

GRAND RIVER CORRIDOR VISION PLAN

2013



August 22, 2013

Dear Reader,

In 2009, our two Cities recognized a need to facilitate the revitalization of the Grand River Corridor. It was determined by the two City Councils that a cooperative and strategic approach would have the most impact. The Corridor Improvement Authority Act was identified as the best tool to facilitate such a cooperative effort. Additionally, the Act provided the resources and tools that would be necessary to make a new vision possible along the Corridor.

In 2011, two Corridor Improvement Authority Boards were created to lead this important revitalization effort. These dedicated volunteers representing the business and residential communities are committed to results and the ultimate success of this area. We are proud of the work that the two Corridor Improvement Authority Boards and City Staff have done -- the Grand River Corridor Vision Plan.

This plan lays out a strategic vision for the Corridor and helps outline a path to achieving revitalization. We truly thank them for their dedication and efforts and look forward to the implementation of the Plan.

Our communities are committed to seeing this part of our two Cities being reborn. We hope the excitement of this vision is contagious and we find the partners necessary to make it happen. The Cities and the two Corridor Improvement Authorities are dedicated to this effort. Please do not hesitate to contact either City to learn how you can use this plan to positively impact this critical corridor. Vision with us; dream with us; together as partners we can make this plan a reality.

Thank you for interest.

Tom Buck
Mayor
City of Farmington

Barry Brickner
Mayor
City of Farmington Hills

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INTRODUCTION

1

A. OVERVIEW

The Grand River Corridor Vision Plan is a joint planning project involving the cities of Farmington and Farmington Hills. The intent of the Plan is to improve the appearance, connectivity, and economic competitiveness of the Grand River Corridor. The process has incorporated widespread public input in developing a plan for the future of the Grand River Corridor. The ultimate goal is to make the area a great place for people to live, work, gather, and navigate easily whether they are walking, biking or driving. A variety of planning issues are involved including land use, transportation, open space, and economic development, as well as the look and feel of the Corridor. This document defines a clear vision of the Corridor that communicates the overall development intent for the area to both the public and private sectors.

B. A CALL TO ACTION

In 2009, both communities completed their respective master plans, and both address the Corridor. Since the completion of the master plans, each City has created its own Corridor Improvement Authority (CIA) that work cooperatively to plan for the Grand River Corridor. The purpose of the CIA is to create a vision for the Corridor and then establish recommendations to implement that vision. The Plan will be used to guide and promote future growth and development, including capital improvements. The CIA also has the power to establish special financing programs to implement the recommendations of the Plan.

C. PROJECT STUDY AREA

The study area for this project was defined by the Grand River Corridor Improvement Authority and totals 460 acres and three miles in length. Figure 1.2 shows the boundaries of the project study area.

D. WHAT ARE THE ISSUES?

At the time this planning process was initiated in 2012, the current state of the study area presented the CIA with a variety of opportunities and challenges that needed examination to create a vision for the future of the Corridor. How to address the following issues was taken into consideration while developing the Plan for the Corridor:

- a. Define and promote economic development
- b. Improve the streetscape
- c. Strengthen surrounding neighborhoods
- d. Enhance connections within the Corridor, and connect to areas adjacent to the Corridor
- e. Improve the image/character
- f. Improve access for walking and biking
- g. Utilize existing assets
- h. Create places for gathering/entertainment

E. PLANNING APPROACH

The process to prepare the Corridor Plan was based on a balanced approach that included public input, transportation and land use analysis, and an evaluation of current economic conditions and trends. The process included participation from a broad array of community stakeholders, including key property and business owners, the inclusion of whom ensures embodiment of community ideas and earns community support. It also recognized

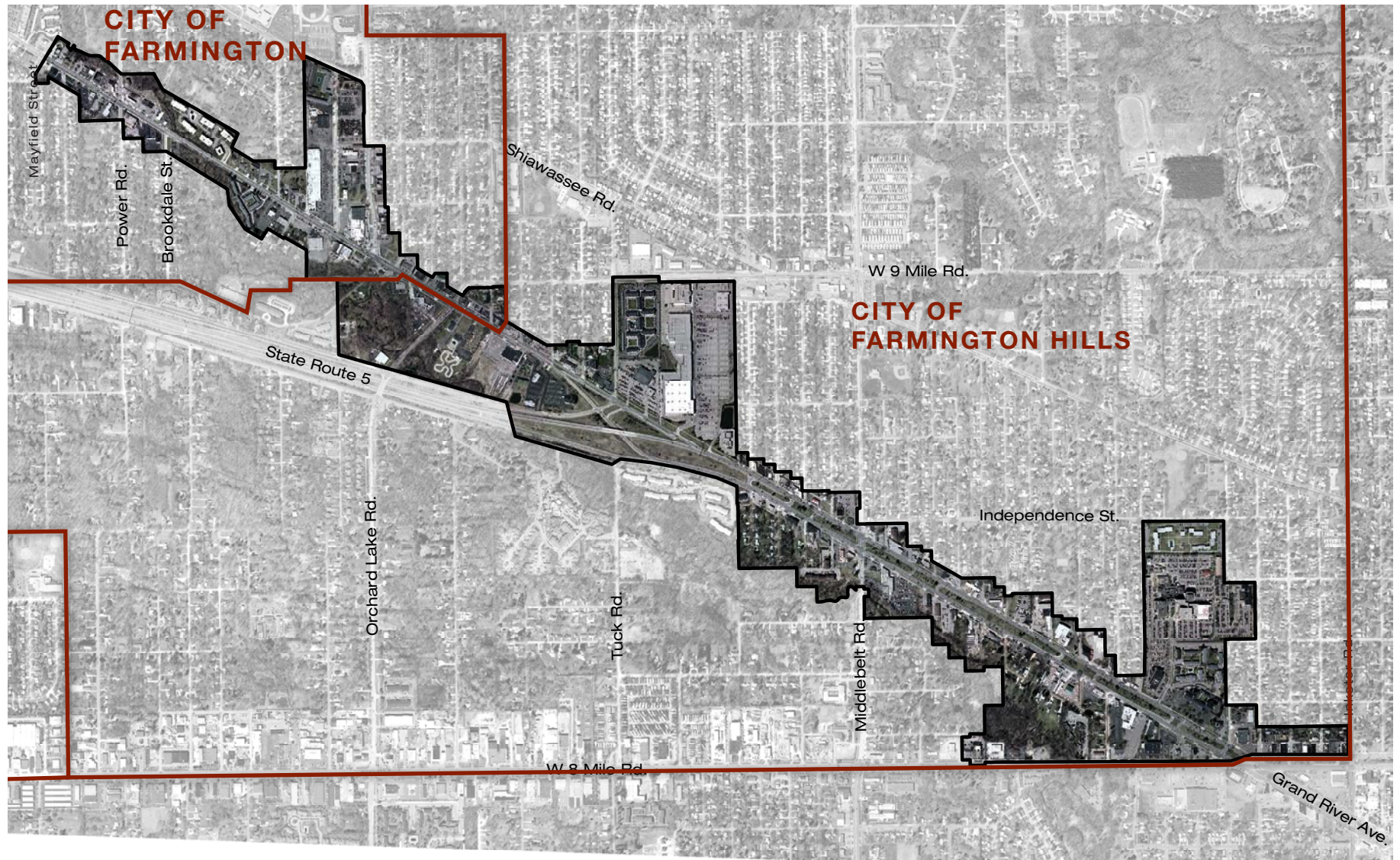
existing market and economic trends to ensure the vision and plan developed was balanced with economically viable solutions. In summary, a truly comprehensive approach was followed to create a plan for the Corridor; one that would fully integrate land use, transportation, parks and public spaces, economic development, and other physical elements.

Figure 1.1 outlines the process that the planning team followed to develop the Plan. The Plan was created with a strong foundation in public input that was balanced with technical analysis, creating stepping stones that yielded an informed and intuitive plan.

Figure 1.1 - Planning Process



Figure 1.2 - Project Study Area



F. PLAN STRUCTURE

The Plan is divided into seven chapters. Chapters 1-3 introduce the Plan and summarize existing conditions and public input. Chapters 4-6 include the Corridor vision, development principles, proposed land use plans, and plan recommendations. Chapter 7 provides guidance to the CIA and the cities on how to implement the Plan.

Plan Chapters

- Chapter 1—Introduction
This chapter provides context about the study area and why the CIA is planning for the future. Descriptions are provided for what the Plan is, as well as how it is organized.
- Chapter 2—Existing Conditions
This chapter provides snapshots of a variety of topics that explain existing conditions throughout the Corridor. These topics were researched and the resulting analysis is presented along with a summary of the key points.
- Chapter 3—Public Involvement
This chapter summarizes the methods used to engage the public. A vision was derived from the comments received and is presented in the document.
- Chapter 4—Corridor Vision
This chapter introduces the Corridor vision. The vision is a result of extensive public input and existing condition research. The components of the vision are made up of a vision statement and development principles that describe the desired direction of future growth and development in the area.
- Chapter 5—Proposed Land Use
The land use chapter serves as a tool to guide the CIA as it works with developers to accommodate growth. The growth should be in line with the Plan vision and priorities. Public input, existing land use patterns and development potential form the basis of the proposed land use recommendations as presented in the Plan.

A key component of the Plan is to illustrate future growth and development within four focus areas throughout the Corridor. This chapter also provides a vision for how development should occur within those focus areas.
- Chapter 6—Recommendations
This Chapter includes a list of the Plan recommendations. The recommendations are organized by principle, and include illustrative renderings of key elements to consider with each principle.
- Chapter 7—Implementation
The implementation chapter prioritizes the recommendations offered in the Plan. This resource will guide the CIA and City officials as to the timetable by which recommendations should be acted upon, as well as the parties that should be involved in achieving each recommendation.



Historic Winery located along Grand River Avenue



Fire Department / Community Center located along Grand River Avenue



Botsford Hospital located along Grand River Avenue



EXISTING CONDITIONS 2

EXISTING CONDITIONS KEY FINDINGS

- Dominated and segregated by existing roadway design
- Retail dominated district
- Real and perceived vacancies
- Northwest area of interchange largely underutilized
- Multiple gateways
- Access management and traffic flow issues
- Large expanse of area between current pedestrian crossings (one mile)
- Limited public transit opportunities
- Fragmented corridor character

A. OVERVIEW

In looking forward to the future of the Grand River Corridor, it is important to first take stock of the current conditions in the area. Just as different components of the Corridor are interrelated, so too are the different sections of the Plan. Taking a holistic view of the existing conditions in the Corridor provided the planning team with a strong understanding of how different factors influence one another, allowing for a better integration of the Plan components and a better plan overall.

This analysis of existing conditions helps ensure that the recommendations made later in the Plan are feasible and will address the needs of the community. In conjunction with the public's input, the information summarized in this chapter influenced the planning process and served as a baseline by which the vision and Plan recommendations were developed.

1. CHAPTER ELEMENTS

This chapter includes an analysis of key elements that shape the existing, and future, conditions in the project study area. Specifically the following existing conditions were examined:

1. Existing Plans
2. Urban Form
3. Land Use
4. Neighborhood Amenities
5. Transportation

2. STUDY AREA DISTRICTS

Three distinct districts emerged along the Corridor. The districts were determined based on land uses in the area, as well as physical and natural boundaries. Examining the Corridor as a whole and at the district level provided another layer, or lens, from which to assess the conditions in the Corridor. The three districts that were identified are as follows:

- **North District**
From Mayfield Street to the north to Orchard Lake Road to the south.
- **Middle District**
From Orchard Lake Road to the north to Middlebelt Road to the south.
- **South District**
From Middlebelt Road to the north to west Eight Mile Road to the south.

B. EXISTING PLANS

Since the Corridor study area is within two separate municipalities, it is important to understand, acknowledge, and integrate the recommendations of the plans in place within each jurisdiction. The following plans were evaluated:

- Farmington Hills Master Plan
- Farmington Hills Redevelopment Committee Report
- City of Farmington Master Plan

This subsection contains an analysis of each plan and the key findings and recommendations that address or impact the project study area.



Within the Corridor there are a number of areas that are vacant or underutilized. A common theme in all the plans that were evaluated in this section was the need to allow for a mix of uses with a higher intensity of uses in key locations.

1. FARMINGTON HILLS MASTER PLAN

The Master Plan focused on providing guidance for various target areas in the community, both residential and non-residential. The City's general vision for Grand River Avenue is for mixed-use and sustainable development. The following specific redevelopment areas are identified in the Master Plan:

Redevelopment Areas:

Botsford Hospital Business Redevelopment Area:

- Includes sites near Botsford Hospital, located just east of Middlebelt.
- Hospital plans to expand in an organized way that respects neighborhoods.
- Change local street patterns to minimize development impacts on neighborhood traffic.

Western Business Redevelopment Area:

- Includes sites on the north side, between west City limit and Grand River Avenue split.
- Several non-conforming conditions exist as a result of historic development patterns.
- Flexibility is needed to accommodate redevelopment, especially if smaller sites.

Eastern Business Redevelopment Area:

- Includes frontage sites on Grand River Avenue near Eight Mile Road.
- 1994 Corridor Study recommendations are still relevant.
- Allow mixed-use expansion into neighborhoods, only if it includes all existing residences.

Mixed-Use Areas:

- North of M-5, south of Grand River Avenue, west of the Grand River Avenue split.
- South side of Grand River Avenue, east of Middlebelt.
- Larger sites are more conducive to commercial expansion.
- Development should respect the Rouge River floodplain.

2. FARMINGTON HILLS REDEVELOPMENT COMMITTEE REPORT

In 2005, a committee was established to develop a plan for redevelopment. The Committee's report suggested that new zoning ideas, streamlined review procedures, and financial incentives were needed to facilitate future redevelopment. In addition, seven specific areas were targeted for redevelopment. Two of them are relevant to this study, the recommendations for which are summarized below:

Area #5: Grand River Corridor from M-5 to Eight Mile Road, focused on the intersection at Middlebelt Botsford Hospital Business Redevelopment Area

Challenges

- Existing development does not meet zoning and ordinance constraints
- Shallow lots
- Visibility
- Lack of investment by some owners
- Multiple ownership
- Traffic concern (high speed merge from expressway)
- Economic feasibility of redevelopment
- Traffic safety

- Off-street parking
- Marginal market opportunities
- Lack of residential development
- Lack of evening/night activity
- Right-of-way expanse, lack of visibility
- Lack of identity, consistency

Recommendations

- Create pedestrian scale, encourage walking. Slow traffic down. Create theme.
- Review height limitations, possible parking deck?
- Regulations (height, setbacks, use) are a matter of right. This would encourage developers to purchase multiple properties, something that is necessary to overall development and which is the most difficult to do.
- Shorten the review process but still have protections in place.
- Need to decide what uses are desired, and then put correct infrastructure in place to attract those uses.
- Emphasize "gateway to Farmington Hills".
- Put businesses up to the street to encourage walking. The Fire Station is an excellent example. Grand River Avenue encourages "up to the street" businesses.
- Six-foot walks don't encourage pedestrians. Need 15-20 foot walks.

- The area needs different overlay zoning than north of 696 due to different demographics.

Area #6: Area bound by Grand River Avenue, Orchard Lake Road and Freedom Road

Challenges

- Access
- Visibility
- Floodplain
- Lack of investment
- Non-conforming development
- Economic feasibility of redevelopment
- Building setbacks too deep
- Discover appropriate use

Recommendations

- A possible regional detention basin? This would relieve individual parcels from this responsibility, creating additional value on every other piece of property that would use the basin. It would increase the amount of buildable area on all other parcels and give financial relief to developers.

3. CITY OF FARMINGTON MASTER PLAN

Overall Development Strategy

- Include additional regulatory flexibility for redevelopment
- Streamline the review process to allow for some administrative reviews of façade changes that meet the highest design guidelines
- Incorporate incentives into the ordinance to encourage desired features
- Identify key redevelopment areas in Plan

Redevelopment Areas

Grand River Avenue and Power Road:

- Pedestrian-scale buildings and friendly design
- Low-intensity commercial
- Pedestrian links to neighborhoods to the north and south, to the downtown and Rouge River

Grand River Avenue and Orchard Lake Road:

- Mixed-use with traditional design (parking in rear, zero front setbacks)
- General commercial and service uses
- Redevelop historic winery into adaptive reuse
- Integrate river into design
- Transit and pedestrian-friendly design
- Incorporate streetscaping

- Provide appropriate screening between commercial and residential uses

Other Recommendations

Residential Neighborhoods:

- Encourage continued home maintenance
- Consider tree replacement programs to diversify the type and size of trees in case of large-scale tree loss
- Improve pedestrian safety and links to downtown
- Redevelopment Strategy:
 - » Promote ownership opportunities
 - » Encourage improvements to older, smaller homes to retain growing families
 - » Consider a housing study to evaluate the current housing supply and demand
 - » Provide redevelopment examples
 - » Identify potential redevelopment sites

Non-Motorized Transportation:

- Promote additional and improved links to downtown
- Fill in any sidewalk gaps within neighborhoods
- Coordinate pathways with Farmington Hills
- Ensure proper pedestrian links to local schools and promote “Safe Routes to School” programs
- Ensure all sidewalks are accessible
- Maintain safe pedestrian crossings

KEY FINDINGS

- Improve pedestrian connections
- Enhance image/gateway at the interchange
- Promote the adaptive reuse of the West River Center
- Target the northwest quadrant of the interchange for a signature redevelopment project
- Consider a road diet and integration of bicycle, public space, or pedestrian infrastructure

C. URBAN FORM

A complete analysis of the urban form was performed. The goal of this step was to establish a baseline of the conditions in the Corridor from an urban design perspective. The following physical elements were examined:

1. Natural Amenities
2. Pedestrian Connectivity
3. Gateways
4. Streetscape and Roadways
5. Character
6. Parking

The result of this analysis was used later in the planning process when crafting the vision and recommendations of the Plan.

1. NATURAL AMENITIES

The Rouge River offers an excellent opportunity for development along the Corridor, creating a dense tree canopy that extends from Downtown Farmington through the length of the study area and past Eight Mile Road. Because areas adjacent to waterways are often highly desirable for residential and light commercial land uses, these properties should leverage the river and tree canopy as a unique amenity. The addition of walking or biking trails along the river corridor would be a great opportunity to provide recreation for the community, as well as establishing a safe, walkable connection to properties throughout the Corridor.

2. PEDESTRIAN CONNECTIVITY

The three-mile stretch of Grand River Avenue study area contains a total of just five pedestrian crossings that connect the north and south sides of the street. Pedestrian crossings spaced at such large distances make it very difficult for people to access many of the businesses and properties along the Corridor. Pedestrians in some areas of the Corridor could walk up to one half mile just to reach a street crossing. In addition, the width of the street (four lanes per direction of travel) and volume of traffic to the south of the interchange make crossing the street in this area both difficult and unsafe.

3. GATEWAYS

Gateways are an effective way to signal the entry into an area or district and reinforce the brand/image of a place. Three primary gateways are present within the Corridor, with a large majority of the traffic along Grand River Avenue entering and exiting through one of these areas. These gateways are the first areas residents and visitors experience when entering the Corridor and provide an opportunity to make a positive impression and experience.

Several secondary gateways are evident throughout the Corridor, including the intersections of Grand River Avenue at Orchard Lake Road, Nine Mile Road, and Middlebelt Road. These secondary gateways should convey the entry into the commercial corridor from the surrounding residential districts.

4. STREETScape AND ROADWAYS

The size and volume of Grand River Avenue presents a unique set of challenges and opportunities for the district, particularly for the portion south of the interchange. This stretch of roadway has up to eight lanes in most areas, as well as a large continuous median down to Eight Mile Road. The size and width of the roadway creates a scale that is not particularly hospitable to pedestrian or bicycle activity. Improving or creating street trees, pedestrian elements, dedicated pedestrian crossings, and bicycle lanes are all useful methods for bringing the streetscape down to a pedestrian scale. These street treatments can be effectively used along the entirety of Grand River Avenue, both above and below the interchange.

5. CHARACTER

Development along the Corridor has occurred throughout the past several decades in an uneven and inconsistent pattern. The Corridor currently supports a mixture of land uses and buildings of various architectural styles, quality, sizes and ages. While portions of the Corridor have received substantial investment throughout the years, effort should be made to address blighted properties and increase the overall quality and aesthetics within the district.

6. PARKING

The Grand River Avenue Corridor developed around the automobile and thus parking is a necessary consequence. Segregated land uses that provide enough parking for peak demand create large areas of parking that may be fully utilized only several days out of the year, if ever. Shared parking and access agreements, reductions in minimum parking requirements, and arrangements of complementary land uses are all recognized ways to reduce the burden of parking on landowners.

Figure 2.1 - Urban Form North District



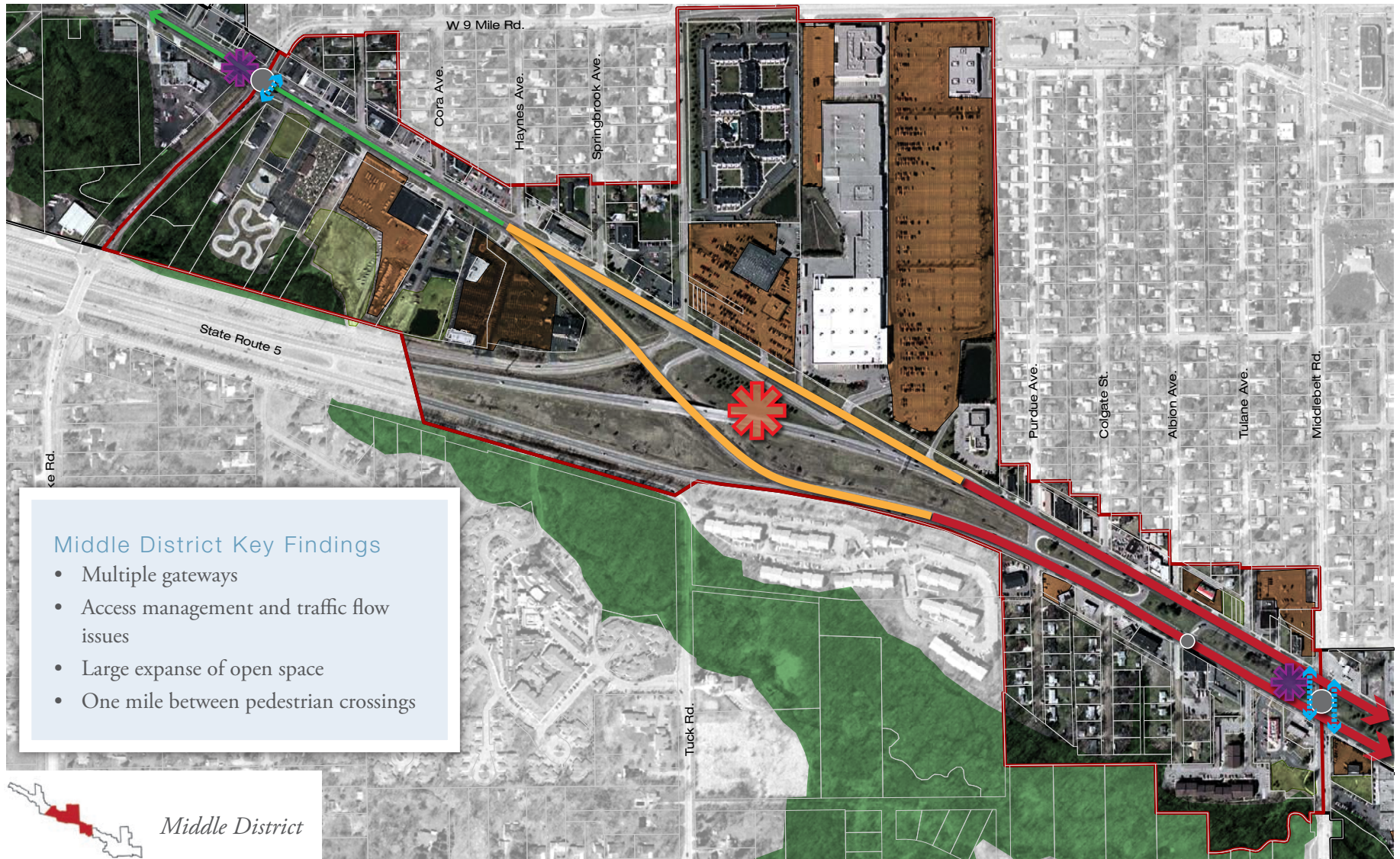
North District Key Findings

- Natural areas are opportunities for pedestrian connections
- Minimal crossings for pedestrian corridor
- Numerous gateway opportunities (branding)



Tree cover	Primary gateway	6-lanes + 2 turning lanes	Two-way traffic signal	 Source: Oakland County, Field Check 10-29-12	
Open space	Secondary gateway	Interchange	One-way traffic signal		
Large-scale parking		4-lanes + center turning lane	Pedestrian crossing		

Figure 2.2 - Urban Form Middle District



 Tree cover	 Primary gateway	 6-lanes + 2 turning lanes	 Two-way traffic signal	0 0.05 0.1 0.2 Miles	
 Open space	 Secondary gateway	 Interchange	 One-way traffic signal		
 Large-scale parking		 4-lanes + center turning lane	 Pedestrian crossing	Source: Oakland County, Field Check 10-29-12	

Figure 2.3 - Urban Form South District



South District Key Findings

- Only one pedestrian crossing
- Primarily six-lane road with two additional turn lanes
- Limited access to greenspace
- Boulevard is a barrier to connectivity and image



Tree cover	Primary gateway	6-lanes + 2 turning lanes	Two-way traffic signal	0 0.05 0.1 0.2 Miles	
Open space	Secondary gateway	Interchange	One-way traffic signal		
Large-scale parking		4-lanes + center turning lane	Pedestrian crossing	Source: Oakland County, Field Check 10-29-12	

D. LAND USE

A land use analysis of the study area was conducted and focused on housing, retail, office, and institutional uses. The goal of this task was to establish baseline data of current land uses against anticipated market trends in the study area. To get a clear understanding of land use in the Corridor, the land use pattern was examined using current county land use data (see Figure 2.4) and a field survey of how land is currently being used in the Corridor (see Figure 2.5). The field survey provided a detailed look at the specific types of businesses within the Corridor.

The existing land use conditions in the Corridor were largely a result of Grand River Avenue's historical roots as a primary arterial roadway radiating from Detroit. As a result, over time, the Corridor has been home to a variety of land uses including industrial, housing, and commercial and neighborhood services.

Today the Corridor can be characterized as commercial with hubs of institutional, housing, and office uses.

A thorough analysis of the Corridor and each district in the Corridor was conducted. The key findings from this analysis are reported in the box to the right for the Corridor as a whole and in the following pages by district.

OVERALL LAND USE

KEY FINDINGS

- More than a quarter of the Corridor is retail or vacant land creating opportunities for redevelopment and integration of a variety of land uses.
- There is a large volume of commercial/retail related uses in the Corridor and the region that limits the competition for commercial space and in turn drives down rents and values.
- Medical office is nearly a quarter of the study area, and is a high-quality use that has potential to expand into a major medical cluster.
- Lot sizes vary from short shallow lots to larger commercial super centers. The small shallow lots present some challenges from a redevelopment perspective because they do not easily accommodate a variety of building types and sizes.
- While office makes up approximately 34 acres of the study area, there is currently no class A office space that creates an opportunity for new office product, specifically along M-5.
- Quality public spaces are not a component of the Corridor.
- There are a number of entertainment-type land uses in the Corridor that are aging but are valued by the community.

Figure 2.4 - Overall Corridor Land Use

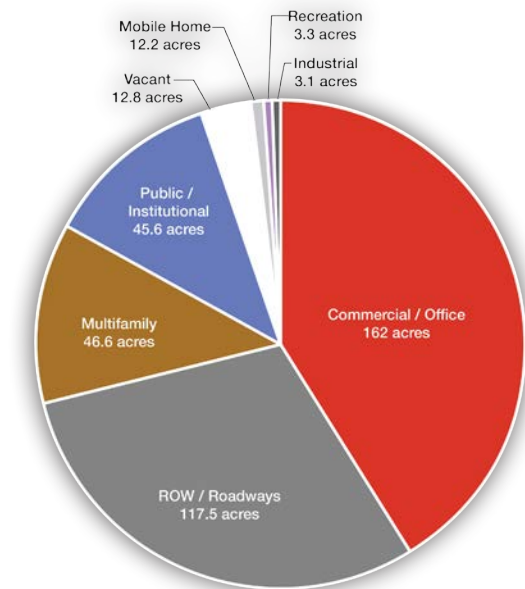


Figure 2.5 - Overall Corridor Detailed Land Use

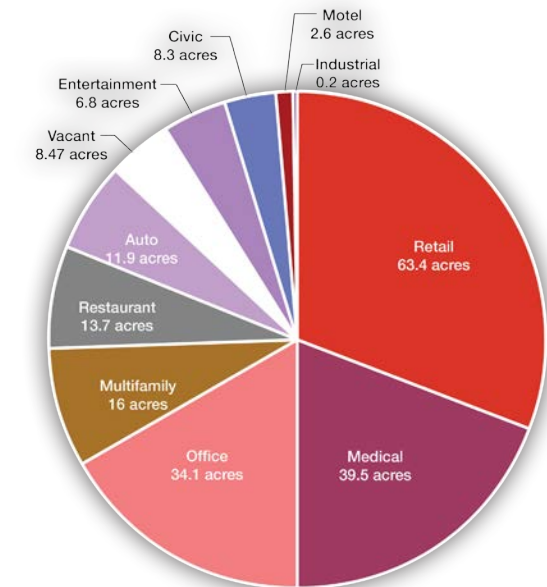


Figure 2.6 - North District Land Use Breakdown

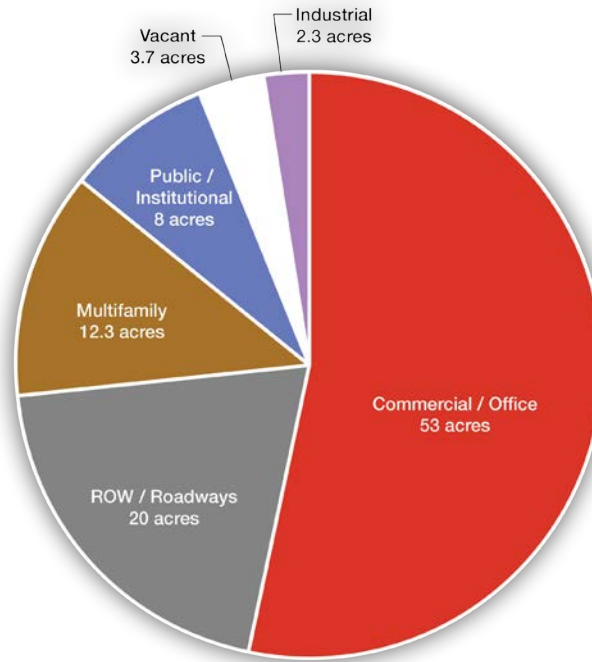
1. LAND USE - NORTH DISTRICT

KEY FINDINGS

- Large areas of commercial / retail
- Two large multi-family areas
- Gateway into Downtown Farmington
- Large commercial center underutilized

EMERGING IDEAS

- Enhance north gateway
- Create linkage to existing park/greenspace network
- Focus revitalization effort around large commercial center
- Manage traffic flow on Grand River Avenue between Orchard Lake Road intersections through signage and roadway enhancements
- Consider road diet, especially north of the Orchard Lake intersection



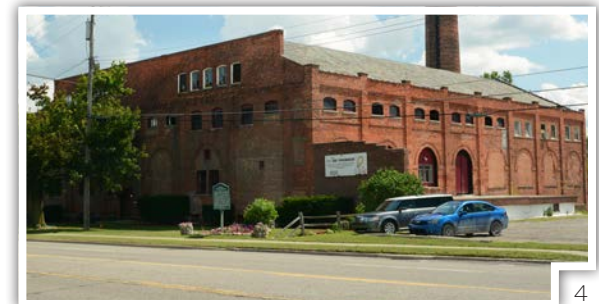
North Grand River Avenue Streetscape



Bridge Over Rouge River

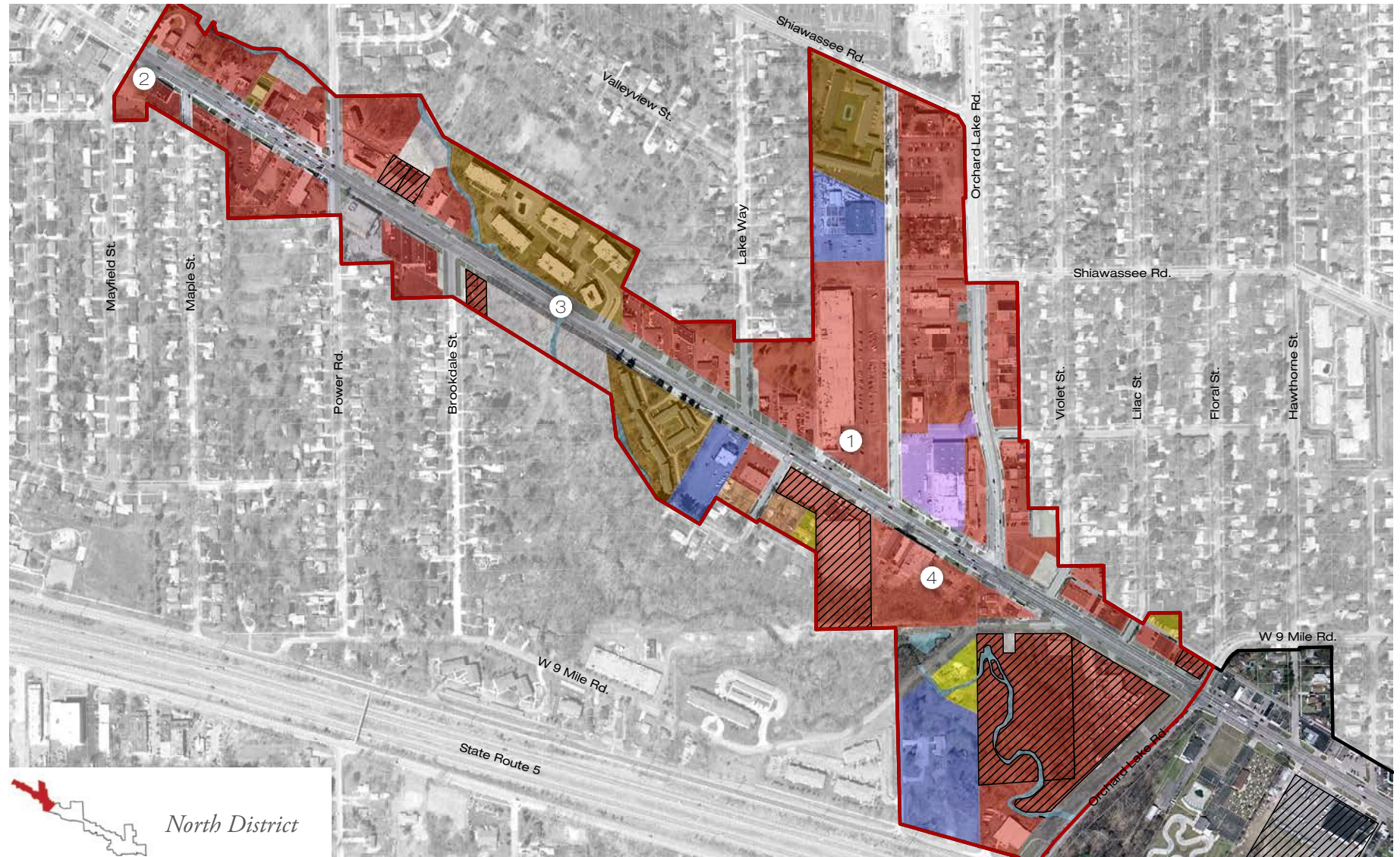


Existing Retail Center



Existing Historic Structure

Figure 2.7 - North District Land Uses



North District

- | | | |
|---|------------------------------------|--------------------------------------|
| Service-Related | S.F. More than one unit per parcel | Public/Institutional |
| Single Family, more than 1 acre | Multiple Family | Recreation/Conservation |
| Single Family, 14,000 to 43,559 sq. ft. | Mobile Home Park | Road Right-of-Way |
| Single Family, 8,000 to 13,999 sq. ft. | Commercial/Office | Transportation/Utility/Communication |
| Single Family, Less than 8,000 sq. ft. | Industrial | Vacant |
| | | Water |

0 0.05 0.1 0.2 Miles
Source: Oakland County, Field Check 10-29-12



2. LAND USE - MIDDLE DISTRICT

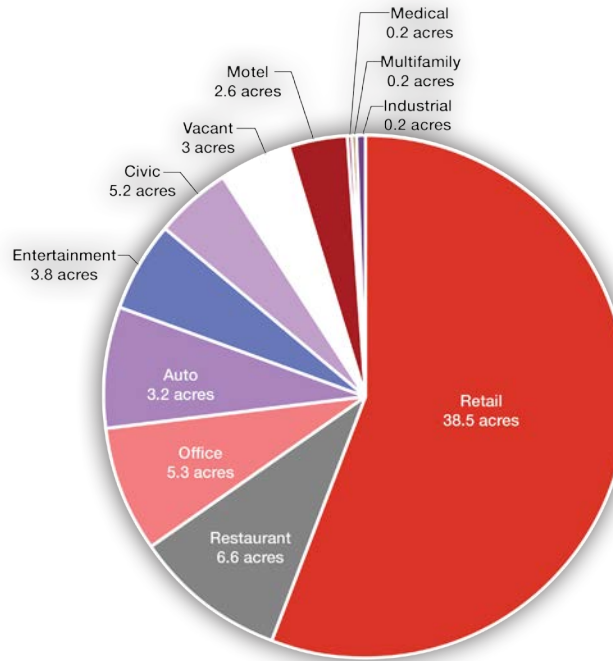
KEY FINDINGS

- Dominated and segregated by existing roadway design
- Retail dominated district
- Real and perceived vacancies
- Northwest quadrant of interchange largely underutilized

EMERGING IDEAS

- Improve pedestrian connections
- Enhance image/gateway at the interchange
- Consider the adaptive reuse of the West River Center
- Target the northwest quadrant of the interchange for a signature user/users
- Consider a road diet and integration of bicycle, public space, or pedestrian infrastructure

Figure 2.8 - Middle District Land Use Breakdown



View facing Target development



View driving south before interchange

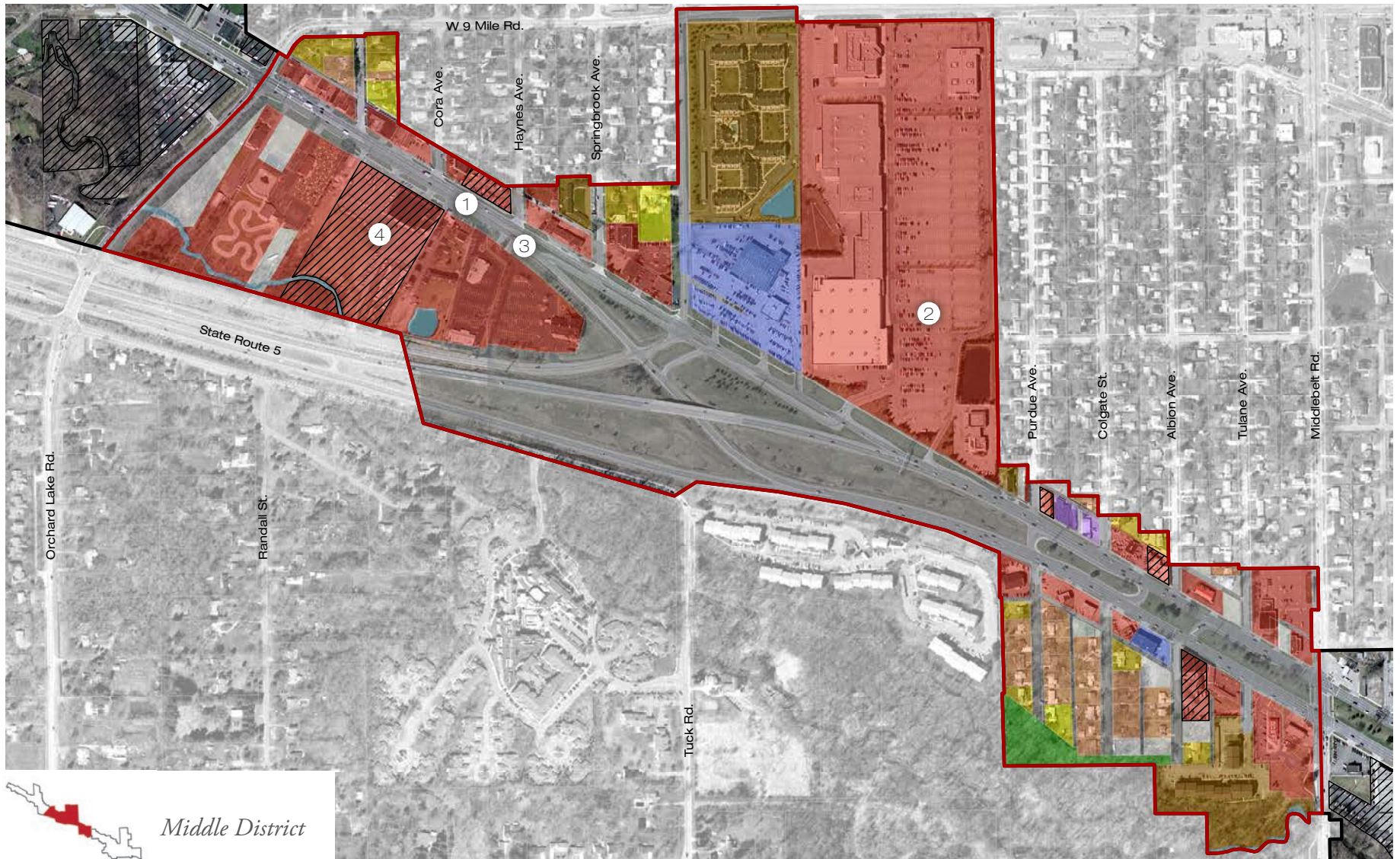


Street view facing north toward Farmington



Opportunities for redevelopment at vacant properties

Figure 2.9 - Middle District Land Uses



Middle District

- | | | |
|---|------------------------------------|--------------------------------------|
| Service-Related | S.F. More than one unit per parcel | Public/Institutional |
| Single Family, more than 1 acre | Multiple Family | Recreation/Conservation |
| Single Family, 14,000 to 43,559 sq. ft. | Mobile Home Park | Road Right-of-Way |
| Single Family, 8,000 to 13,999 sq. ft. | Commercial/Office | Transportation/Utility/Communication |
| Single Family, Less than 8,000 sq. ft. | Industrial | Vacant |
| | | Water |

0 0.05 0.1 0.2 Miles
 Source: Oakland County, Field Check 10-29-12

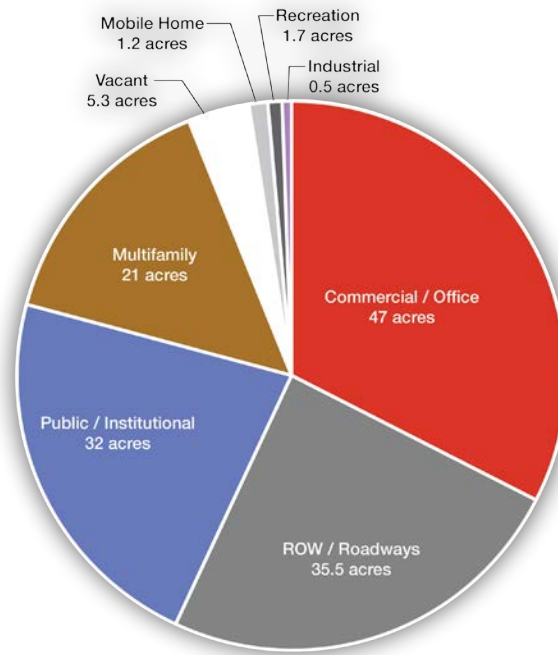


3. LAND USE - SOUTH DISTRICT

KEY FINDINGS AND EMERGING IDEAS

- Botsford Hospital is the primary anchor
- Small-scale retail, shallow lots
- Limited office and housing options
- Limited vacant land/space
- Promote the development of other cluster uses in this area
- Enhance the gateway into the Corridor at Eight Mile Road
- Improve pedestrian connections in and around the hospital
- Consider the adaptive reuse of the boulevard to help brand, soften the appearance, or improve mobility

Figure 2.10 - South District Land Use Breakdown



Streetscape view showing sidewalks, roadway and median



Development southwest of the hospital

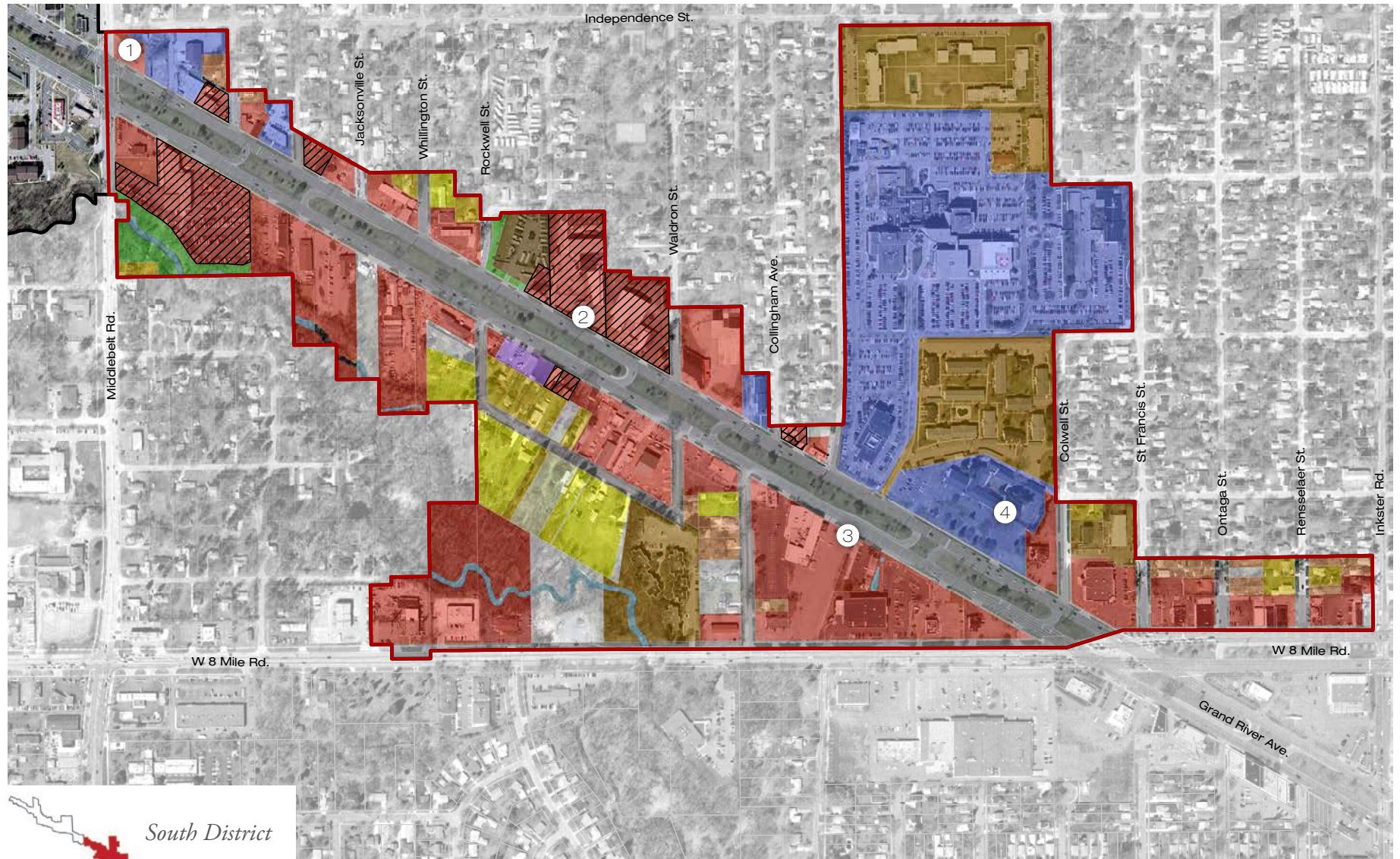


Farmington Hills Fire Department / Community Center



Botsford Cancer Center

Figure 2.11 - South District Land Uses



- | | | |
|---|------------------------------------|--------------------------------------|
| Service-Related | S.F. More than one unit per parcel | Public/Institutional |
| Single Family, more than 1 acre | Multiple Family | Recreation/Conservation |
| Single Family, 14,000 to 43,559 sq. ft. | Mobile Home Park | Road Right-of-Way |
| Single Family, 8,000 to 13,999 sq. ft. | Commercial/Office | Transportation/Utility/Communication |
| Single Family, Less than 8,000 sq. ft. | Industrial | Vacant |
| | | Water |

0 0.05 0.1 0.2 Miles

Source: Oakland County, Field Check 10-29-12



4. HUBS OF ACTIVITY

The study area and surrounding neighborhoods are reasonably well served by public and semi-public uses. This creates an opportunity to enhance connections between these uses and the Grand River Corridor. These areas included the following:

- Six Schools
- Eight Places of Worship
- One Government Facility
- Three Community Housing Developments
- Three Parks

The social hub analysis did reveal a lack of public parkland. Figure 2.12 contains approximately six square miles of area, with only three public parks within its boundaries (one park per two square miles). None of these parks were located on the Corridor, revealing a need for an increase in public space and parkland along Grand River Avenue.



Cornerstone Baptist Church



Farmington High School



Botsford Hospital Community Housing



Farmington Hills Dog Park

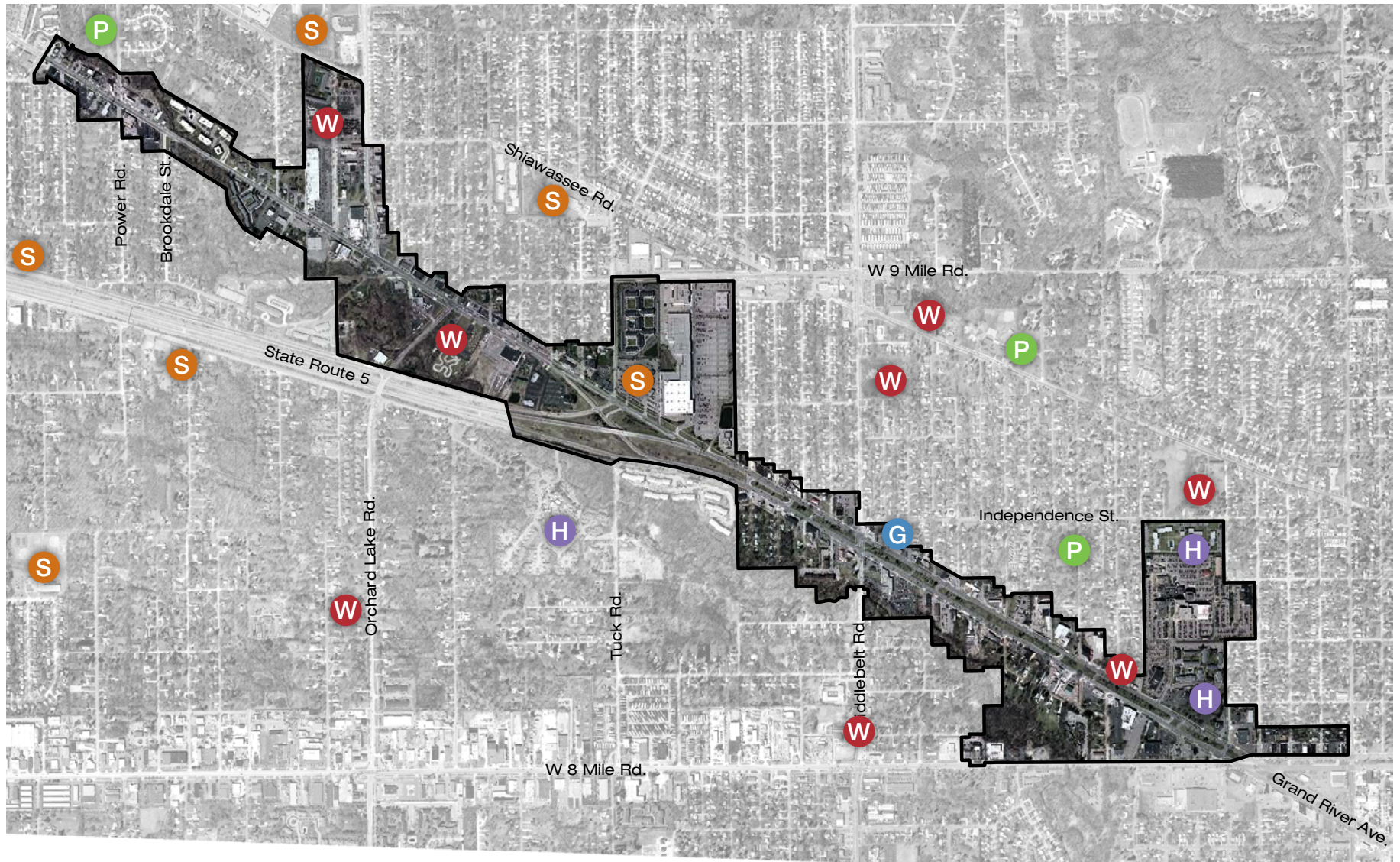


Montessori School



Old Town Park

Figure 2.12 - Hubs of Activity



Legend

- W Place of Worship
- G Government Facility
- H Community Housing
- S School
- P Park



5. TRANSPORTATION ANALYSIS

A. OVERVIEW

An assessment of transportation conditions based on available data and observations was conducted as part of this study. The purpose of this step was to identify if any potential issues involving circulation/network, safety, connectivity, or access management are present and to what degree they may influence future development in the Corridor.

The built environment throughout the project study area is largely shaped by the current configuration of Grand River Avenue. Many questions at the onset of this project revolved around the design of Grand River Avenue. More specifically, if the number of lanes in the current configuration were warranted.

A cursory transportation analysis on Grand River Avenue was performed as part of this project. The purpose of the analysis was to understand the current level of service on Grand River Avenue and explore a future road diet that eliminates travel lanes.

B. EXISTING CONDITION

The results of the analysis showed the existing level of service in the study area was typically rated at an A or B level, primarily allowing for free flowing traffic with little to no delays. The model did show an area where the level of service dropped to a D and E, a very unstable flow. This area was primarily around and between the Grand River Avenue and

Orchard Lake Road intersections. The unstable flow in this area was largely around the peak hour (see Figure 2.13).

C. ROAD DIET SCENARIO

The model was run for the road diet scenario, eliminating one travel lane in either direction on Grand River Avenue. Under this scenario, the model showed that Grand River Avenue still maintained a relatively high level of service throughout the Corridor, with the exception of the pre-existing hot spot around the Orchard Lake Road intersection where significant delays would be expected (see Figure 2.14).

D. NEXT STEPS

This analysis provides preliminary insight into the Level of Service (LOS) for both the existing condition and a road diet scenario. As this was not a fully completed transportation study, no specific solutions were developed from the transportation analysis as part of the Plan.

Based on the results of the transportation analysis, it was determined that the feasibility of a road diet on Grand River Avenue should be further analyzed. By eliminating travel lanes on Grand River Avenue there is potential to gain additional Right of Way (ROW) for public use such as a bike lane, expanded streetscape, or other types of public space while generally maintaining an acceptable level of service. Narrowing the roadway would also likely help to reduce travel speeds and create a more human scaled environment throughout the Corridor.

ROAD DIET

The road diet is a relatively new concept. Many roadways have been overbuilt to keep pace with increases in automobile travel but some roadways actually perform worse with the additional lanes. A road diet solves this problem by removing unnecessary lanes or narrowing existing travel lanes to reallocate space for other needs such as pedestrian paths, bicycle lanes, transit facilities, etc.

LEVEL OF SERVICE (LOS)

Level of Service is the rating system that engineers use to describe the traffic flow and capacity of roadways, with A as the highest rating and F as the lowest rating.

RIGHT OF WAY (ROW)

Right of Way refers to the public land bordering private property that contains roadways and utilities.

Figure 2.13 - Grand River Avenue Existing Level of Service

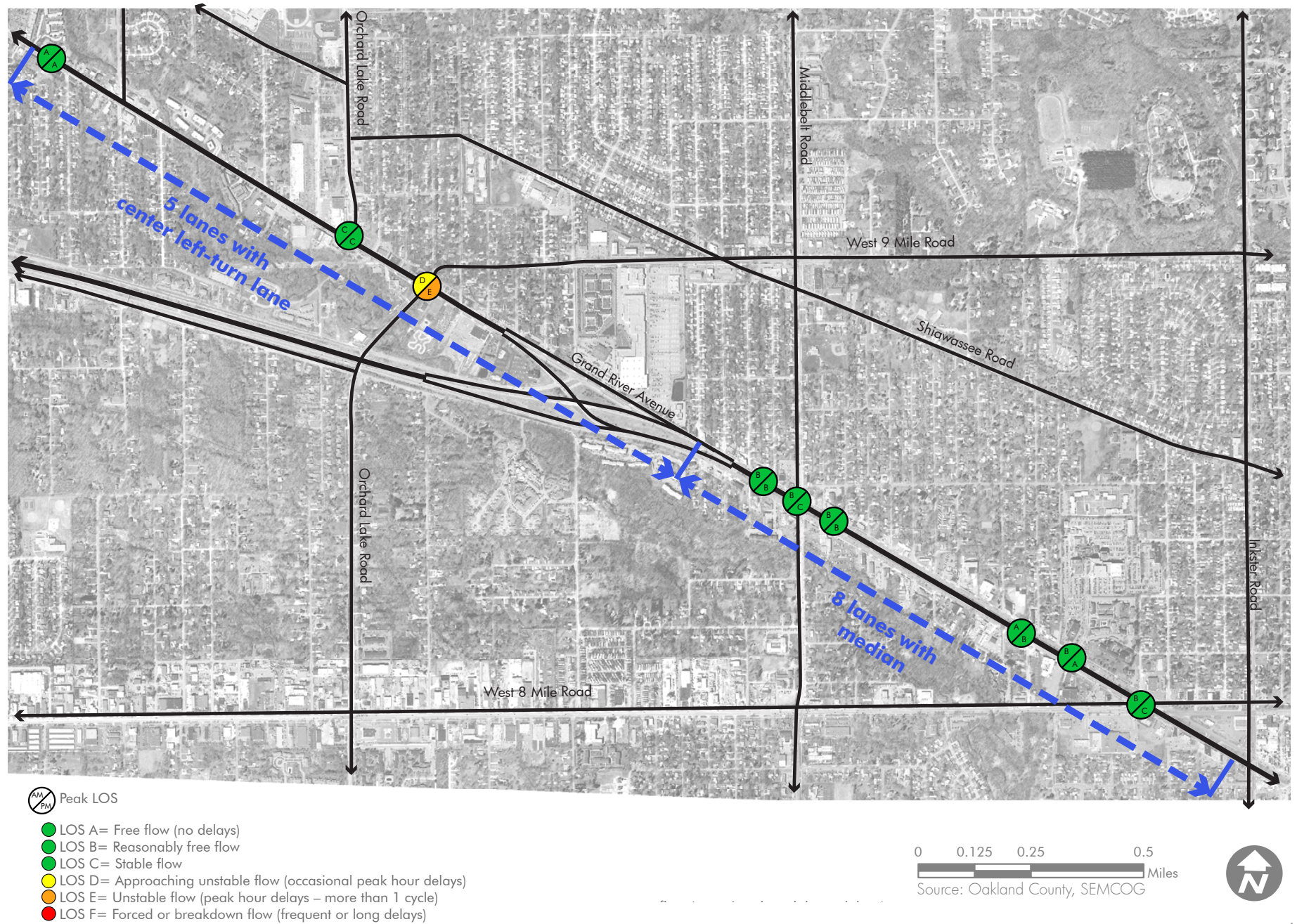
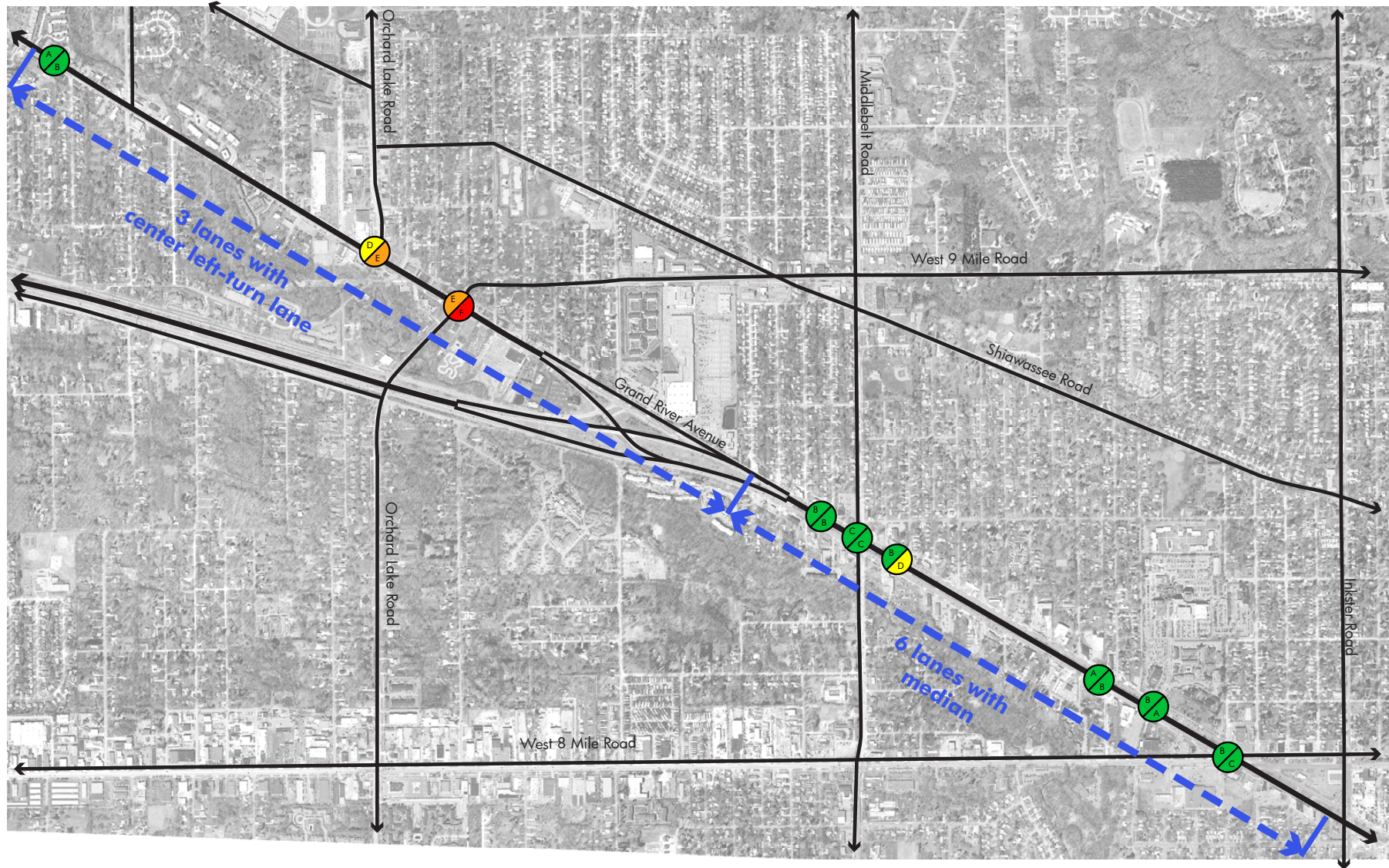


Figure 2.14 - Grand River Avenue Road Diet Level of Service Scenario



 Peak LOS







-  LOS A= Free flow (no delays)
-  LOS B= Reasonably free flow
-  LOS C= Stable flow
-  LOS D= Approaching unstable flow (occasional peak hour delays)
-  LOS E= Unstable flow (peak hour delays – more than 1 cycle)
-  LOS F= Forced or breakdown flow (frequent or long delays)



Table 2.1 - Grand River Avenue Level of Service (Existing and Road Diet Scenarios)

Grand River Corridor Plan Intersection LOS			Existing Conditions			Road Diet				
Road 1	Road 2	Road 3	Corridor X-Section	LOS			Corridor X-Section	LOS		
				Mid-Day	A.M. Peak	P.M. Peak		Mid-Day	A.M. Peak	P.M. Peak
Grand River	8 Mile		8-Lane Blvd	B	B	C	6-Lane Blvd		B	C
Grand River	X-Over	SE of Botsford	8-Lane Blvd	A	B	A	6-Lane Blvd		B	A
Grand River	X-Over	NW of Pearl	8-Lane Blvd	A	A	B	6-Lane Blvd		A	B
Grand River	X-Over	SE of Roosevelt	8-Lane Blvd	A	B	B	6-Lane Blvd		B	D
Grand River	Middlebelt		8-Lane Blvd	B	B	C	6-Lane Blvd		C	C
Grand River	X-Over	NW of Middlebelt	8-Lane Blvd	B	B	B	6-Lane Blvd		B	B
Grand River	9 Mile	Orchard Lake	5-Lane	C	D	E	3-Lane		E	F
Grand River	Orchard Lake		5-Lane	B	C	C	3-Lane		D	E
Grand River	Power		5-Lane	A	A	A	3-Lane		A	B
Grand River	Grove		5-Lane	A	A	A	3-Lane		A	A

Analysis used Synchro V.8, Trafficware

Note: Highlighted cells indicate a change in LOS from Existing Conditions.

Grand River Corridor Plan Segment LOS			Existing Conditions			Road Diet				
Road 1	From	To	Corridor X-Section	LOS			Corridor X-Section	LOS		
				Mid-Day	A.M. Peak	P.M. Peak		Mid-Day	A.M. Peak	P.M. Peak
Grand River	8 Mile	Middlebelt	8-Lane Blvd		A	A	6-Lane Blvd		A	A
Grand River	Middlebelt	9 Mile	Transition		A / D	A / C	Transition		C / F	B / F
Grand River	9 Mile	Orchard Lake	5-Lane		C	E	3-Lane		C	F
Grand River	Orchard Lake	Power	5-Lane		A	A	3-Lane		B	B
Grand River	Power	Grove	5-Lane		A	A	3-Lane		B	B

Analysis used ArtPlan 2009, FL DOT

Note: Highlighted cells indicate a change in LOS from Existing Conditions.



PUBLIC INVOLVEMENT

3

COMMUNITY OUTREACH

More than 200 participants and 500 ideas contributed

- **Six Taskforce Meetings**
- **Four Focus Groups**
- **Two Joint Planning Commission Meetings**
- **One Community Summit**
- **One Open House**
- **One Online Survey**

KEY FINDINGS

- Develop a brand for the Corridor
- Improve the overall character
- Enhance community gathering
- Increase connections
- Offer more housing options
- Improve mobility
- Connect with the natural environment
- Encourage redevelopment in target areas
- Slow traffic
- Strengthen the economy
- Re-purpose the historic winery
- Offer more parks and recreation areas

A. OVERVIEW

Public outreach and engagement is a critical step in the planning process. A realistic and implementable plan must be guided by the goals and aspirations of the community. The public engagement process for the Grand River Corridor used a multifaceted approach that included public meetings, focus groups, and an online survey.

The overall public engagement approach was widely advertised to the community through a comprehensive outreach campaign. Community members from Farmington and Farmington Hills had a variety of opportunities to have their thoughts and opinions heard regarding the future of the Grand River Corridor.

This section provides an overview of the primary public input sessions and the key findings from each session.

B. FOCUS GROUPS

Overview

The planning team held a series of meetings with stakeholders and staff on November 19, 2012. A total of four meetings were held that included members of the business community, developers, government officials, chamber of commerce members, community organizers, and millennials. Six staff members from Farmington and Farmington Hills and 18 community stakeholders participated in the meetings.

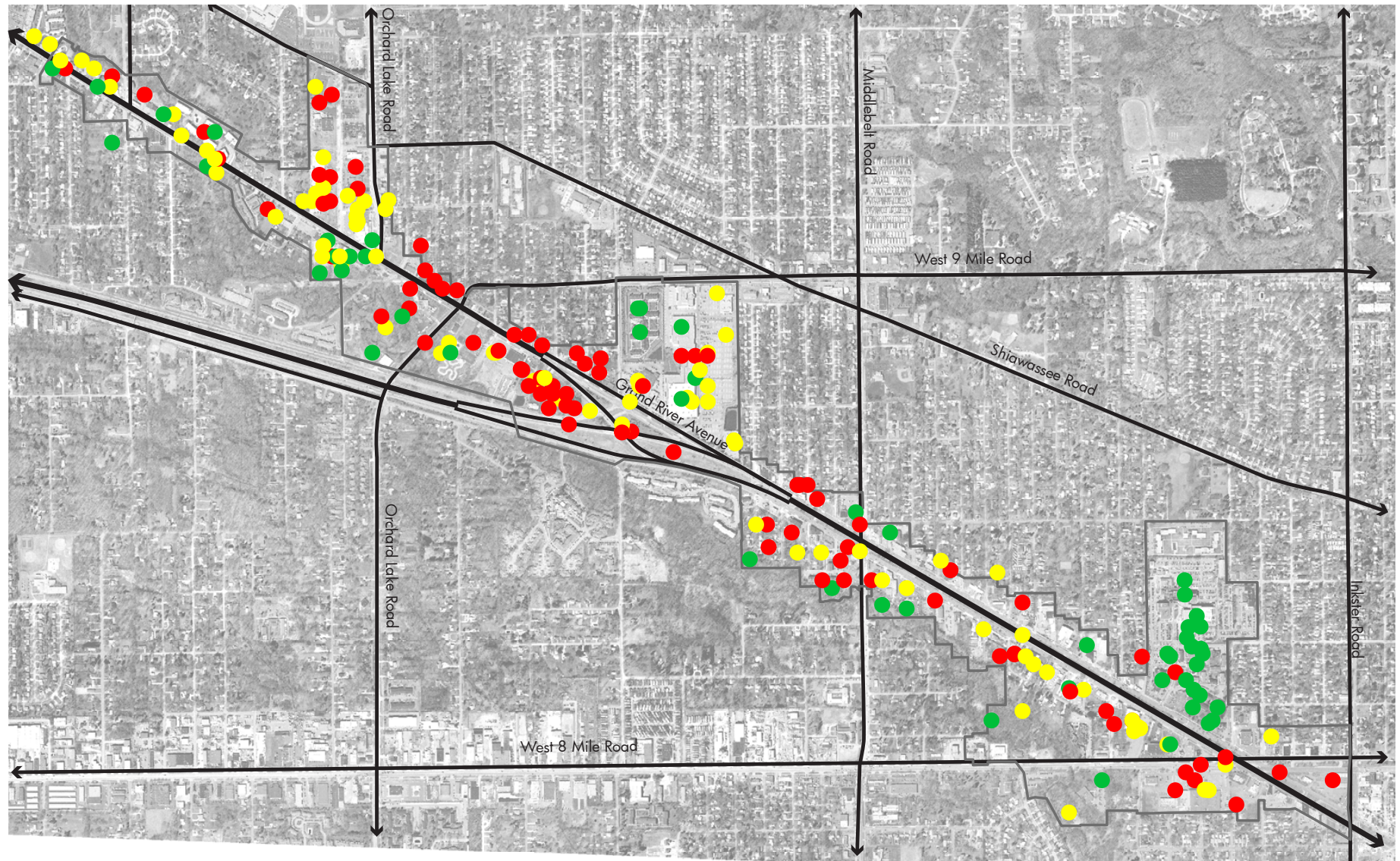
At each meeting, stakeholders were given an overview of the project, including an outline of the study area, project goals, and a description of the planning process. The planning team led stakeholders from each meeting through two exercises described in detail below. The exercises provided participants with a framework for conveying their thoughts, ideas, and opinions about the Corridor's future.

Ideas Gathering and Mapping Exercises

In the first exercise, facilitators led participants through an idea gathering exercise. Participants were asked to consider what could be done to make the Corridor the best it can be in the future. Participants listened to a narrative and imagined what different aspects of their lives would be like in 10, 15, and 20 years. Participants recorded their ideas, then shared and discussed them in small groups. The planning team then recorded the ideas. The visioning exercise yielded 57 ideas which were then sorted into general categories.

Participants also worked through a mapping exercise. Each group had a large map of the Corridor and participants placed color-coded stickers on areas they would like see Preserved (kept as is), Enhanced (given a "facelift") or Transformed (changed entirely) (see Figure 3.1). Four PET maps were created, which were then overlaid into one map. These maps were later used in the planning process to identify which areas should be preserved, enhanced, or transformed.

Figure 3.1 - "PET" Exercise Results Map



Note: This figure shows a study area that is larger than the official project study area. The area south of Eight Mile Road was removed from the project study area during the planning process to stay consistent with the official CIA boundary.

- Preserve
- Enhance
- Transform

0 0.125 0.25 0.5
Miles

Source: Oakland County, SEMCOG

Draft: 12-3-12



PET EXERCISE

PET (Preserve, Enhance, Transform) is an exercise in which participants are asked to place colored dots on a map where they would like to see an area to be preserved, enhanced or transformed. PET maps give the planning team insight into which areas are working well, could use some help, and should be completely re-thought.

C. WEB SURVEY

A web survey was created on December 12, 2012 to collect feedback from the general public. A number of newspaper articles and websites advertised the survey, asking for the public's participation. The survey included four questions:

1. What can we do to improve the Corridor to make it the best that it can be in the future?
2. What do you think the biggest challenge is facing the Corridor?
3. If the boulevard between the interchange and Eight Mile Road was utilized or improved, what would you like to see incorporated into the overall design?
4. If the Corridor Improvement Authority were to use special funding mechanisms to conduct capital improvements in the Corridor without raising taxes, what would you see as the highest priority for investment?

In general, many of the responses expressed concern over the Corridor's character, mobility, economic viability, and vacancy issues.

D. COMMUNITY SUMMIT

A Community Summit was hosted for the general public to contribute to the planning process. The meeting took place on January 23, 2013 at the William M. Costick Activities Center.

The consulting team gave participants an overview of the project including the goals, planning process, study area, and key findings from the existing conditions analysis. Small groups were formed and organizers led participants through an idea gathering exercise as well as a PET mapping exercise. (See focus group meeting section for a description of these exercises).

Forty-six residents and business owners contributed more than 150 ideas and recommendations for shaping the future of the Corridor.

The facilitator from each group shared a summary of the results of the Ideas for the Future exercise and gave an overview of the PET map. Many of the groups had similar ideas and concerns and several themes emerged.

E. COMMUNITY OPEN HOUSE

On March 13, 2013 a public open house was held to present draft elements of the Vision Plan and the general public's input on the Plan's elements.

Attendees had an opportunity to comment on the vision for the Plan, development principles, focus area plans, and transportation options. In general, the public responded positively to the draft elements presented, and gave some recommendations to amend elements of the focus area plan and development principles.

Approximately 60 members of the public attended the meeting and completed 16 worksheets, providing feedback on the vision, principles, objectives, and focus area plans.

F. JOINT PLANNING COMMISSION MEETINGS

At two separate milestones during the project, the Planning Commissions from Farmington and Farmington Hills came together to provide input on the Plan.

The first joint meeting focused on the project's overall purpose, scope, and role of the Planning Commissions. The Commissions' roles included the following:

- Provide feedback to the Vision Plan Taskforce during the planning process
- Acknowledge and integrate the Vision Plan or plan elements during Master Plan updates
- Consider code recommendations to help implement the Vision Plan
- Embrace the vision for Grand River Corridor
- Aim to be redevelopment ready and promote future economic investment in the Corridor

The second joint meeting focused on code recommendations. Both Commissions had extensive input on the type of recommendations they would like to see as a result of the planning process. The preferred direction was to provide general recommendations and allow each Commission to independently create new zoning code text/ordinances for their respective jurisdiction.

Participants had a variety of opportunities to interact with staff and provide feedback on the primary plan elements



Public Open House



Open House Flyer



Public Open House



Public Meeting #1



Public Open House



CORRIDOR VISION

4

A. OVERVIEW

A vision statement and series of development principles were identified for the Corridor. The vision statement is the desired outcome of the Corridor expressed in simple terms. The development principles are statements of intent that describe in words how the physical environment should be shaped in the future.

POLICY HIERARCHY

Vision statement

The vision statement is the desired outcome of the Corridor expressed in simple terms.

Development Principles

Statements of purpose that describe the desired direction of future growth. The principles serve as the framework for identifying the redevelopment concepts. The purpose and intent of the principles are represented in the Corridor Plan.

Objectives (Recommendations)

Actions (program, policy or plan) to achieve the development principles.

The vision and principles were created from a thorough analysis of key themes identified through the existing conditions and public input processes. The public process was designed to encourage collaborative understanding and information sharing among local citizens, stakeholders, staff, and consultants. Therefore, the principles resulting from the public process reflect both the intuitive knowledge and wishes of citizens who are familiar with the Corridor, as well as the planning team's and task force's technical analyses of the Corridor (described in Chapter 2).

The principles guided the work of the consultant team during the creation of the Plan and recommendations for the Corridor described in Chapter 6 of the report. This chapter provides a brief description of the vision and development principles for the Corridor. The principles are not listed in any order of priority. Each principle should be equally considered when evaluating future improvements and developments in the Corridor.

B. VISION STATEMENT

The following vision statement was developed and should serve as the guiding policy statement to evaluate how future growth and development meets the intent of the Plan.

The Grand River Corridor will provide a balance of land uses that will reinvigorate and enhance both the business and residential communities. A variety of developments will bring together combinations of shopping, living, working, and recreation in settings marked by distinctive architecture, public gathering areas, and transportation options.

C. DEVELOPMENT PRINCIPLES

This section of the report outlines the development principles and illustrates how each principle is reflected in the land use plan.

Listed below are the development principles and a description of how future development should reflect the intent of the principle.

1. Community Image and Character

High-quality architecture and urban design elements/treatments will create a signature environment along the Corridor.

2. Mobility

The Corridor will allow for a safe and enjoyable environment for walking, biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.

3. Connections

The Corridor will be well connected with surrounding areas, providing choices for people to move throughout the Corridor, adjoining neighborhoods, centers of commerce, and public spaces.

4. Redevelopment

The economic success of the Corridor will be enhanced by supporting a balance of retail, office, institution, and housing in a vibrant and integrated development pattern.

5. Neighborhoods and Housing

A variety of housing options will be promoted in the Corridor.

6. Natural Environment

Future Corridor growth and development will respect, enhance, complement, and integrate the Rouge River Corridor

7. Public Space

New Corridor public spaces will provide a pleasant environment for community gathering and outdoor activity.

8. Sustainability

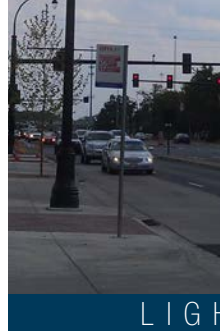
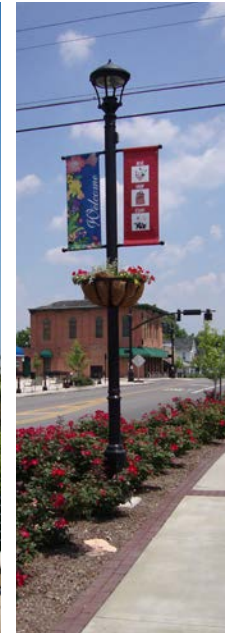
Future growth and development in the Corridor will follow best management practices in environmental planning and construction.



DEVELOPMENT PRINCIPLE 1

Community Image and Character:

High-quality architecture and urban design elements/treatments will create a signature environment along the Corridor.



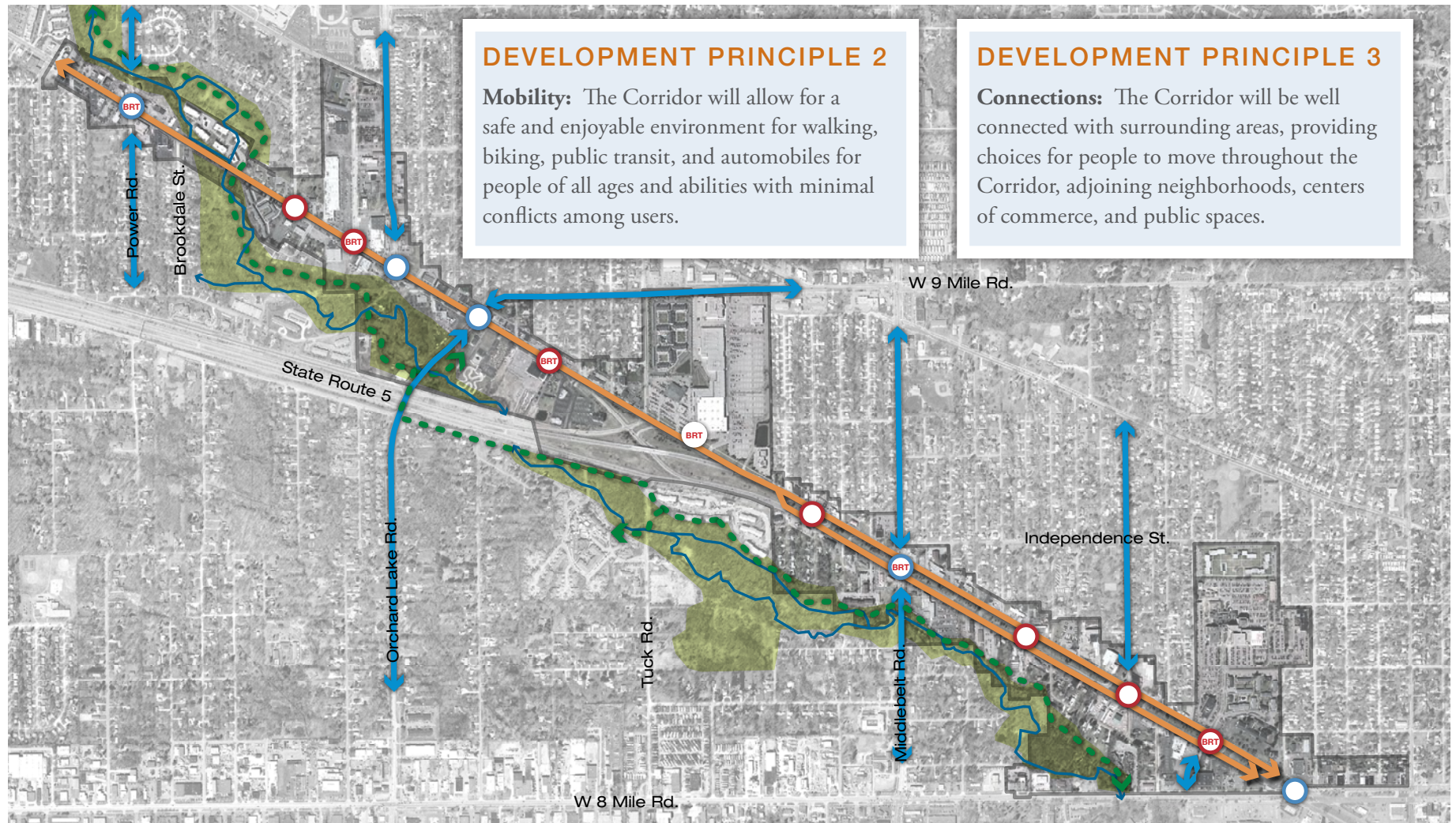
ARCHITECTURE

STREETScape

LIGHTING

SIGNAGE








Figure 4.1 - Development Principles 2 and 3 Implementation Diagram



DEVELOPMENT PRINCIPLE 2
Mobility: The Corridor will allow for a safe and enjoyable environment for walking, biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.

DEVELOPMENT PRINCIPLE 3
Connections: The Corridor will be well connected with surrounding areas, providing choices for people to move throughout the Corridor, adjoining neighborhoods, centers of commerce, and public spaces.

Legend

-  Enhanced neighborhood connectivity
-  Multi-use trail
-  Traffic calming and bicycle lanes
-  Wooded / natural areas
-  Existing pedestrian crossing
-  Suggested pedestrian crossing
-  Suggested bus rapid transit stop

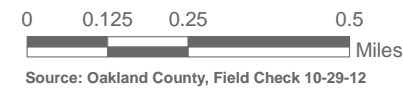
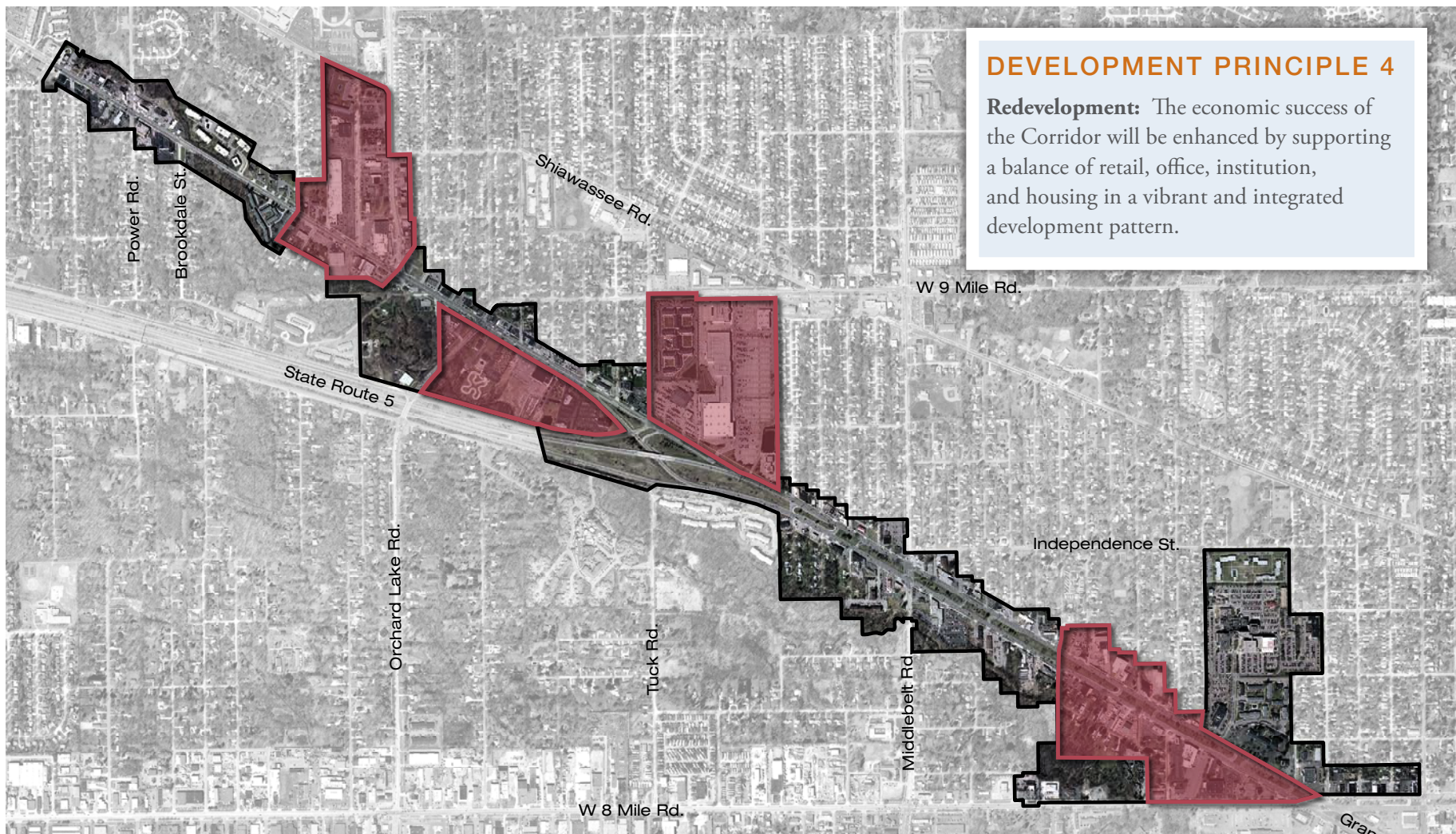


Figure 4.2 - Development Principle 4 Implementation Diagram



Legend

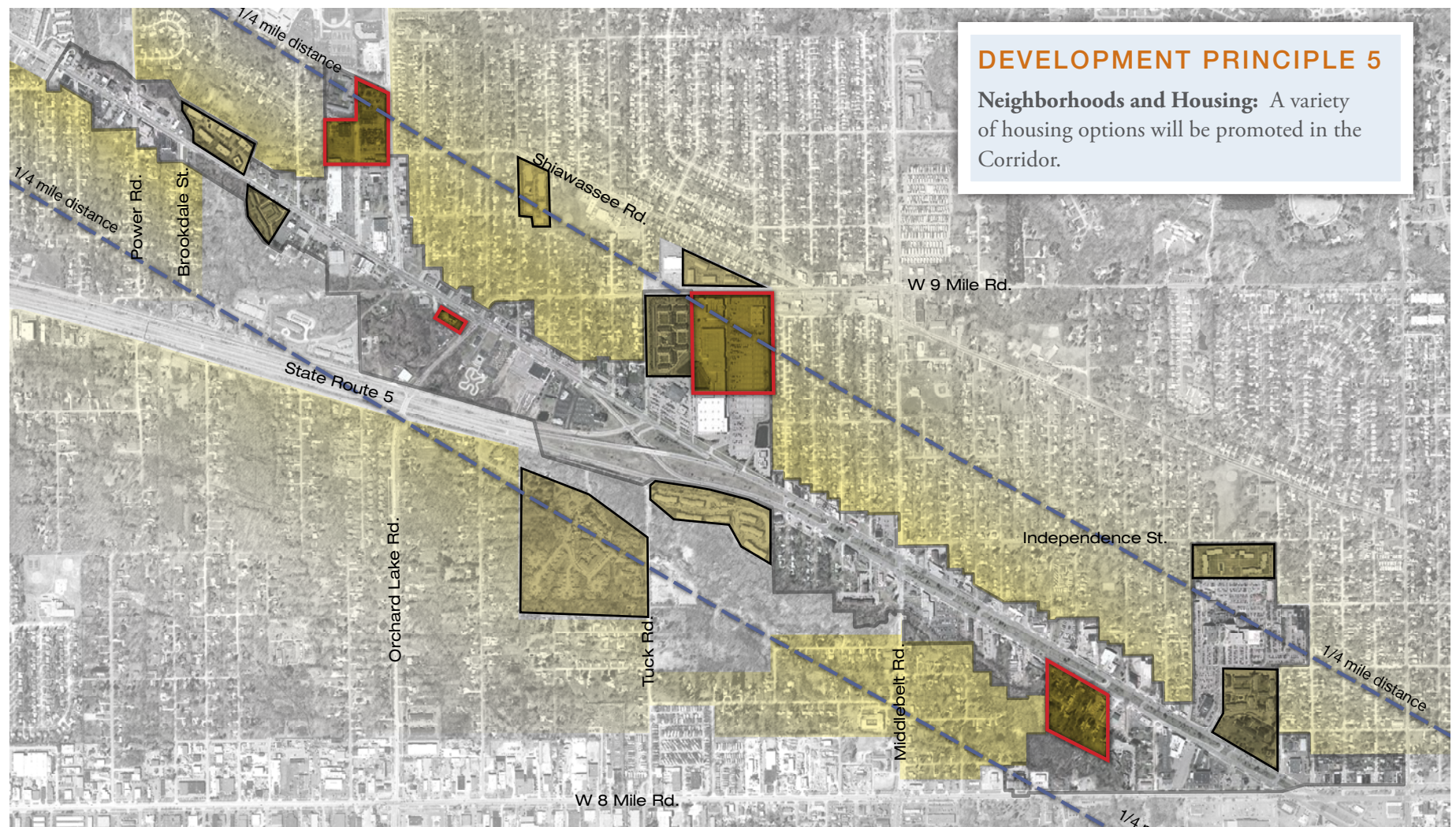
Redevelopment focus areas



Source: Oakland County, Field Check 10-29-12

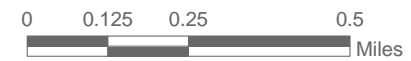


Figure 4.3 - Development Principle 5 Implementation Diagram



Legend

- Suggested multifamily residential
- Existing multifamily residential
- Single family residential areas
- 1/4 mile walking distance



Source: Oakland County, Field Check 10-29-12







Figure 4.4 - Development Principle 6 Implementation Diagram



DEVELOPMENT PRINCIPLE 6
Natural Environment: Future Corridor growth and development will respect, enhance, complement, and integrate the Rouge River Corridor.

Legend

-  Median beautification and enhancement
-  Existing wooded / river area
-  Opportunities to connect to river corridor
-  Future development to engage river corridor

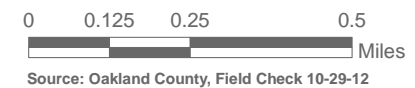





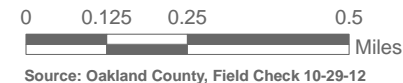
Figure 4.5 - Development Principle 7 Implementation Diagram



DEVELOPMENT PRINCIPLE 7
Public Space: New Corridor public spaces will provide a pleasant environment for community gathering and outdoor activity.

Legend

-  Enhanced streetscape to connect public nodes
-  Proposed public space within general redevelopment areas
-  Proposed public space within focus areas (with 1/4 mile walking distance)

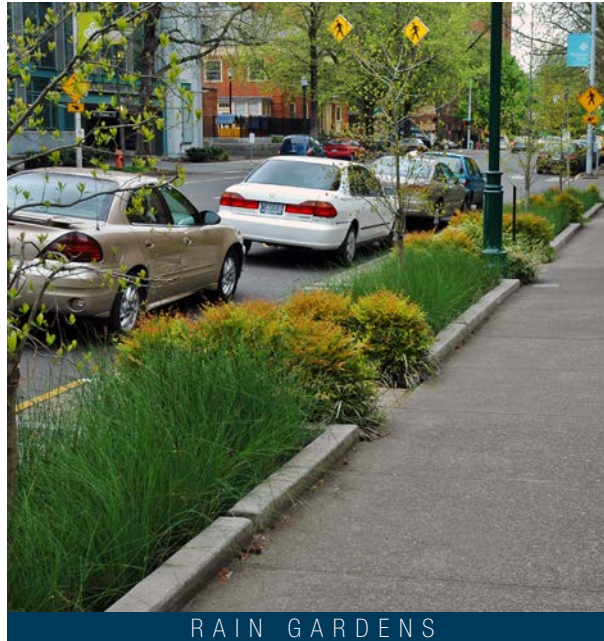


Source: Oakland County, Field Check 10-29-12

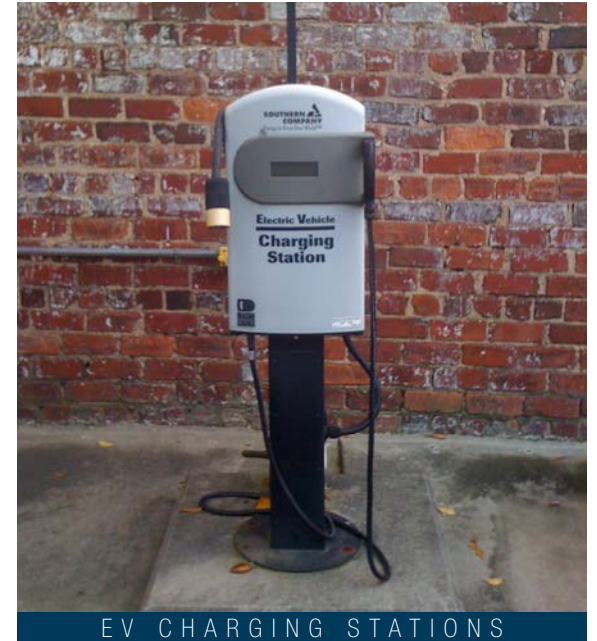


DEVELOPMENT PRINCIPLE 8

Sustainability: Future growth and development in the Corridor will follow best management practices in environmental planning and construction.



RAIN GARDENS



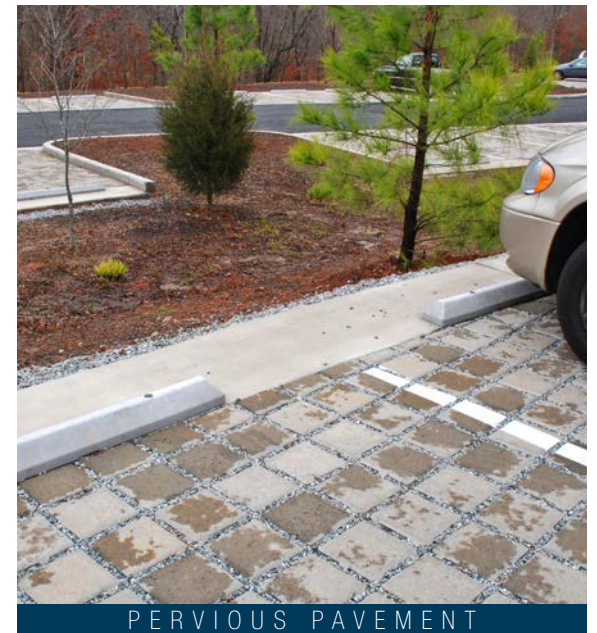
EV CHARGING STATIONS



BIOSWALE



SUSTAINABLE BUILDINGS



PERVIOUS PAVEMENT



ADAPTIVE REUSE



GREEN ARCHITECTURE



PROPOSED LAND USE

5

A. OVERVIEW

The focus areas and proposed land use plan within this chapter are the result of an extensive existing conditions analysis and continuous public and stakeholder input. These plans represent the intent of the development principles and reflect the overall vision for the Corridor.

B. CORRIDOR FOCUS AREAS

Four areas were selected for further study to showcase how redevelopment efforts within the Corridor could occur. These areas were selected by the task force as the best opportunities for redevelopment within the Corridor. A combination of factors went into this decision, including the depth of the properties, success of the current land use, and public response throughout the engagement process.

The concepts shown on the following pages are not intended to be definitive plans on how development should occur in these areas, but rather act as examples of how development principles and quality urban design can be applied to realize the Corridor's vision.

Botsford Focus Area

Because of its proximity to the existing hospital, the Botsford Focus Area has enormous potential to leverage future development. The PET exercise revealed Botsford as an asset the public wanted to preserve while transforming and enhancing the surrounding area.

Orchard Lake Focus Area

Home to an aging strip center, the Orchard Lake Focus Area was chosen as a way to connect redevelopment efforts to the historic winery. The large property depth makes this area a great opportunity for mixed-use redevelopment and high-quality public space.

Grand River North Focus Area



The task force and the public saw the Grand River North Focus Area as a place to enhance existing development and offer new opportunities for mixed-use and retail.



Grand River South Focus Area

The Grand River South Focus Area was chosen due to its high freeway visibility and a strong desire by the public to see this property redeveloped. Two concepts were developed, with the first addressing the desire for increased recreational opportunities within the community and the second addressing the opportunities presented by excellent freeway visibility.

Figure 5.1 - Focus Area Map



 Botsford Focus Area
 Orchard Lake Focus Area

 Grand River North Focus Area
 Grand River South Focus Area



1. BOTSFORD FOCUS AREA

The Botsford area redevelopment concept leverages the existing Botsford Hospital as the foundation for future economic growth and development by clustering supporting land uses that reinforce the strength of the hospital. The area will become a medical campus anchored by the hospital.

To improve connectivity to the hospital and surrounding businesses, Botsford Drive has been extended to connect with Eight Mile Road. Streetscape beautification, enhanced pedestrian connections, a transit stop, and a gateway treatment are proposed for the area. Medical offices have been clustered near the hospital and

offer a variety of specialized products and services. As the nature of medical care adjusts to more outpatient treatment, a hotel located nearby can give patients a convenient option for stays. A senior/assisted living facility located in the district allows residents easy access to medical care while taking advantage of the Rouge River's natural character. Development capable of supporting a mixture of uses will allow flexibility to respond to specific market demands and can include uses such as restaurants, pharmacies, or retail.

Site Data








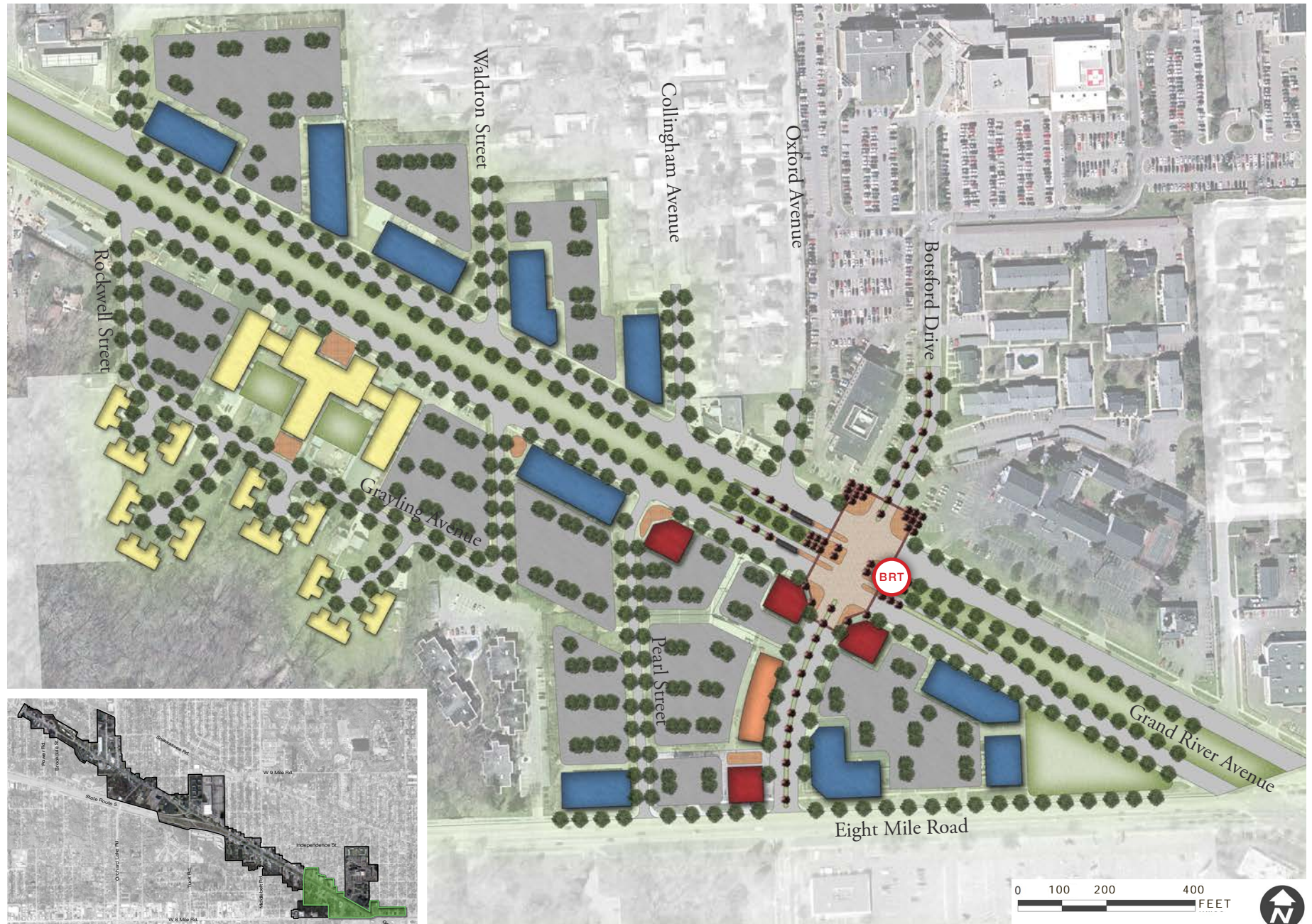
	Approx. Site Area:	+/- 45 acres
	Medical Office:	+/- 141,000 sq. ft.
	Mix of Uses: (office / commercial / residential)	+/- 64,000 sq. ft.
	Hotel:	150 rooms
	Residential Retirement:	50,000 sq. ft.
	Hardscaping	
	Transit Stop	
	Parking:	+/- 1,540* spaces



Figure 5.2 - Botsford Focus Area Redevelopment Concept



2. ORCHARD LAKE FOCUS AREA








The overall goal for the Orchard Lake Focus Area is to create a pedestrian-friendly experience that offers significant public space, a mixture of uses, and celebrates the historic winery. The mixture of complementary land uses will allow each use to leverage the other, creating value from increased convenience and proximity.

Commercial buildings are organized around a triangular greenspace with a centralized roundabout as the focal point and smaller plazas and terraces filling in between buildings.

Greenspace allows for pedestrian activity within the area and also increases the visibility and competitiveness of adjacent businesses. This greenspace continues across Grand River Avenue where it becomes a terrace and yard for the historic winery.

Pedestrian activity near the roundabout is reinforced by placing office buildings at the perimeter, that act as a transitional zone between higher intensity commercial and lower intensity residential to the north. Residential buildings are placed closer to the street with parking located behind to further define the pedestrian character.

Site Data

Approx. Site Area:	+/- 29 acres
 Office:	+/- 90,000 sq. ft.
 Mix of Uses:	+/- 86,500 sq. ft. (commercial, office, residential)
 Residential:	80 units
 Park Space	+/- 3.25 acres
 Transit Stop	
 Hardscaping	
 Parking:	+/- 940 spaces, 120 on-street



3. GRAND RIVER NORTH FOCUS AREA

The concept for this focus area is to preserve and enhance what is currently successful in the area.

Acting as an anchor for the focus area, the existing Target building is retained and braced by smaller scale storefronts offering a mixture of uses. Additional storefronts are added across the street, creating a pedestrian scale area appropriate for retail, entertainment, and dining. The street terminates at the school, which acts to define the edge of the pedestrian area. With limited visibility from Grand River Avenue, the rear of the property is better suited for residential

use. Residential units are placed in the back half of the property and are organized around two elongated greenspaces. Proximity to the school, the existing Target, and the new commercial and entertainment uses become an attractive amenity for residents, further creating value and ensuring its success.

The development is connected to the rest of the Corridor through a public transit stop located adjacent to the entrance. The transit stop faces the interchange, which is enhanced with plantings and landscaping reinforcing the gateway into the Corridor.

Site Data


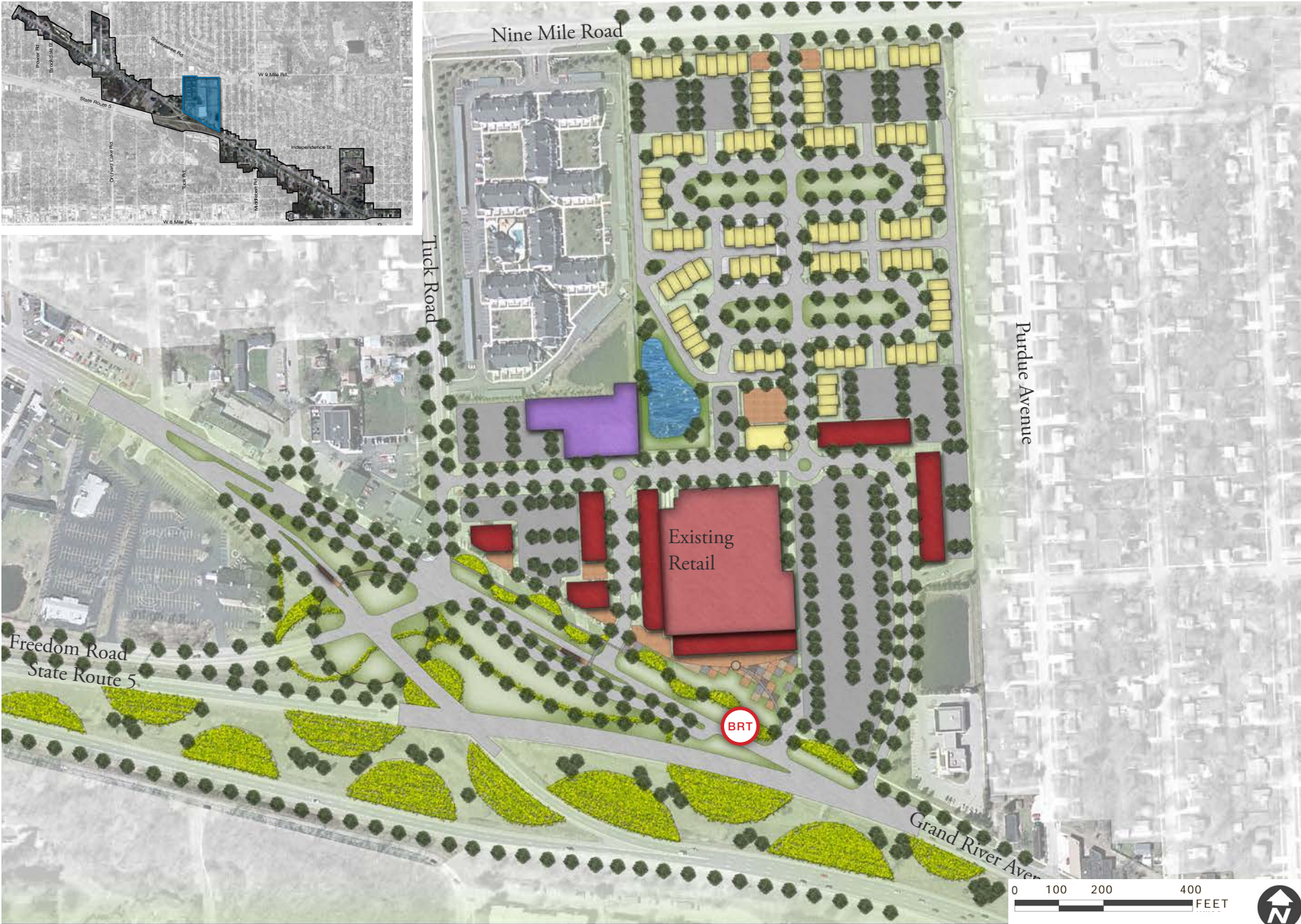
Approx. Site Area:	+/- 35 acres
Mix of Uses: (new)	+/- 63,500 sq. ft.
(existing)	+/- 137,000 sq. ft.
Residential:	130 units
School	60,000 sq. ft.
Hardscaping	
 Transit Stop	
Parking:	+/- 833 spaces, 90 on-street



Figure 5.4 - Grand River North Focus Area Redevelopment Concept








4. GRAND RIVER SOUTH FOCUS AREA - OPTION A

Option A preserves the Grand River Avenue South focus area as a recreational use. A large community park with a host of amenities becomes the central recreation space for residents and visitors.

A trail is one of the organizing elements in the park, connecting the different activities and providing space for walkers and bikers. A multi-use sports field is located to the west, with a playground and splashpad located just east of

the field. Adjacent to the playground is a new restaurant building to serve both the park users and the community. A pond provides activities for fishermen in the summer and ice skaters in the winter. The building located to the west of Orchard Lake Road can support a mixture of uses, which will allow businesses and organizations to respond to specific market demands.

Site Data

Approx. Site Area:	+/- 28.5 acres
 Mix of Uses:	+/- 47,000 sq. ft. (commercial, office, residential)
 Restaurant	+/- 10,000 sq. ft.
 Hardscaping	
 Transit Stop	
 Parking:	+/- 100 spaces



1



2



3



3



4



4

Figure 5.5 - Grand River South Focus Area Redevelopment Concept "A"








5. GRAND RIVER SOUTH FOCUS AREA - OPTION B

Located at the corner of the M-5 interchange, the Grand River Avenue South focus area provides an excellent location for high profile offices and businesses.

Increased visibility and good freeway access to the site makes this property attractive for larger scale offices. Two buildings placed near the interchange frame the entrance into the Corridor district, with landscaping improvements proposed for the interchange medians. Two more office

buildings are located at the other corner of the site and are situated to address the Grand River Avenue streetscape, as well as frame the Orchard Lake Road intersection gateway. Outparcels that allow a mixture of uses are included and may be developed as restaurants or retail establishments to support the high day-time population associated with offices. The building located to the west of Orchard Lake Road can support a mixture of uses, which will allow businesses and organizations to respond to specific market demand.

Site Data

Approx. Site Area:	+/- 28.5 acres
 Office:	+/- 264,500 sq. ft.
 Mix of Uses:	+/- 60,000 sq. ft. (commercial, office, residential)
 Hardscaping	
 Transit Stop	
 Parking:	+/- 1,254 spaces

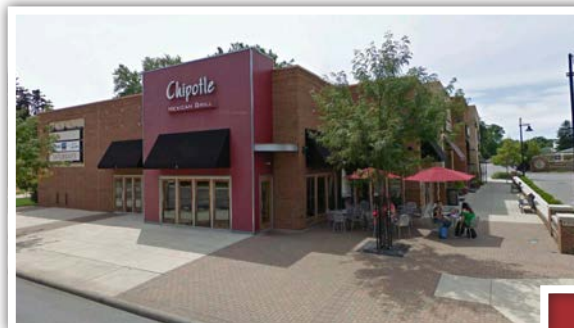
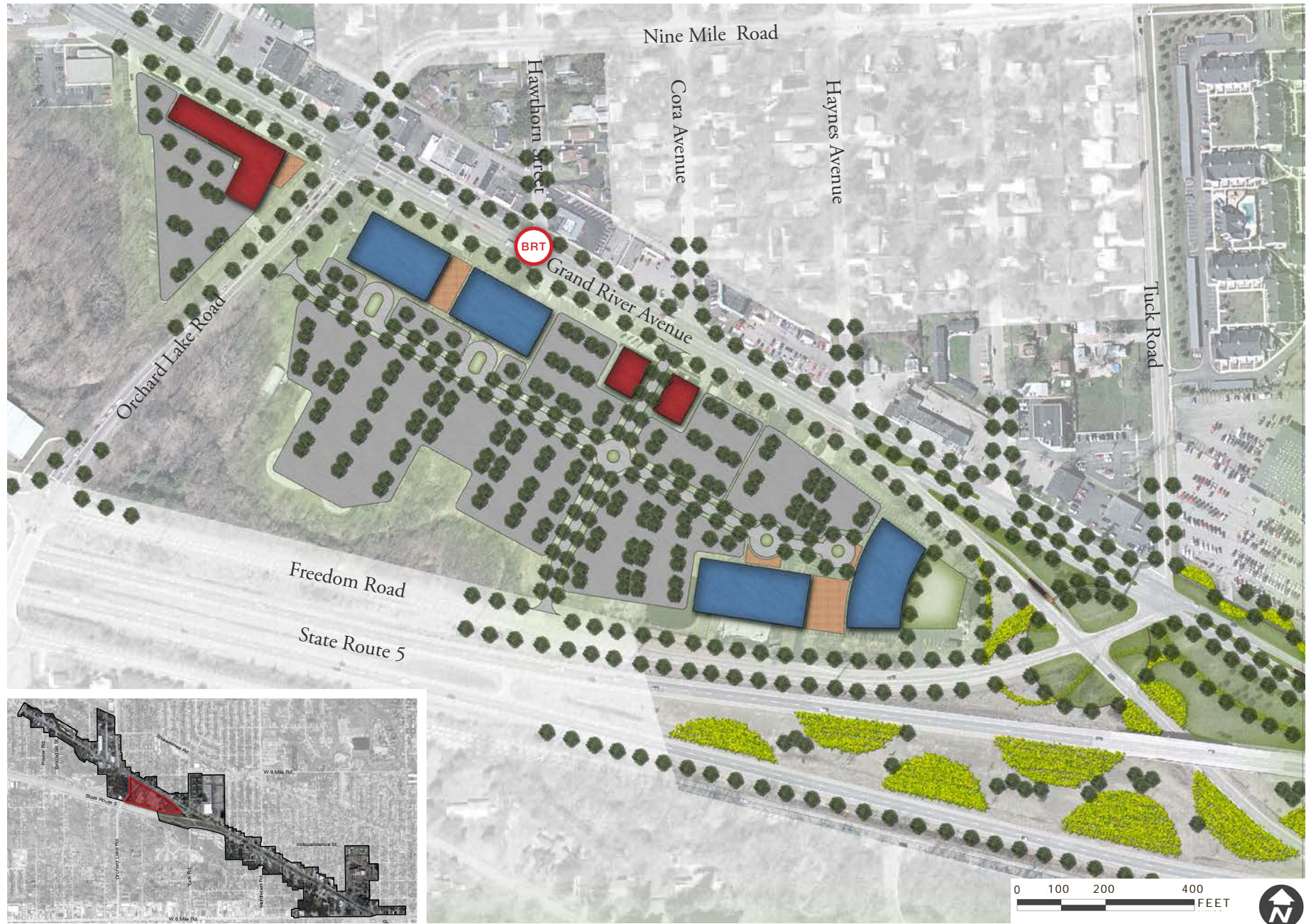


Figure 5.6 - Grand River South Focus Area Redevelopment Concept "B"



C. PROPOSED LAND USE

The proposed land use plan outlines the preferred uses throughout the Corridor and is a product of the existing conditions analysis, stakeholder input, and public input. This Plan offers a certain amount of flexibility so businesses and governments can react to specific market demands that may occur. However, it does provide a broad outline of where certain uses would be best utilized. The cities of Farmington and Farmington Hills have their own land use plans that should take into account the future land use as described in the Plan.

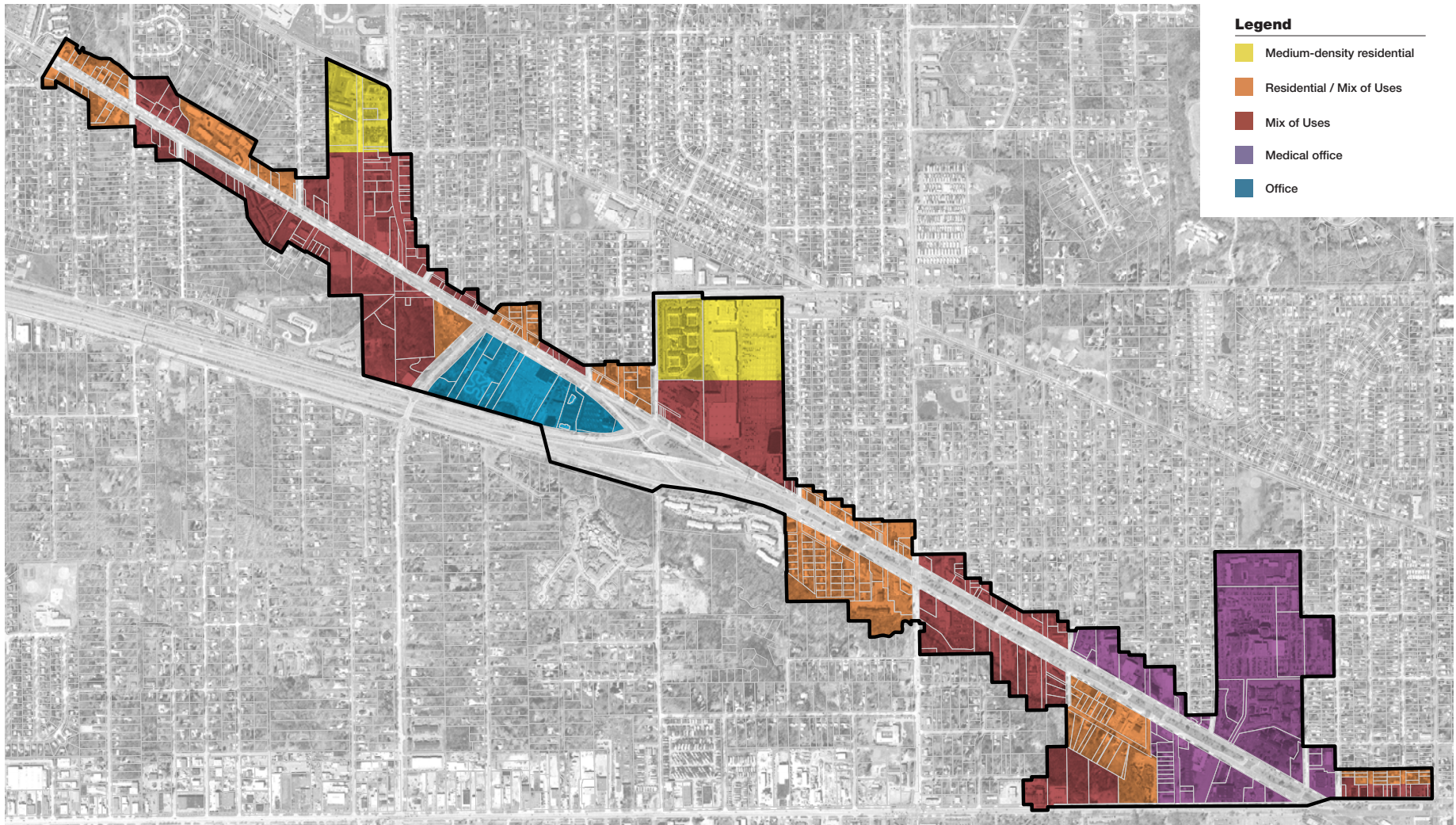
Table 5.1 - Land Use Table

Land Use Type	Development Intent	Uses (P=Preferred, O=Optional)						
		Max . Height (Stories)	MF	OFF	CIV	RTL	INS	HTL
Medium-Density Residential	This area is planned for medium density residential 10-20 units per acre. Residential development in this area should be supported by public and green spaces within or adjacent to the development. Residential developments should include sidewalks, street trees, and connections within and outside of the development.	3	P		O			
Residential / Mix of Uses	This area is planned for a mix of commercial and medium density residential 10-20 units per acre. Uses may be vertically or horizontally integrated. The overall mix of commercial to residential should have a residential focus with approximately 60 percent of the area being used for residential. Development in this area should be supported by public and green spaces within or adjacent to the development.	3	P	P	O	P	O	O
Mix of Uses	This area is planned for a mix of small to medium sized retail, office, and residential uses both vertically and horizontally. Within pedestrian areas, office uses should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. These areas should be carefully planned to complement the streetscape and help to create and define the public realm. Development should be connected via a pedestrian network and include carefully integrated public spaces.	3-5	P	P	P	P	O	P
Medical Office	The presence of Botsford Hospital is an opportunity for nearby support uses such as professional medical offices and suppliers, laboratories, hotels, restaurants, and senior residences and special needs. Development should be connected via ADA accessible pedestrian networks and include carefully integrated public spaces and transit.	4	P	P	O	O	P	P
Office	The office district will promote larger scale office uses and buildings, typical of corporate headquarters or office parks. These uses should have good connections and visibility to the existing roadway network, especially the M-5 highway. Office uses should integrate the existing natural areas and provide ample pedestrian connections and public spaces.	5		P		O		

MF Multi-family
 OFF Office
 CIV Civic
 RTL Retail
 INS Institutional
 HTL Hotel

The information presented in this table is a recommendation. Design flexibility should be granted as deemed appropriate by the local municipality. The building blocks and preferred uses may vary slightly depending on market and site conditions.

Figure 5.7- Proposed Land Use Map





RECOMMENDATIONS

6

A. TRANSPORTATION

The results of the existing transportation conditions analysis outlined in Chapter 2 provided insight into potential transportation projects.

Some design solutions were explored that would enhance the transportation network, improve local quality of life, and advance/support the development principles outlined in the Plan. The goal was to provide some additional direction and insight as to what transportation projects and studies the CIA may want to consider.

The projects outlined in this section have not been fully studied, but have been examined to identify their merits and general feasibility.

Grove Street to Orchard Lake Road

The Grove Street to Orchard Lake Road section of Grand River Avenue is an existing five-lane cross section, with signals at Grove Street and at Power Road. This area was considered for future improvements as the initial traffic model showed capacity for a road diet.

Based on the existing conditions, an option to change to a three-lane cross section with on-street bike lanes in the remaining space could



Existing - Cross Section of Street

be considered (curbs should not need to be shifted).

Orchard Lake Road to Nine Mile Road

The Orchard Lake Road to Nine Mile Road section was a 'hot spot' that was identified during the preliminary existing condition analysis. This



Option 1 - Cross Section of Street

section has traffic signals at Orchard Lake Road and Nine Mile Road for intersection control. The signals are within 980 feet of each other, which is necessary to achieve and maintain a reasonable level of service in this area, although traffic is still an issue during peak hours.

Two options were considered in this area. The first was to retain traffic signal controls for the key intersections and five traffic lanes for vehicle movements. On-street bike lanes by way of rebuilding curbs to effectively widen the pavement could also be considered.



Option 1 - Cross Section of Street

The second option is to replace signalized intersections with roundabouts. The roundabouts would be two lanes with an approximate diameter of 165 feet. Between the two roundabouts would be two travel lanes in each direction separated by a very narrow non-mountable (barrier) median of about four feet. This would provide access management for this segment. The seven commercial driveways and three local street intersections would be right in/out only. Left turns would be indirect, using the roundabouts. On-street bike lanes could be added in the remaining space and curbs should not need to be shifted except as needed for the roundabouts.



Option 2 - Cross Section of Street



Option 2 - Roundabouts

Nine Mile Road to Haynes Street

Nine Mile Road to Haynes Street is a standard five-lane cross section used prior to transitioning to the interchange. The area currently experiences moderate flows, with a relatively high LOS.

A road diet with two bike lanes was considered for this section of Grand River Avenue. Once outside the influence area of the signal / roundabout at Nine Mile Road, the roadway could transition to a three-lane cross section with on-street bike lanes in the remaining space. Curbs should not need to be shifted except as needed for the roundabout.



Option 1 - Cross Section of Street

Interchange

The existing M-5 interchange was identified by stakeholders in the planning process as a major barrier to future growth and development. The

primary challenge is that the interchange does not allow for all movements. Eastbound M-5 freeway cannot directly head to northwest Grand River Avenue, nor can southeast Grand River Avenue directly go east on M-5. Both movements must use crossover between Colgate Street and Albion Avenue.

Adding bike lanes should be considered with the option of reconstruction. Reconstruction was preliminarily examined, and two existing intersections with similar conditions were identified as best management solutions that should be used as a reference (see junction of US-12 at Michigan Avenue, north of the Willow Run Airport in Ypsilanti).



US-12 at Michigan Avenue



US-12 at Michigan Avenue

Another option for the M-5 interchange would realign westbound M-5 and reduce the median width to 60-70 feet. This would eliminate the need for the current bridge due to grade separation and create an at-grade intersection between M-5 and Grand River Avenue. Intersection control with a traffic signal that would stop both directions of M-5 at same time would be needed for this scenario.

Purdue Avenue to Eight Mile Road

This section of Grand River Avenue is an eight-lane wide median boulevard with traffic signals at key intersections and select crossovers. The existing LOS was A/B with B/C at the Eight Mile Road intersection. A proposed transportation improvement was considered that would add on-street bike lanes. This improvement would reduce the roadway to a six-lane boulevard, adding on-street bike lanes in the remaining space. The exception is within 500 feet of the intersection with Eight Mile Road, where there is a need to retain a full eight-lane cross section due to capacity issues at the signal.



Existing - Cross section of Street



Option 1 - Cross section of Street

B. ZONING

Part of the challenge to Corridor redevelopment is the impact that local zoning will have on future development. A key component to the redevelopment success will lie in the reorganization of land uses and development standards and procedural requirements will determine how that change will take shape. Community leaders determined early on that a collaborative regulatory approach is needed to provide the certainty and consistency between Farmington and Farmington Hills.

This section of the Plan identifies code elements that should be considered when crafting ordinance amendments to implement this study.

1. AUDITS OF EXISTING ZONING City of Farmington Hills:

The majority of Grand River Avenue frontage is zoned General Business (B-3) and Light Industrial (LI-1). Other zoning includes:

- Office Service (OS1)
- Vehicular Parking (P-1)
- Multiple Family Residential (RC3)
- One Family Residential (RA3, RA4)

The Farmington Hills zoning ordinance contains a planned unit development section (§34-3.20) that allows any use listed in the zoning ordinance to be considered, provided it is consistent with the master plan. The ordinance also contains many relevant sections that can achieve the vision and principles of the Plan (see inset).

City of Farmington:

The majority of the Grand River Avenue frontage is zoned Community Commercial (C2) and General Commercial (C3). Other zoning includes:

- Office Service (OS)
- Single Family Parking (R1P)
- Multiple Family Residential (R3, R4)

The Farmington zoning ordinance contains a planned unit development provision (Article 10), that promotes many of the development principles as outlined in the Plan.

PLANNED UNIT DEVELOPMENT (PUD)

A PUD is a regulatory process that allows for comprehensive planning of large tracts of land. PUDs often allow for a mixture of uses, higher density and a relaxation of zoning regulations in exchange for an increase in discretion by City staff and officials.

Relevant Ordinance Sections City of Farmington Hills

Sustainable Design	§ 34-3.23
Pedestrian Access	§ 34-3.24
Noise and Glare	§ 34-3.25
Parking Requirements	§ 34-5.2.15
Loading and Unloading	§ 34-5.4.6
Corner Clearance	§ 34-5.10
Fences	§ 34-5.12
Landscape Development	§ 34-5.14
Walls and Berms	§ 34-5.15

Relevant Ordinance Sections City of Farmington

Awnings and Canopies	§ 35-40
Pedestrian Walkways	§ 35-45
Exterior Lighting	§ 35-48
Fences	§ 35-49
Mechanical Equipment	§ 35-52
Building Design	§ 35-53
Buffer Zones	§ 35-184
Parking	Article 14

2. ZONING RECOMMENDATIONS

Approach

There are no immediate barriers to the type of development envisioned in this study in the zoning ordinances for the cities. Technically, the planned unit development mechanisms that currently exist in the ordinances for both Farmington and Farmington Hills allow for flexibility in dimensional requirements that may be needed to achieve the vision, but there are ways that the regulatory environment cannot only remove barriers, but also facilitate development.

The following suggestions are ways to more specifically enumerate the style, form, and quality of development desired and attract additional development interest:

- **Rezone Land.** Each City could rezone property within the study area to a district that more closely matches the proposed land uses. Such an effort requires publication on a parcel-by-parcel basis, which can create concern and confusion amongst current and nearby business and property owners. This method also assumes there are existing districts in the City that match the districts in the Plan. If matching existing districts do not exist, this approach can result in application of standards that were not originally crafted for this unique corridor. Alternatively, it could result in several similar, yet slightly modified, districts that can become cumbersome to enforce and understand. While

this approach is adequate, the overlay approach, described below, is recommended.

- **Overlay Zoning.** Adoption of an overlay zoning district would provide a consistent set of regulations that could be adopted by both cities and eliminate the need for parcel-by-parcel rezoning. The overlay could allow maintenance of existing land uses until such time as a redevelopment, change of use, or significant expansion or remodel proposed by the land owner. To provide the best consistency between both cities, the overlay district should be drafted in a fashion similar to a planned unit development, with standards for approval rather than rigid dimensional regulations. The overlay should include the following:
 - » Common sets of allowed uses
 - » Basic building and parking placement
 - » Access requirements for both vehicles and pedestrians
 - » A review procedure that is similar, if not the same, for both cities
 - » Streamlined reviews
 - » Quality standards upon which flexibility may be granted
 - » Requirement for development agreements to specify flexibility, modifications, and incentives agreed upon during the approval process

Reviews

The following recommendations will promote development in the study area by expediting review and approval of proposed developments:

- **Streamlining Approvals.** Each City is encouraged to adopt the focus area plans provided in this study. The overlay, which is recommended to be structured as a planned unit development, would require a two-step approval process. Endorsing the focus area plans will strengthen the commitment to these redevelopment concepts, and can attract developers seeking an easier approval process or places where they know what the community wants. If the focus area plan is adopted as the preliminary site plan, developers know a step in the process has been eliminated, and may be more likely to locate within the Corridor.
- **Incentives.** A more aggressive approach to attracting developers is to establish an incentive program. While financial incentives are the most ideal, resources available to the CIA are limited, especially in the short term. Over time, as each City learns more about what will and will not work along the Corridor, and as financial resources grow, establishing additional incentives beyond streamlining of reviews could be explored.

Table 6.1 shows the type of incentives (listed along the top) that could be offered, if the recognized benefits (listed along the left) are provided.

Uses

This Plan includes a future land use map, that recommends one of four zones for parcels within the Corridor. Table 6.2 provides more specific direction regarding the sets and sub-sets of land uses that should be considered. In this table uses listed with a P could be a permitted land use, while items listed with an S may be considered as a special exception or conditional use.

Administration

In many ways, the requirements that should apply to Grand River Avenue already exist in local zoning ordinances. Therefore, rather than rewriting these provisions, zoning for the Corridor should refer to those districts so that there is still consistency within each City. It is recognized that while some of those provisions will be relevant, there may be cases where this study might suggest application of either more or less stringent provisions. Therefore, given the array of conditions that may or may not be acceptable, the following elements should be incorporated:

- Grant flexibility provisions that state modifications of strict dimensional requirements if the request:
 - » Is consistent with the Corridor Plan and development principles
 - » Will not prevent or complicate logical development of adjacent properties

Table 6.1 - Zoning benefit analysis

Incentives →	Lot Coverage	Setback Relief	Bldg. Height	Reduced Parking	Stormwater/Utility	Tax Increment Financing (TIF)	Use of Municipal Parking
Recognized Benefit ↓							
Open Space	x	x			x		x
Low Impact Development	x	x			x	x	
Mixed-Use			x	x			x
Higher Quality Architecture						x	
LEED/Green Building	x		x		x	x	
Additional Buffer		x			x	x	x
Pedestrian Facilities	x	x		x		x	x

- » Is the minimum necessary to allow reasonable development
- » Will not impair public safety
- » Is not simply for convenience of the development
- Allow the Planning Commission to impose conditions needed to achieve consistency with the development principles
- Require a Development Agreement, similar to those currently required for a PUD
- Lot size and coverage
 - » Match residential areas to current residential districts
 - » Have no minimum or maximum for Commercial/Mixed-use
- entrances and present high quality building frontages
 - » Require sidewalks along all street frontages, with wider paths along Grand River Avenue
 - » Establish a street tree policy that is unique for the Corridor
 - » Consider uniform street lights

Development Requirements

The following should be incorporated into any zoning ordinance for the Corridor:

- Streetscaping
 - » Front yards should maintain visibility of

- Setbacks
 - » Match residential areas to current residential districts
 - » Have no minimum front setback for Commercial/Mixed-use
 - » Consider a build-to requirement or a build-to “zone”
- Transitions
 - » Require rear buffers/walls/landscaping between single family residential and other uses
 - » Encourage building step-backs to transition from larger scale buildings to adjacent neighborhoods
- Parking
 - » Refer to each City’s current parking standards, but consider flexibility for other available shared, structured, or municipal parking
 - » Allow parking study to determine when less or more should be required
- Building Design
 - » Regulate quality, not architecture
 - » Require a minimum storefront height and minimum window area for first floor
 - » Establish lighting standards that consider modern and sustainable lighting options
- Signs
 - » Maintain visibility for commercial signage
 - » Match sign size and height to speed limit on Grand River Avenue
 - » Consider visibility across median

Table 6.2 - Detailed land use recommendations

	Zone			
	Medium-Density Residential	Residential Mixed-use	Mixed-use	Medical Office
Multi-family				
One-Family Dwelling	P	S	-	-
Two-Family Dwelling	P	P	-	-
Multiple-Family Dwelling	S	P	-	-
Office				
Medical	-	P	P	P
Professional	-	P	P	P
Financial	-	P	P	P
Drive-Through	-	-	P	S
Civic				
Schools	S	S	P	S
Universities	-	-	P	S
Public Buildings	S	P	P	S
Retail				
Personal and Professional Service	-	-	P	S
General Retail	-	-	P	S
Pharmacy	-	-	P	P
Studios of Fine Arts	-	-	P	S
Institutional				
Hospitals	S	S	S	P
Churches	S	S	S	
Adult and Child Care Facilities	S	S	P	P
Hotel				
Hotel/Motel	-	-	P	P
Bed and Breakfast	-	S	P	P
Lodging Facilities as an Accessory to a Principal Use	-	-	P	P

P: Permitted, S: Special Exception



IMPLEMENTATION

7

IMPLEMENTATION

A plan is only effective if implemented and the parties listed in this section will ultimately be responsible for the Plan's success. These parties should be continually engaged throughout the Plan implementation, not only with their particular actions, but with realizing the complete vision for the Corridor. When actions require multiple parties for completion, every effort should be made to form cooperative partnerships and relationships to fully address the action.

HOW TO USE THIS SECTION

The implementation section outlines each development principle, the objectives needed to satisfy each principle, and what specific actions are needed to reach each objective. Every action has been assigned a series of parties responsible for completing the action.

Symbol legend

► Priority Action

Action should be initiated or completed within one to three years



City of Farmington



CIA



Private Landowners



City of Farmington Hills



MDOT / RTA



Botsford Hospital



Oakland County



SMART



Neighborhood Associations

PRIORITY ACTIONS

The Corridor Improvement Authority and the task force worked through a series of activities that yielded 11 priorities actions.

These items should be the first actions within the Plan that are pursued, with the goal of completing or initiating the action within one to three years.

TOP 11 PRIORITY ACTIONS

- 1.4 Create a streetscape design for the Corridor that includes concepts for the median and along the street edge, to help unify the Corridor. Traditional lighting, landscaping, public art, road design, non-motorized facilities and utility improvements should be incorporated.
- 3.1 Develop a detailed transportation plan that explores the following network concepts:
 - a) Road diet along all or portions of the Corridor;
 - b) Realignment/reconfiguration of the M-5 split; and
 - c) Realignment of the Orchard Lake Road jog.
- 3.4 Better integrate the M-5 freeway into the communities through realignment, new off-ramps, and alternative alignments at the westbound Grand River Avenue split to M-5.
- 3.5 Work with key stakeholders like Botsford Hospital to coordinate connections and redevelopment with their plans for expansion.
- 4.2 Allow mixed-use buildings that include upper floor residential as a way to activate key development areas and provide urban-style housing.
- 4.3 Draw upon the momentum created at the Botsford Hospital site by establishing a “medical village” of supportive uses within close (ideally walking) proximity.
- 4.4 Capitalize on sites with character, like the winery or those with river views, and build a theme around them.
- 5.2 Develop regulations that encourage mixed-use and owner-occupied housing options over large-scale rental units.
- 6.2 Embrace the Corridor’s proximity to the Rouge River by activating the river’s edge where possible, developing a nature trail or multi-use pathway, and encouraging businesses that will capitalize on the scenery and natural environment.
- 7.4 Plant gardens and landscaping to improve gateways and larger vacant areas in the right-of-way such as in the median at the Grand River Avenue/M-5 split.
- 8.1 Create informational and incentive programs to encourage development of green buildings, sites, and neighborhoods.

Development Principle 1 - Community Image and Character

High-quality architecture and urban design elements/treatments will create a signature environment along the Corridor.

<i>Action</i>	<i>Responsible parties</i>
<p>Action 1.1 Develop a logo and brand theme for use when marketing the Corridor to businesses, developers and young professionals.</p>	
<p>Action 1.2 Design a wayfinding package that includes coordinated signage and historical markers. Such signage should also assist in helping locate businesses across the median, especially where visibility is limited.</p>	
<p>Action 1.3 Continue to coordinate with the Farmington Public Safety Department and the Farmington Hills Police Department to coordinate traffic patrols and safety along the Corridor.</p>	
<p>▶ Action 1.4 Create a streetscape design for the Corridor that includes concepts for the median and along the street edge, to help unify the Corridor. Traditional lighting, landscaping, public art, road design, non-motorized facilities and utility improvements should be incorporated.</p>	
<p>Action 1.5 Develop building guidelines that encourage compatible architectural character that creates themes along the Corridor while allowing the design freedom needed to attract creative development.</p>	
<p>Action 1.6 Consider locations where on-street parking can be provided, and encourage off-street parking in rear and side yards that include appropriate buffers between them and adjacent neighborhoods.</p>	

Action 1.7

Work with the Farmington and Farmington Hills Public Service Departments on community clean-up initiatives, both within the right-of-way and on private sites in need of attention.



Action 1.8

Organize community events that celebrate the themes that emerge along the Corridor. Events can be initiated by the Corridor Improvement Authority, either City, or key stakeholders along the Corridor.



Action 1.9

Seek out opportunities to bury utility lines located in the median or in the front yards of businesses.



Development Principle 2 - Mobility

The Corridor will allow for a safe and enjoyable environment for walking, biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.

Action

Responsible parties

Action 2.1

Narrow the travel portion of Grand River Avenue to accommodate additional non-motorized facilities that will provide better access for those without vehicular access and improve travel choices for all users.



Action 2.2

Improve the environment for transit through land use and regulatory policies, and physical changes to the Corridor.



Action 2.3

Improve road crossings at key locations by narrowing crossing distances through a road diet or curb bump-outs. Unsignalized locations may require additional signage, lighting or signals to alert motorists to potential non-motorized activity.



Action 2.4

Coordinate the development of a multi-use pathway that generally runs parallel to the Corridor, the route for which may be within the road right-of-way, within the riparian corridor along the Rouge River, on private property, or on dedicated easements.








Action 2.5

In addition to a regional pathway, continuous sidewalks should be provided along both sides of Grand River Avenue for the entire length of the Corridor. Where more urban environments are planned, wider sidewalks should be included to provide room for public gathering and outdoor seating.




Development Principle 3 - Connections

The Corridor will be well connected with surrounding areas, providing choices for people to move throughout the Corridor, adjoining neighborhoods, centers of commerce, and public spaces.

<i>Action</i>	<i>Responsible parties</i>
<p>▶ Action 3.1 Develop a detailed transportation plan that explores the following network concepts: a) Road diet along all or portions of the Corridor; b) Realignment/reconfiguration of the M-5 split; and c) Realignment of the Orchard Lake Road jog.</p>	
<p>Action 3.2 Ensure that through traffic does not interfere with the residential quality of adjacent neighborhoods. Traffic calming should be implemented through careful road re-design rather than quick fixes like stop signs and speed bumps.</p>	
<p>Action 3.3 Use wayfinding to assist travelers in locating their destination. Visibility, especially across the median portions and at the Grand River Avenue/M-5 split, is especially challenging.</p>	
<p>▶ Action 3.4 Better integrate the M-5 freeway into the communities through realignment, new off-ramps, and alternative alignments at the westbound Grand River Avenue split to M-5.</p>	
<p>▶ Action 3.5 Work with key stakeholders like Botsford Hospital to coordinate connections and redevelopment with their plans for expansion.</p>	

Development Principle 4 - Redevelopment

The economic success of the Corridor will be enhanced by supporting a balance of retail, office, institution, and housing in a vibrant and integrated development pattern.

<i>Action</i>	<i>Responsible parties</i>
<p>Action 4.1 Elevate the status of the Corridor so it is attractive to high quality businesses. Re-organize the mix of uses so that they are presented in themed hubs along the Corridor that will synergize, rather than compete with one another.</p>	
<p>▶ Action 4.2 Allow mixed-use buildings that include upper floor residential as a way to activate key development areas and provide urban-style housing.</p>	
<p>▶ Action 4.3 Draw upon the momentum created at the Botsford Hospital site by establishing a “medical village” of supportive uses within close (ideally walking) proximity.</p>	
<p>▶ Action 4.4 Capitalize on sites with character, like the winery site or those with river views, and build a theme around them.</p>	
<p>Action 4.5 Attract younger residents by offering more urban environments, employment opportunities, mixed-use and non-motorized connections.</p>	
<p>Action 4.6 Use larger businesses to anchor key development nodes.</p>	

Action 4.7

Allow for broader redevelopment of underutilized sites, considering incentives to motivate developers such as parking reductions, building height or density bonuses, or flexible non-conforming standards.



Action 4.8

Review local water and sewer agreements to ensure adequate capacity exists for the future land uses proposed for the Corridor. If excess capacity exists, consider ways to use such capacity as an incentive for redevelopment.



Action 4.9

Search for grants from private and public sources to help fund redevelopment activities.



Action 4.10

Identify one to two catalyst redevelopment projects within the identified focus area. Consideration for the projects should be if the property is under single ownership and is a key to the overall development of the area.



Action 4.11

Create a redevelopment corporation/partnership with Botsford Hospital. The organization should focus on the redevelopment of the neighborhoods surrounding the hospital, promoting healthy lifestyles and families.



Action 4.12

Prepare a marketing handbook/collateral to promote the redevelopment of the focus areas and identified catalyst projects.








Action 4.13

Develop an expedited review and approval process for new development(s) within four focus areas or identified catalyst projects.



Development Principle 5 - Neighborhoods and Housing

A variety of housing options will be promoted in the Corridor.

<i>Action</i>	<i>Responsible parties</i>
<p>Action 5.1 Allow more urban, high-density residential options that are not widely available in the area, especially near priority development areas.</p>	
<p>▶ Action 5.2 Develop regulations that encourage mixed-use and owner-occupied housing options over large-scale rental units.</p>	
<p>Action 5.3 Ensure public amenities and parks are incorporated into new residential development. Use of development massing or clustering might be considered as a way to maximize development in some areas of the site to allow for parks and other amenities.</p>	
<p>Action 5.4 Ensure proper transitions between uses that protect the character of existing neighborhoods. These transitions may be achieved through allowing residential to take the place of commercial retail along Grand River Avenue as the extension of the existing neighborhood.</p>	
<p>Action 5.5 Encourage the formation of Block Clubs and Homeowner Associations in residential developments to provide a structure for greater public involvement.</p>	

Development Principle 6 - Natural Environment

Future Corridor growth and development will respect, enhance, complement, and integrate the Rouge River Corridor.

<i>Action</i>	<i>Responsible parties</i>
<p>Action 6.1 Work with the Southeast Michigan Council of Governments on a Low-Impact Development plan for the Corridor that will help improve the volume and quality of stormwater retention and management for those historic sites with inadequate facilities.</p>	
<p>▶ Action 6.2 Embrace the Corridor’s proximity to the Rouge River by activating the river’s edge where possible, developing a nature trail or multi-use pathway, and encouraging businesses that will capitalize on the scenery and natural environment.</p>	
<p>Action 6.3 Develop a Corridor beautification program that uses volunteer assistance to maintain parks, clean up the river, or plant flowers in the median.</p>	
<p>Action 6.4 Work to obtain easements along the Rouge River over time for the purpose of establishing a greenway along the river through the Corridor.</p>	




Development Principle 7 - Public Space

New Corridor public spaces will provide a pleasant environment for community gathering and outdoor activity.

<i>Action</i>	<i>Responsible parties</i>
<p>Action 7.1 Develop a plan to incorporate public spaces, either in the form of plazas, parks or gathering areas along the Corridor.</p>	
<p>Action 7.2 Consider a community garden in areas needing a catalyst to bring residents and visitors to underdeveloped areas of the Corridor.</p>	
<p>Action 7.3 Ensure street furniture that coordinates with the overall Corridor streetscape is provided in areas near transit stations, mixed-use areas or parks.</p>	
<p>▶ Action 7.4 Plant gardens and landscaping to improve gateways and larger vacant areas in the right-of-way, such as in the median at the Grand River Avenue/M-5 split.</p>	

Development Principle 8 - Sustainability

Future growth and development in the Corridor will follow best management practices in environmental planning and construction.

<i>Action</i>	<i>Responsible parties</i>
<p>▶ Action 8.1 Create informational and incentive programs to encourage development of green buildings, sites and neighborhoods.</p>	
<p>Action 8.2 Support opportunities to accommodate alternative energy resources such as electric, solar and wind energy.</p>	
<p>Action 8.3 Encourage building and site design that incorporate green design principles such as reduced energy consumption and water conservation and elements such as electric vehicle charging stations, green roofs, water conservation and other innovative design.</p>	

ACKNOWLEDGEMENTS

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PLAN PREPARED BY:



The Grand River Corridor will provide a balance of land uses that will reinvigorate and enhance both the business and residential communities. A variety of developments will bring together combinations of shopping, living, working, and recreation in settings marked by distinctive architecture, public gathering areas, and transportation options.

**GRAND RIVER CORRIDOR
VISION PLAN
ADOPTED AUGUST 22, 2013**