

# LAND USE

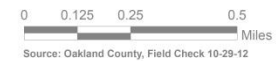
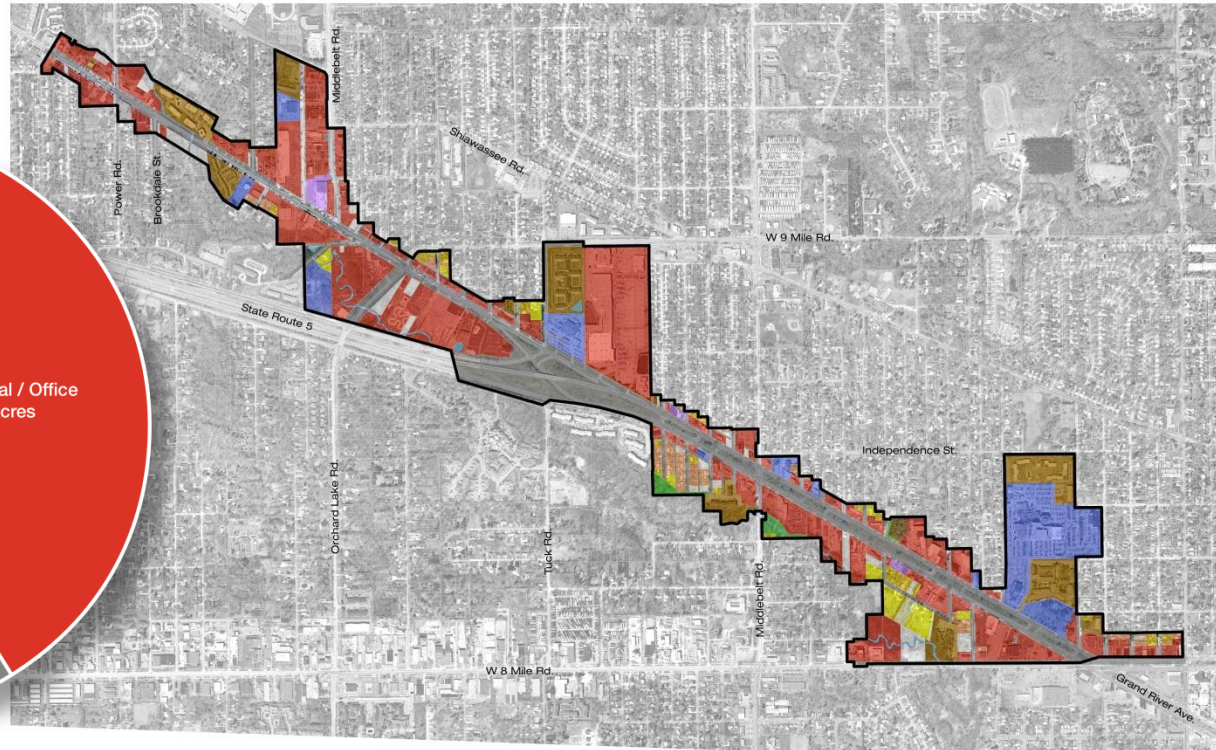
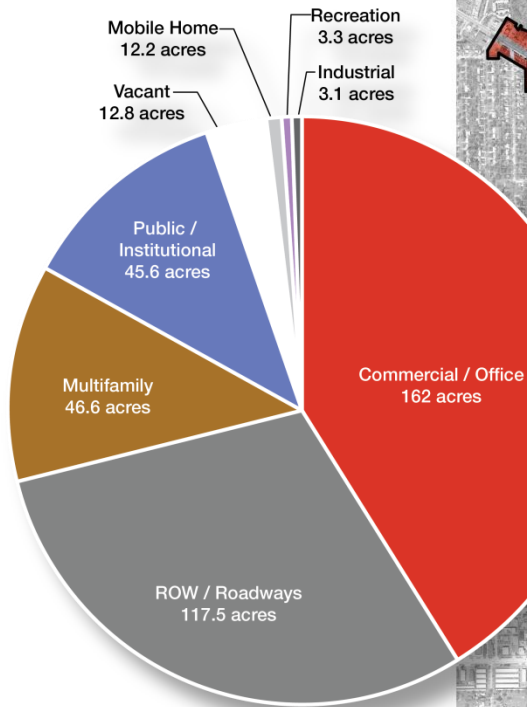
# LAND USE

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## Overall land use map

- Examination of the overall land use pattern
  - 460 acres
  - 3 miles in length
- 3 Districts
  - Overall land use pattern
  - Detail land use (retail / service)
  - Physical form

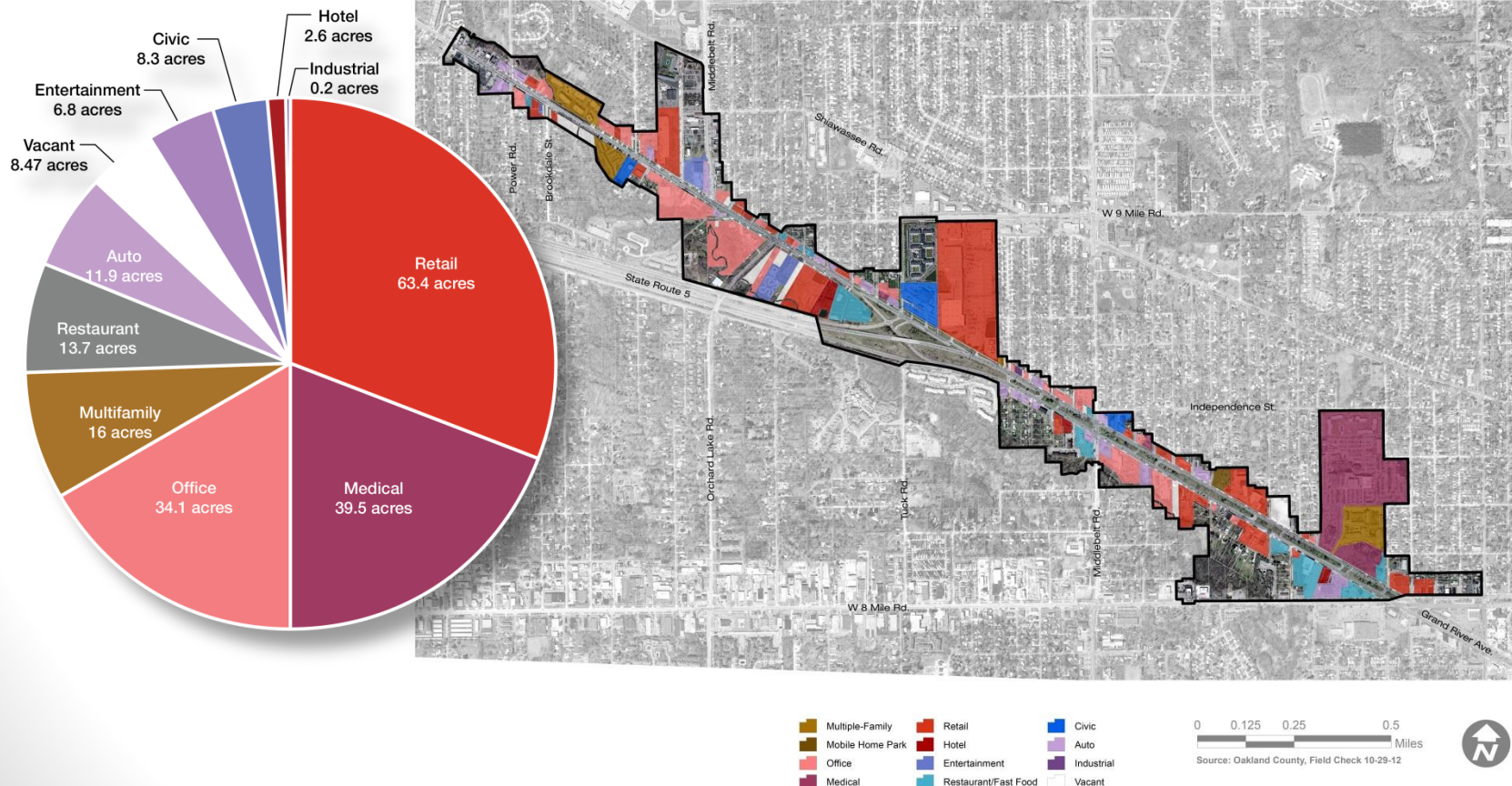
# LAND USE OVERVIEW



# LAND USE DETAIL

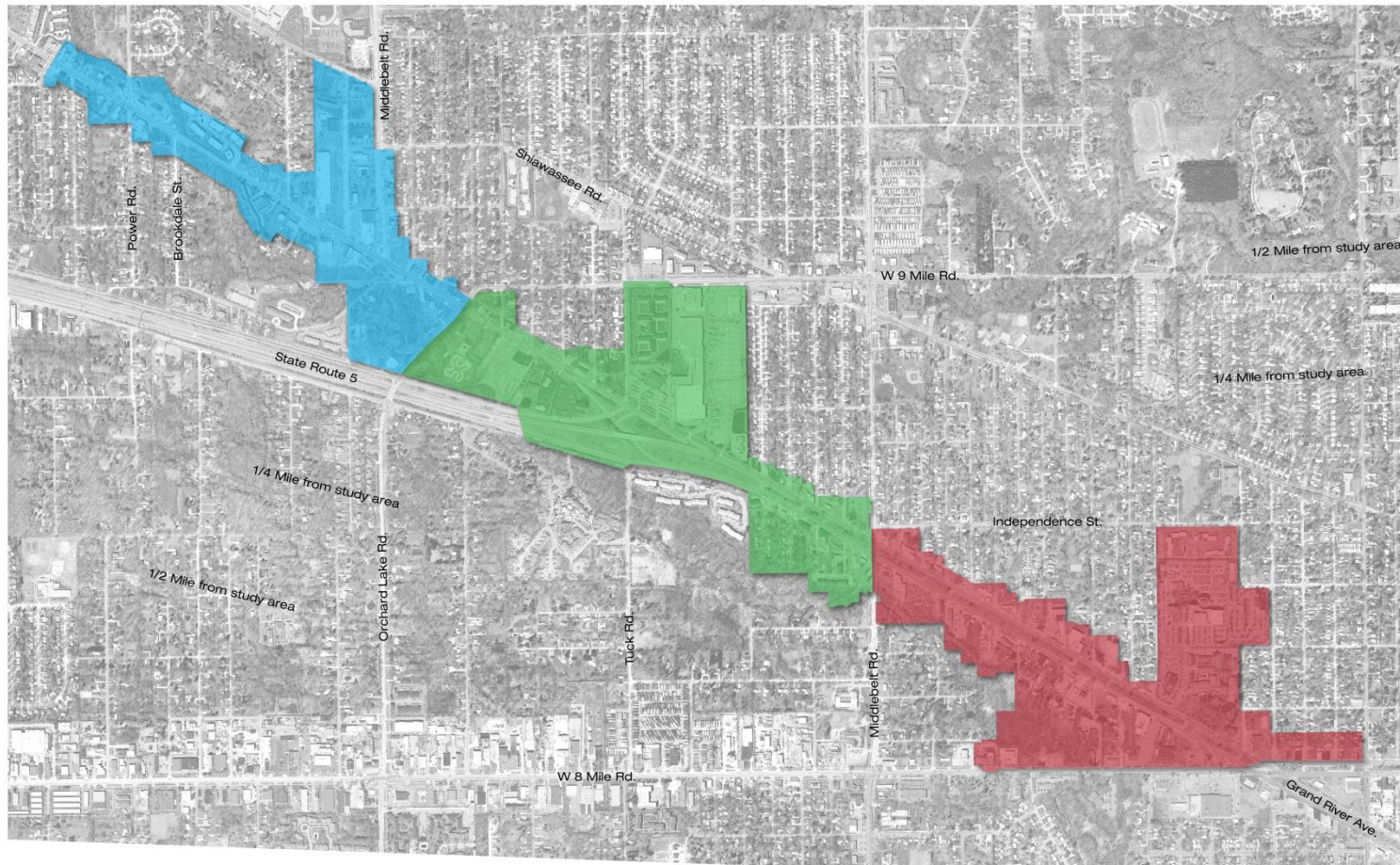
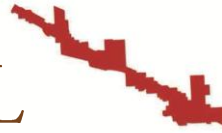


- More than a quarter of the corridor is retail or vacant land
- Medical office is nearly a quarter of the study area
- Multiple districts defined by lot sizes, cluster of uses, roadway network





# LAND USE DETAIL



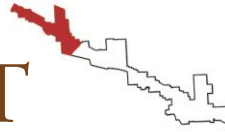
-  North District
-  Middle District
-  South District

0 0.125 0.25 0.5  
Miles  
Source: Oakland County, Field Check 10-29-12

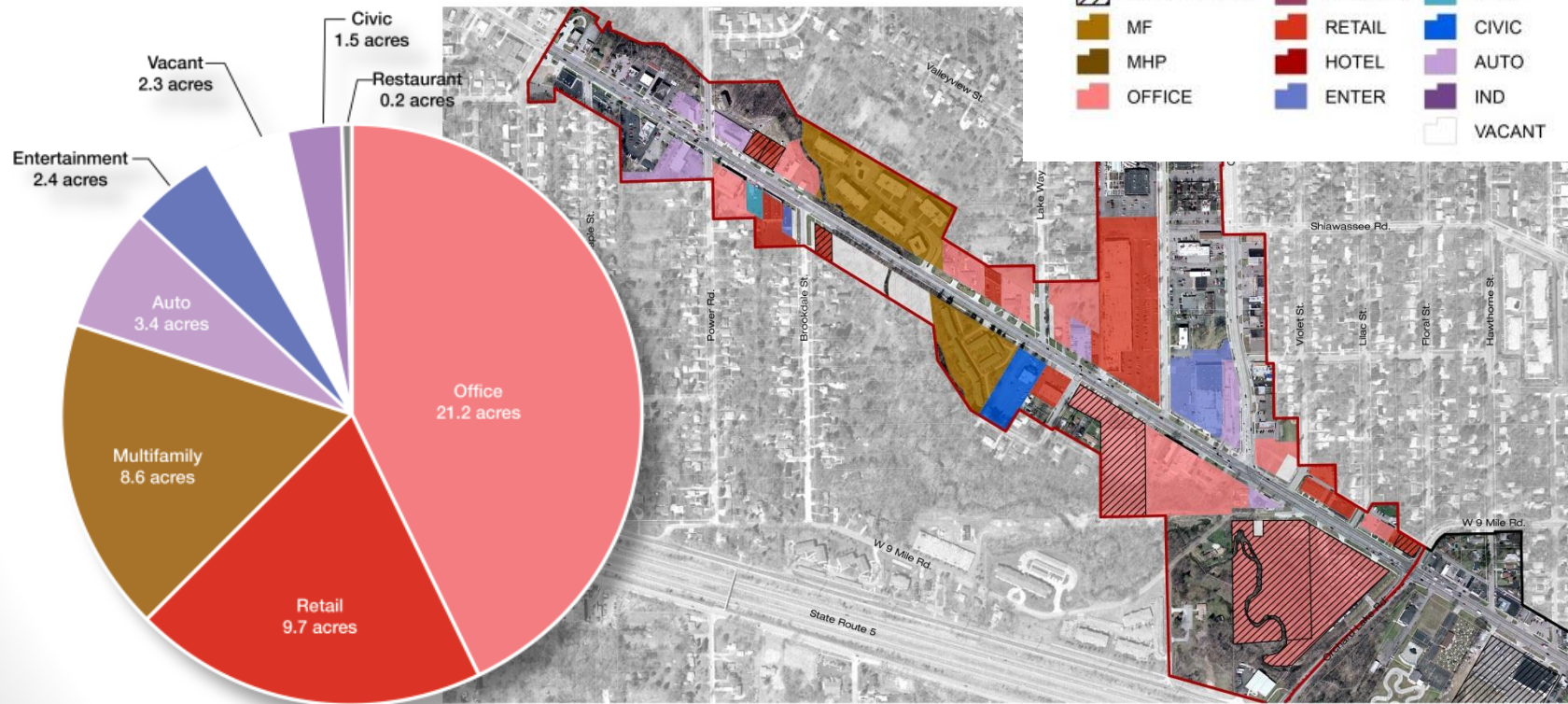


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# NORTH DISTRICT



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



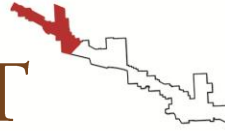
0 0.05 0.1 0.2 Miles  
Source: Oakland County, Field Check 10-29-12



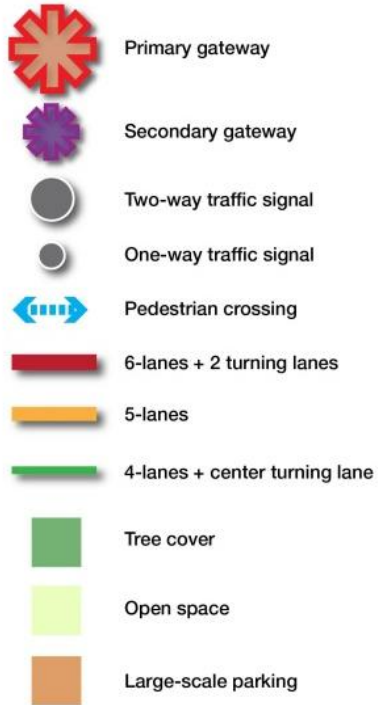
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# NORTH DISTRICT



- Natural areas are opportunity for pedestrian connections
- Minimal crossings for pedestrian; corridor is essentially divided
- Numerous gateway opportunities (branding)

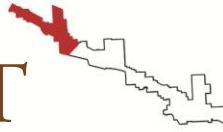


0 0.05 0.1 0.2 Miles  
Source: Oakland County, Field Check 10-29-12



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# NORTH DISTRICT



## Emerging Ideas

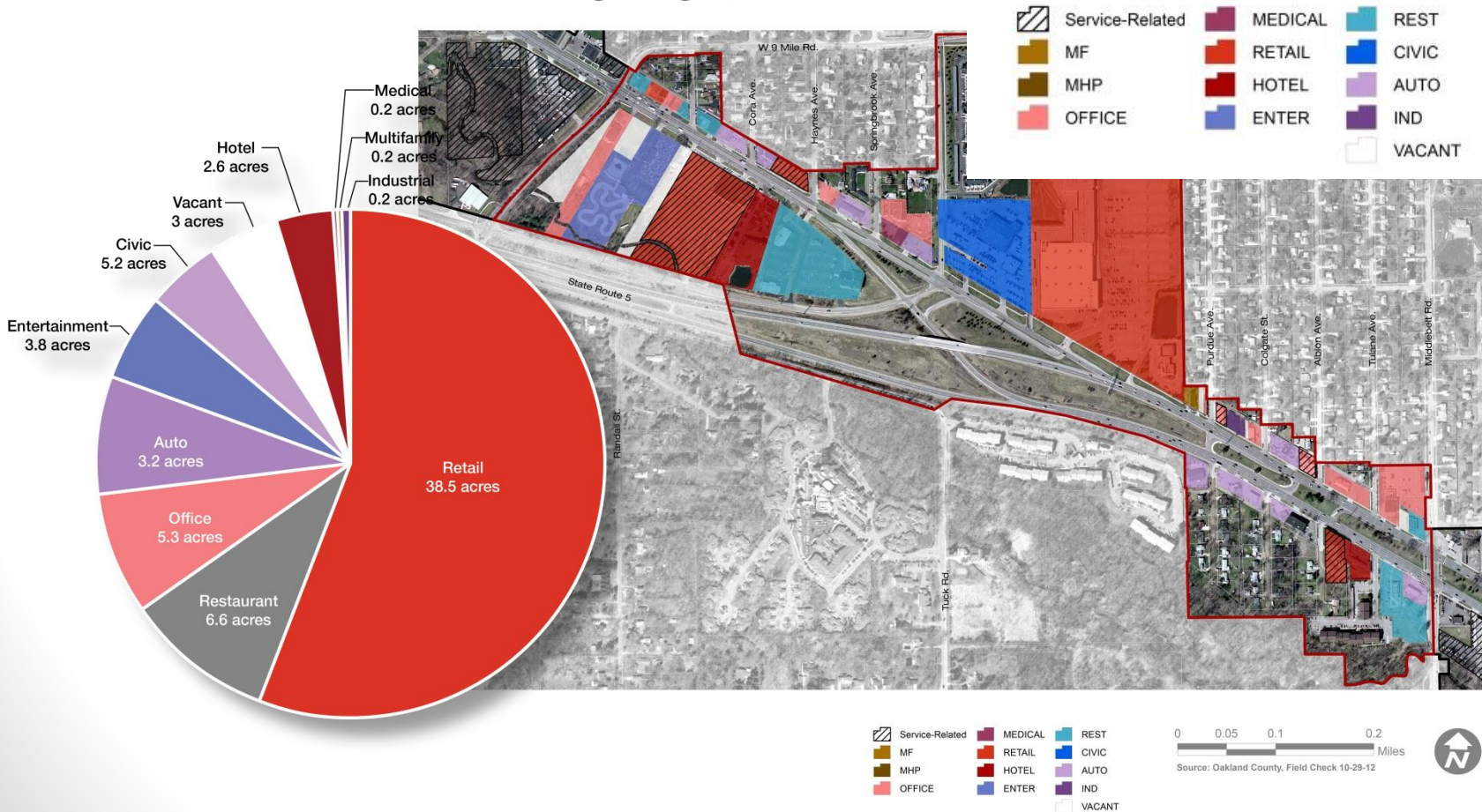
1. Enhance north gateway
2. Create linkage to existing park/greenspace network
3. Focus revitalization effort around large commercial center
4. Manage traffic flow on Grand River/Orchard Lake Split through signage, and roadway enhancements
5. Consider road diet, especially north of the Orchard Lake split



# MIDDLE DISTRICT



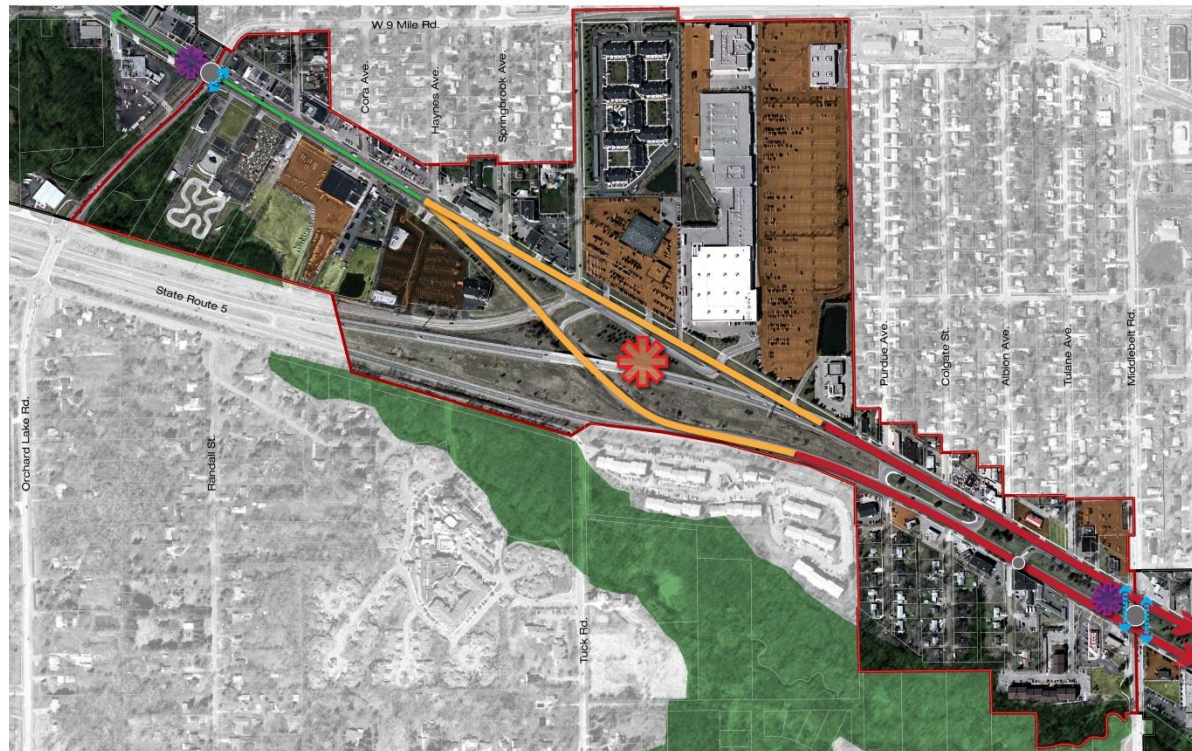
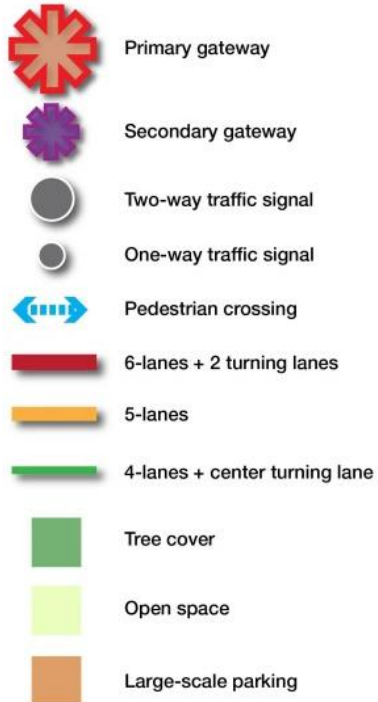
- Dominated and segregated by existing roadway design
- Retail dominated district
- Real and perceived vacancies
- Northwest area of interchange largely underutilized



# MIDDLE DISTRICT



- Multiple gateways
- Access management and traffic flow an issue
- Large expanse of open space
- 1 mile between pedestrian crossings



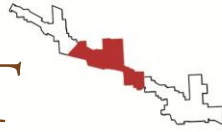
0 0.05 0.1 0.2  
Miles  
Source: Oakland County, Field Check 10-29-12



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# MIDDLE DISTRICT

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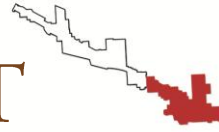


## Emerging Ideas

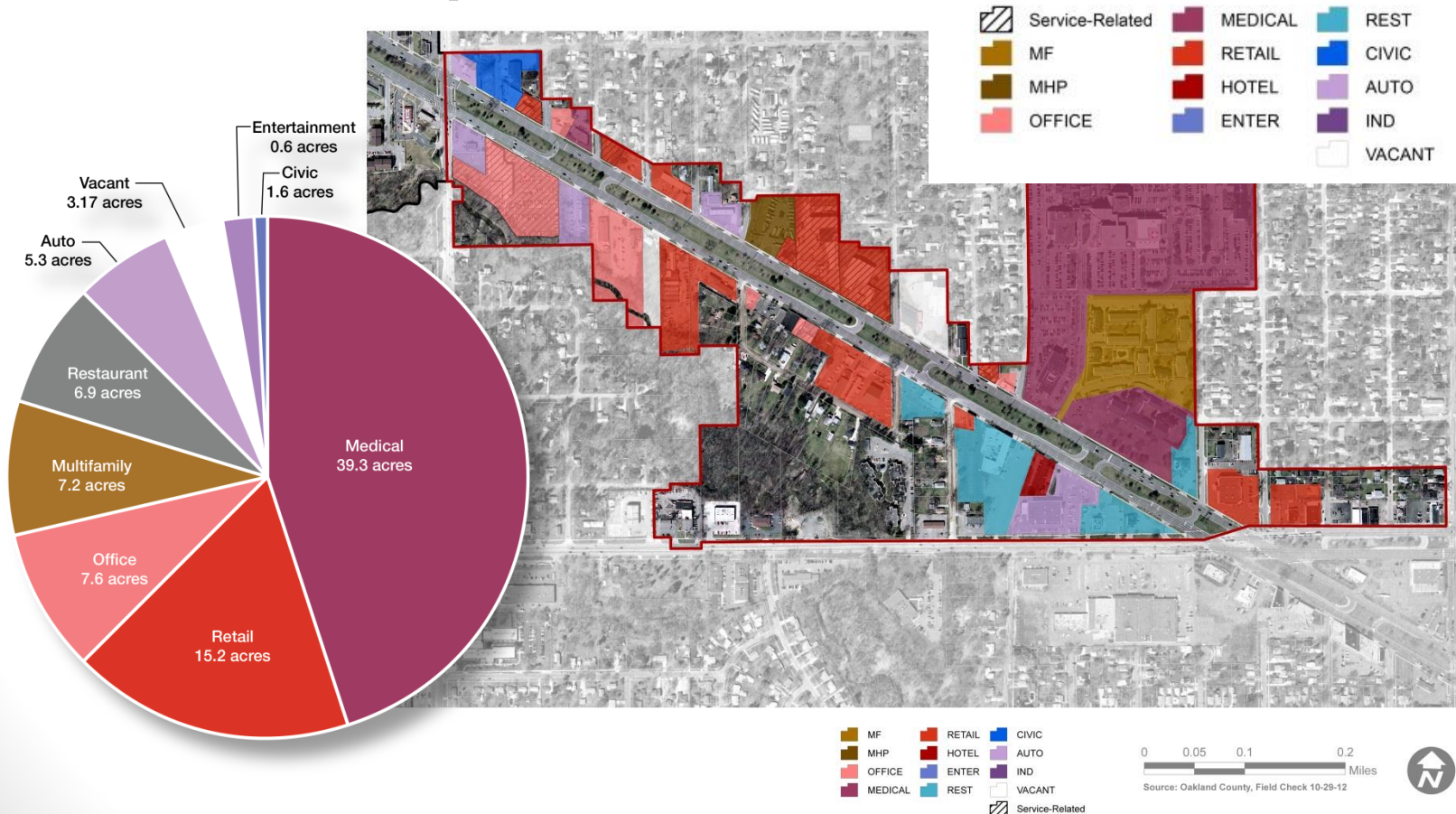
- Improve pedestrian connections
- Enhance image/gateway at the interchange
- Consider significant recommendation for the adaptive reuse of the West River Center
- Target the northwest quadrant of the interchange for a signature user/users
- Consider a road diet and integration of bicycle, public space,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



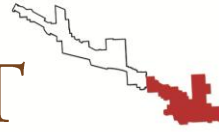
# SOUTHERN DISTRICT



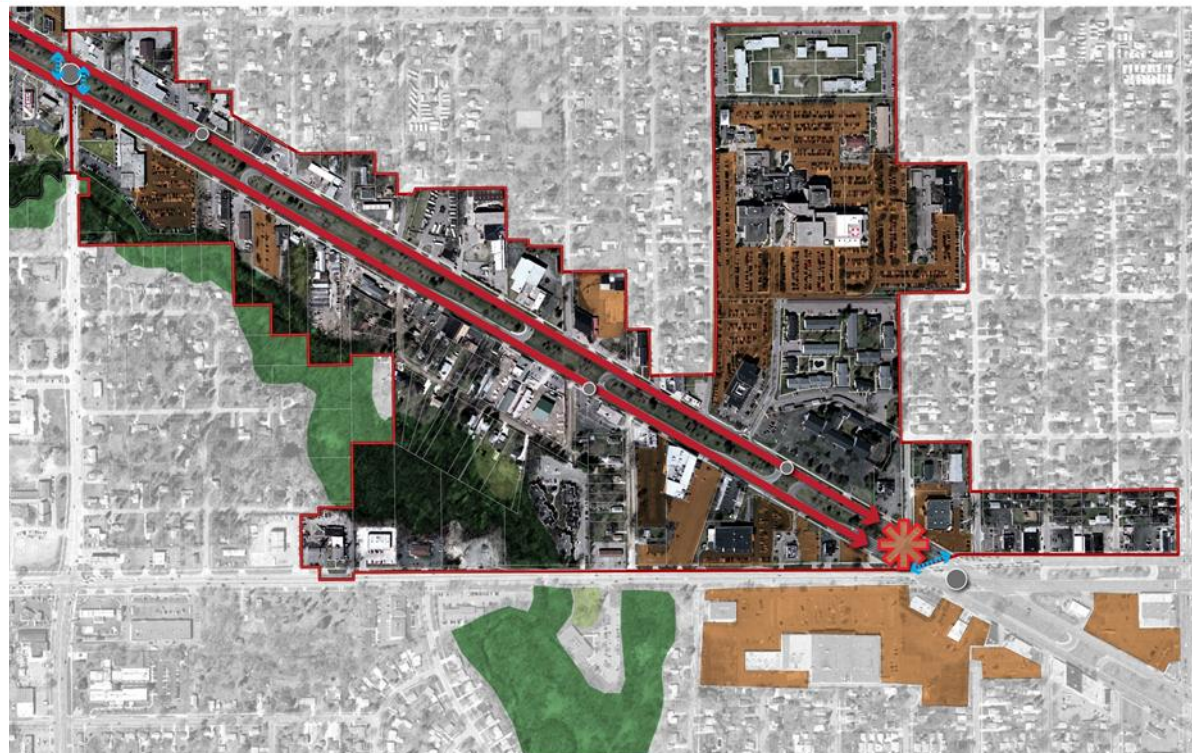
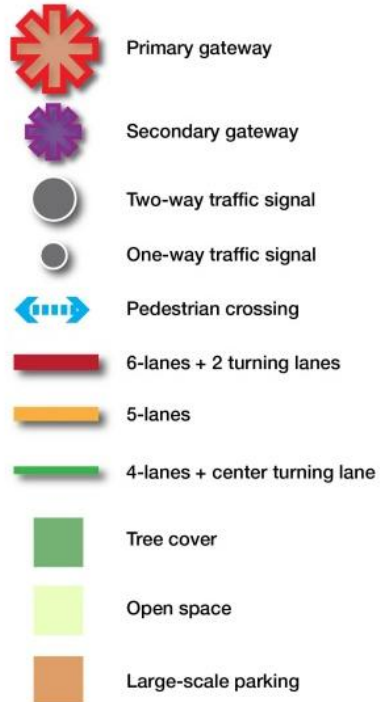
- Botsford Hospital primary anchor
- Small-scale retail, shallow lots
- Limited office and housing options
- Limited vacant land/space



# SOUTHERN DISTRICT



- Only one pedestrian crossing
- Primarily six lane road with 2 additional turn lanes
- Limited access to greenspace
- Boulevard is a barrier to connectivity and image



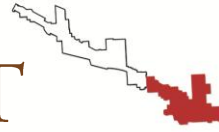
0 0.05 0.1 0.2 Miles  
Source: Oakland County, Field Check 10-29-12



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# SOUTHERN DISTRICT

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## Emerging Ideas

- Continue to embrace the hospital and promote the develop other 'cluster' uses in this area
- Enhance the gateway into the corridor at Eight Mile
- Improve pedestrian connections in and around the hospital
- Consider the adaptive reuse of the boulevard to help brand, soften the appearance, or improve mobility



# EXISTING CONDITIONS SUMMARY

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## Transportation & Streetscape

- Make Grand River safer to drive and less confusing
- Better transition from M-5 to local Grand River
- Improve non-motorized connections, routes, crosswalks and amenities
- Use branding and streetscaping to unifies the corridor

## Business Development & Marketing

- Develop tools and incentives for small business owners
- Regulations need to be business-conscious (esp. signage)
- Present a unified image for the corridor that builds on current assets (downtown, Botsford, high school)

## Land Uses

- Include more parks and greenspace while protecting natural areas
- Future Land Uses: shopping, medical, entertainment, less auto-centric