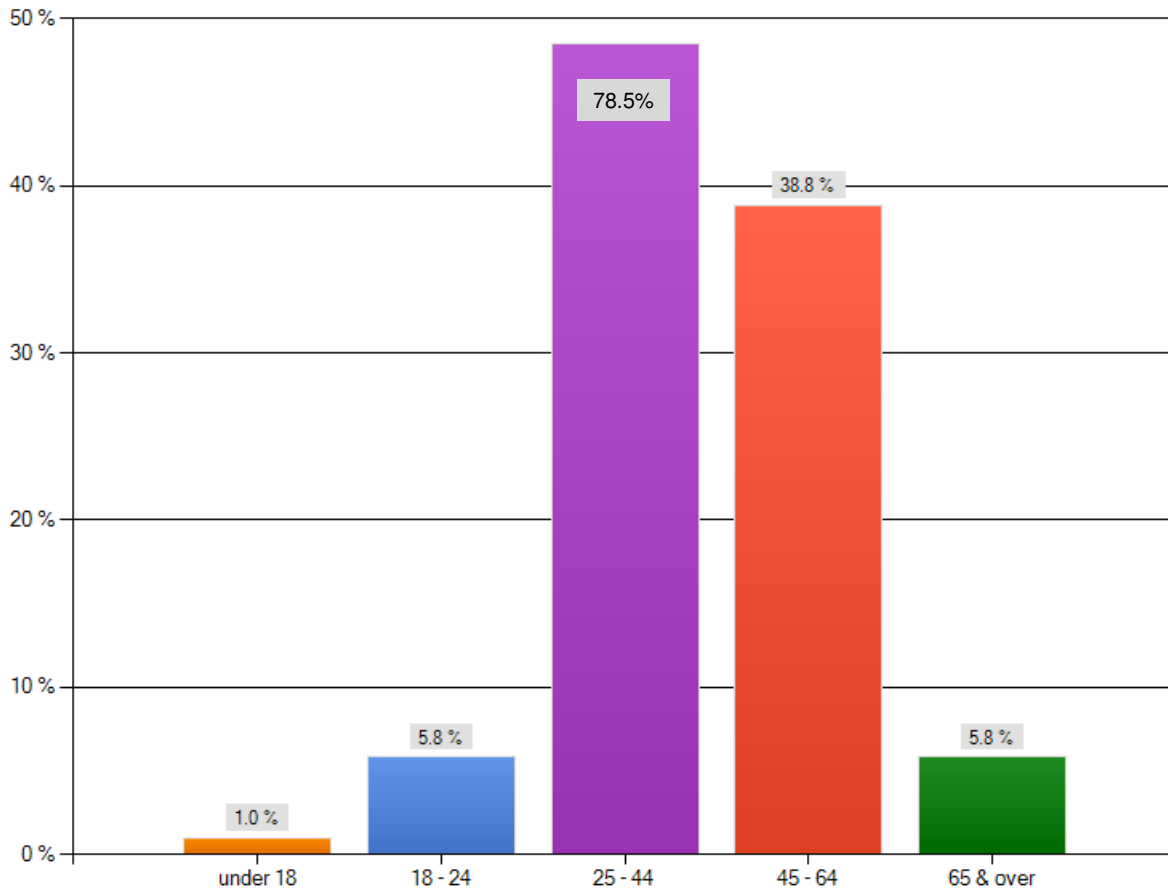
19. What is your residential status?



Other (please specify) – 13 total responses:

- Am hoping to purchase a home this year. Currently live in Monroe County.
- Lived in Dundee Village for 8 years now live just outside village limits within Dundee Township.
- Ida
- i live towards britton but prefer dundee over tecumseh
- live in petersburg
- I own a home in Azalia.
- Caretaker of a home in the Village of Dundee
- I live in petersburg - dundee is closest kroger and tsc
- I don't live in Dundee, but pay taxes on a little piece that is part of my yard.
- Currently we rent but are in the process of purchasing a home in the village
- I live with my family in a mobile home park.
- I live in city of Monroe and am looking to move to Dundee. Schools and utilities are holding us back.
- see #18

20. What is your age?



APPENDIX B

Adoption Documentation

Resolution: # 2014-19

Recommendation from the Planning Commission to Approve and Adopt the Master Plan for the Village of Dundee

Whereas, the Village of Dundee Planning Commission has elected to draft, review, and adopt an update to the current Master Plan, adopted in 2002, pursuant to the procedures set forth in the Michigan Planning Enabling Act, PA 33 of 2008, MCL 125.3801, *et seq*; and

Whereas, the Village of Dundee Planning Commission held a public hearing on the proposed Master Plan, inclusive of the charts, maps, demographic data, future land use plan, and goals, for the Village on October 6, 2014, at the Village Hall.

Now Therefore Be It Resolved: that the Village of Dundee Planning Commission hereby accepts this Master Plan and recommends its approval to the Village Council.

Motion by: Trustee Rigel **Supported by:** Trustee Bunch

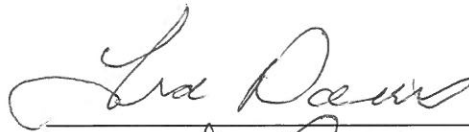
Ayes: ~~TR: Maseman, Lazette, Rohrbach, Rigel, Bunch, Salib, and President Norris~~

Nays: None

Absent: None

10/21/2014

(Date)



Ted Norris

Village President