

JOHN R

CORRIDOR PLAN

Hazel Park, MI





JOHN R CORRIDOR PLAN

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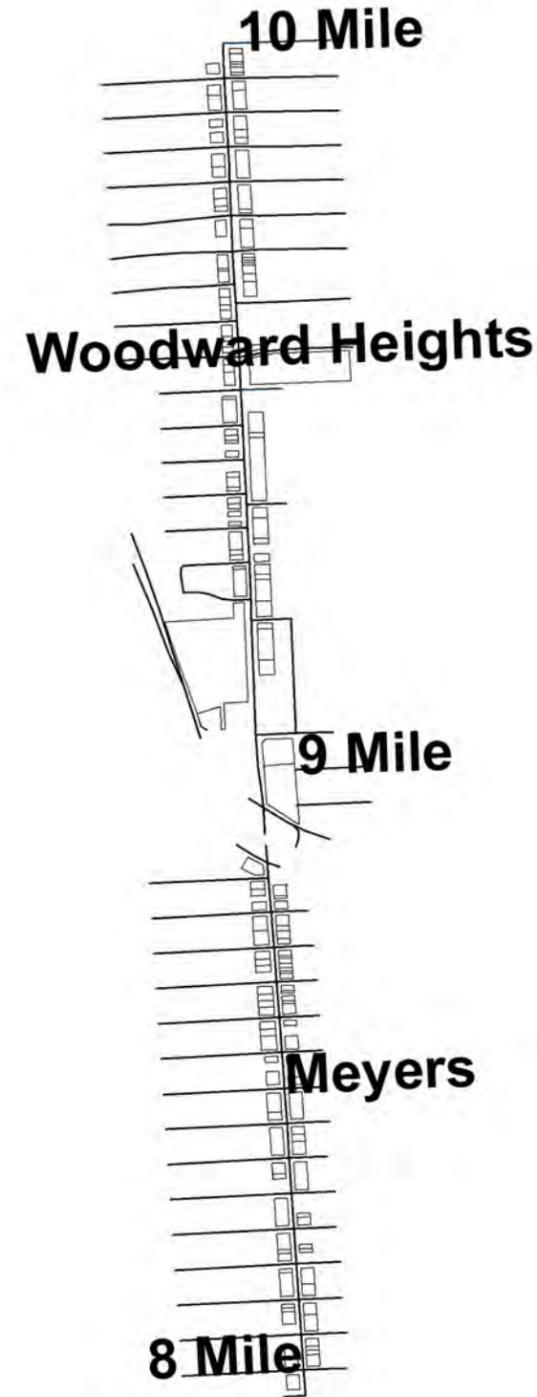
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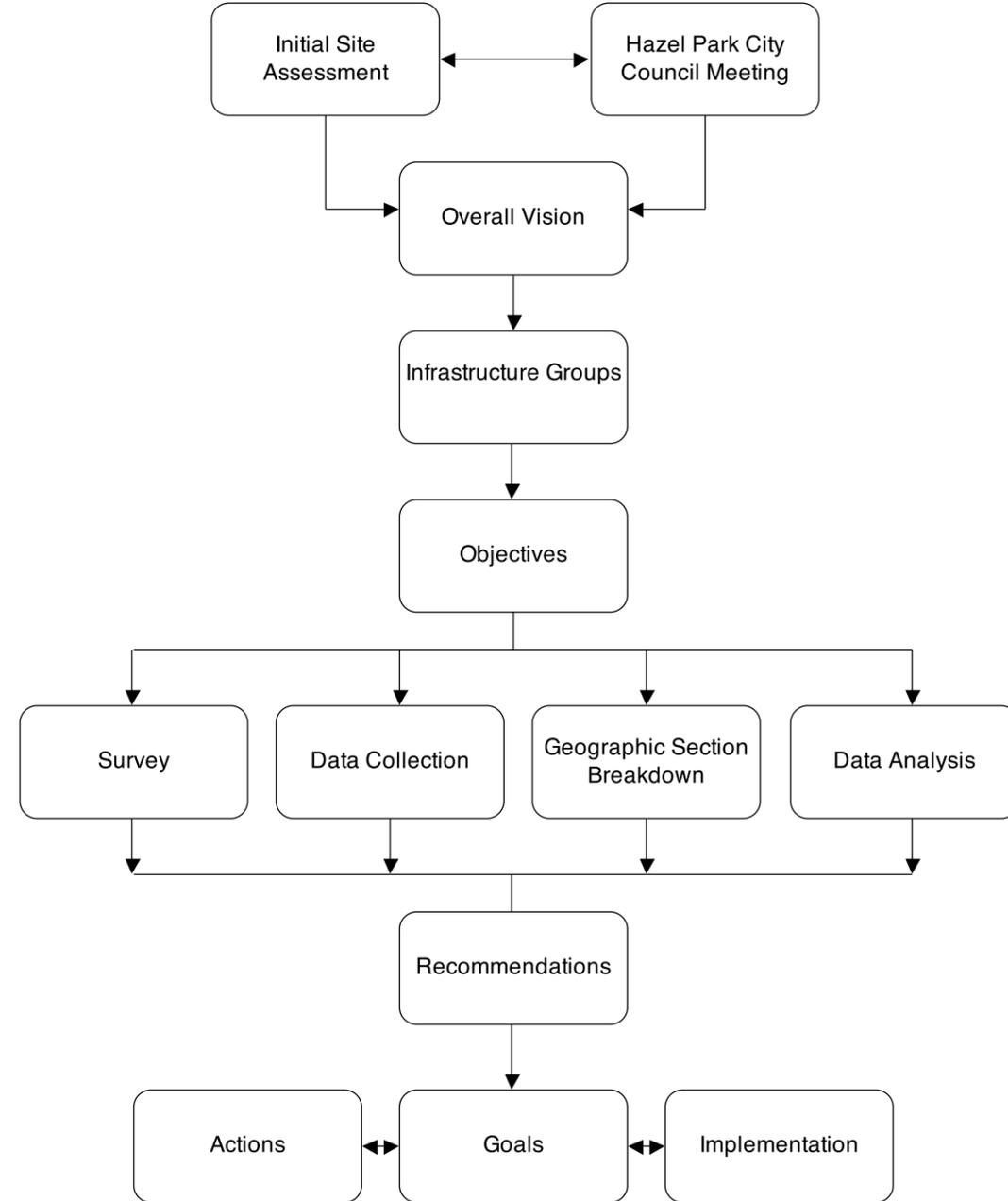
EXECUTIVE SUMMARY

The John R Corridor is a prominent entranceway for the City of Hazel Park. The John R Corridor currently serves residents and visitors with sound commercial buildings, healthy pedestrian and vehicle activity, and anchor businesses like Continental Bike Shop and Dairy Park. The Corridor also provides significant opportunity to grow land use, grow the business market, and grow streets and sidewalks that are safer and more walkable. With this great opportunity, the John R Team from the Masters of Urban Planning Program at Wayne State University created a plan that focuses on growth and provides recommendations intended to revive the John R Corridor over the next 30 years.

The following Plan intends to provide residents, stakeholders, business owners and the Planning Department for the City of Hazel Park with a tool to kick-start the process for revitalizing the John R Corridor into a space that truly encompasses the spirit and needs of Hazel Park, now and in the future.

PLANNING
PROCESS

PROCESS



THE PLANNING PROCESS

The planning process for the John R Corridor Plan had the oversight of the John R Team, composed of six students from the Master's of Urban Planning Program at Wayne State University (WSU), with assistance from Dr. Robin Boyle, Chair and Eric Wilson, Instructor, from the Department of Urban Planning & Studies (DUSP) at WSU. Jeff Campbell, City Planner for the City of Hazel Park, and several other planning experts and affiliates were invited to provide concentrated feedback on specific corridor elements. The combination of these perspectives provided direction on the methods and data used to solidify recommendations for the future of the John R Corridor.

Over the course of three months two miles of John R were examined to identify the existing conditions of primarily Local Business (LB), Local Business Manufacturing (LB-M), and Central Business (CB) areas from 10 Mile Road, the northernmost end of John R, to 8 Mile Road, the southernmost end of John R. Data retrieved from a group of sources, including original data from the John R Team, provided further distinction between existing assets and opportunities for improvement found along John R and the larger City of Hazel Park. Additional research was conducted on growth strategies, street circulation enhancements, building and landscape redesign of comparable neighborhood commercial corridors. These resources were used to inspire the best recommendations for the John R Corridor and Hazel Park. Comparable revitalization examples included:

- The Capitol Corridor: A Regional Vision for Michigan Ave / Grand River Avenue in Michigan, 2014
- Reimagine Washtenaw, Corridor Improvement Study: Washtenaw County, Michigan, 2014
- The Central Corridor Plan: San Francisco, California, 2013
- Planning Case Studies: Infill & Redevelopment: Division

- of Community Development Florida Department of Economic Opportunity, 2013
- Preferred and Minimum Widths for Sidewalk Zones: Boston Complete Streets Guidelines, 2013
- 66th Street Corridor Plan: Hennepin County and the City of Richfield, Minnesota, 2011
- PlaNYC: A Greener, Greater New York: City of New York, 2011
- Great Corridors, Great Communities: Project for Public Spaces, 2008
- Best Management Practices, Chapter 7: Low Impact Development Manual for Michigan, 2008

Data evaluation and research led to a visioning process for revitalization of John R. As a result, three infrastructure areas were created to draft specific recommendations:

- Building Infrastructure
- Street Infrastructure
- Green Infrastructure

A range of data on John R were collected and examined to inform infrastructure recommendations, including vacant and occupied buildings, open/vacant lots, street circulation patterns, on and off-street vehicle parking, storm water management systems, street furniture (i.e. benches, bus shelters, light poles, tree grates), and sustainable vegetation (i.e. grass, trees, bushes and flowers). After infrastructure recommendations were drafted, John R was dissected into four distinctly linked sections, providing clear geographic context for infrastructure recommendations as they relate to the City of Hazel Park's broader needs:

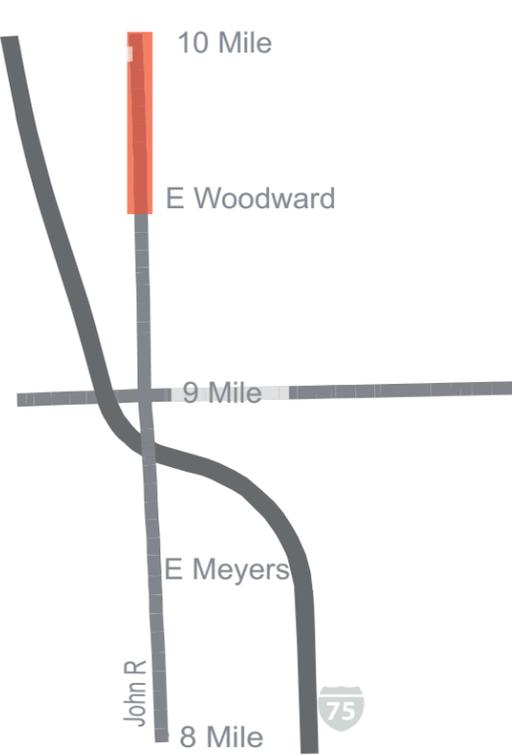
- Pedestrian Oasis | 10 Mile Rd to Washington Heights
- City Core | Woodward Heights to Nine Mile Rd
- Bridge District | Nine Mile Rd to Meyer
- Service Center | Meyer to 8 Mile Rd

As a final step, each of the four sections were prescribed specific goals to align with infrastructure recommendations to create a distinct John R Corridor now and in the future.

Refer to Appendix Map 2 for a land use map and appendix A for land use table.

GEOGRAPHIC SECTION DIAGRAM

Pedestrian Oasis

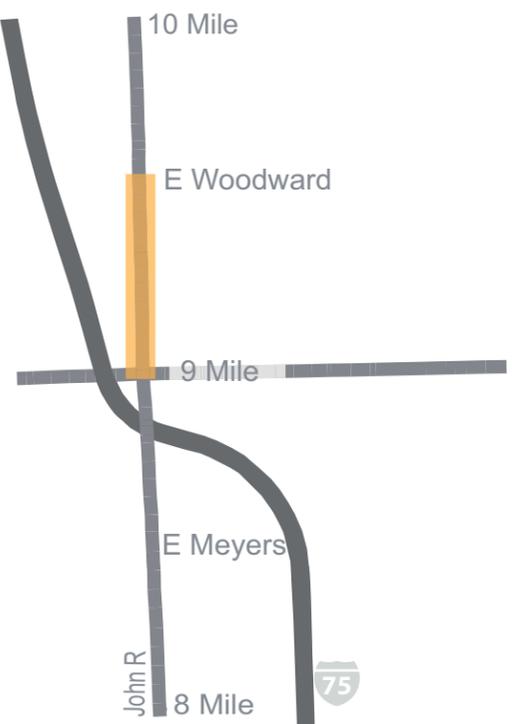


- Increase residential density
- Foster traditional retail environment
- Create walkable environment
- Increase sustainability

City Core



City Core

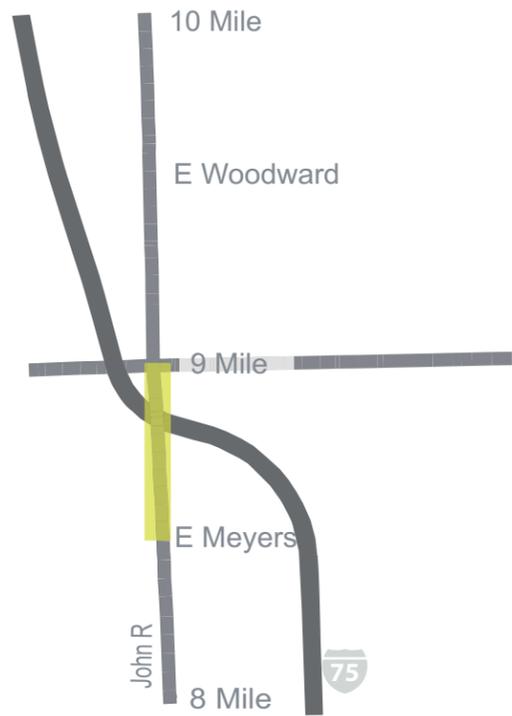


- Increase residential density
- Foster traditional retail environment
- Create walkable environment
- Increase sustainability

Ride District



Ride District

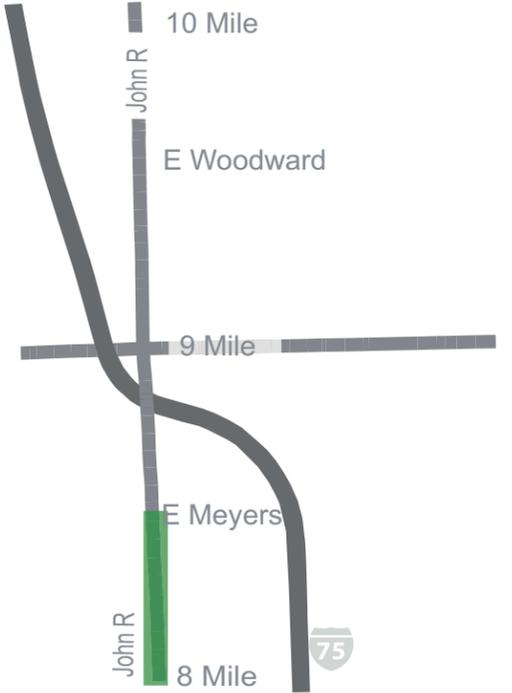


- Foster diverse land use
- Serve as a connector between N & S Hazel Park
- Create walkable environment
- Increase sustainability

Enterprise Center



Enterprise Center



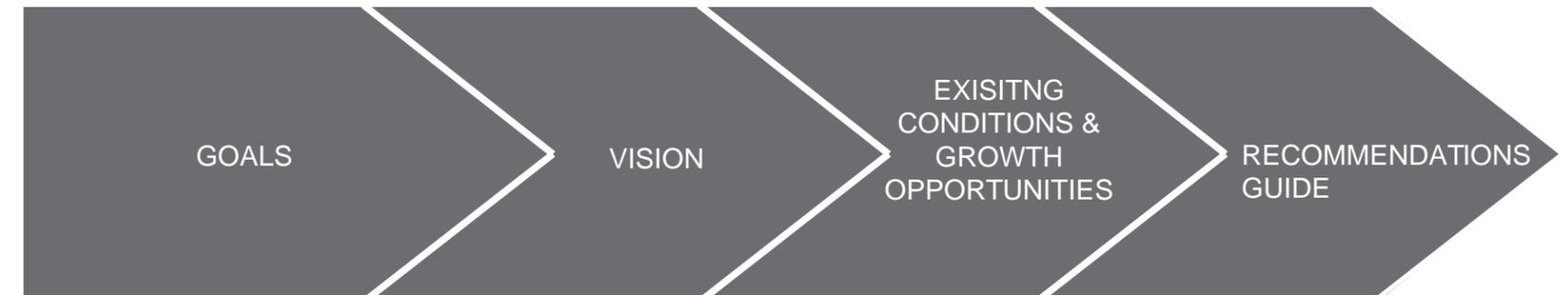
- Foster auto & manufacturing land use
- Create walkable environment
- Increase sustainability

Diagram 1

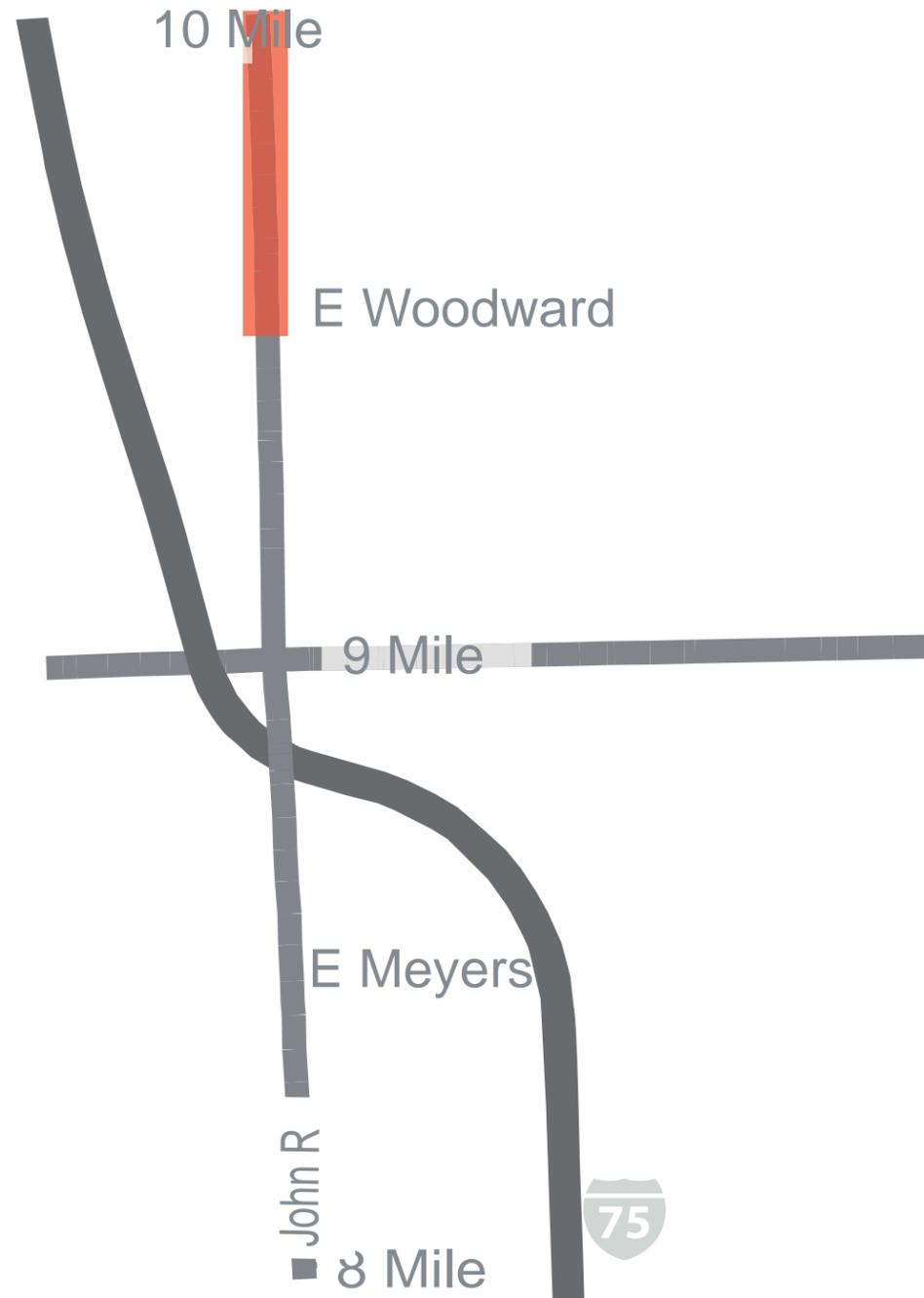
CORRIDOR

RECOMMENDATIONS

As stated earlier in this Plan, the John R Corridor was dissected into four sections based on current geographic configuration, built environment and land use. Each of the four sections were prescribed with visionary titles representative of existing assets and opportunities for growth. Each section, however, is distinctly linked with common goals and recommendations to catalyze the revitalization of Hazel Park.



Pedestrian Oasis



Vision & Goals

Pedestrian Oasis was selected to serve as the hub of pedestrian activities based on its current conditions and potential development. Pedestrian Oasis will be a destination for consumers to access a variety of food preparation services, retail businesses, and entertainment. This will be accomplished by improving on street pedestrian qualities and redesigning the street function of John R to give Pedestrian Oasis a sense of place. The primary focus is to improve current pedestrian oriented features such as sidewalk coverage in the form of tree shading and awnings, street front building placement and street front building entrances to businesses. The John R Corridor Plan envisions the pedestrian experience stimulated by increasing on street visual appeal through improved landscaping and building façade design improvements such as increased front window proportion, building colors, and the development of multi-story mixed-use structures. Pedestrian safety features will be incorporated in the form of new crosswalk placement, bicycle lanes, and reducing the number of driveways interrupting pedestrian traffic between side streets. The project focuses on the street function of John R with the intention to create an increased cautionary approach for automobiles traveling north and south. The John R Corridor Plan will achieve an improved street function by changing the street lanes from two lanes north and two lanes south to single north and south lanes with a middle turn lane. This new street design will also incorporate redesigned on-street parking.

Parcels & Land Use

The Pedestrian Oasis section of John R consists of a total of 11.6 acres divided into 50 parcels located on the east and west sides of the John R Corridor. Parcel sizes range from 0.04 acres to 4.1 acres with an average parcel size of 0.2 acres.

With the exception of the St. Mary Magdalene church located at the corner of John R and Woodward Heights Boulevard, the section is zoned as Local Business (LB) and in the rear portions of 11 separate locations it is also zoned Parking (P-1). There are currently 58 building spaces using a John R address. The highest number of land uses in Pedestrian Oasis is categorized as Industrial Service (see appendix A for category descriptions) consisting of 36.2% of addressed buildings. The second highest land use of addressed buildings is categorized as Vacant at 22.4% (see Map 3 for vacancy image) The section also has the highest percent of both Retail (10.3%) and Food Service (10.3%), or a combined 6.6% of the total corridor land use (See Appendix Map 5 for location of businesses oriented toward pedestrians).

Building Infrastructure

The Pedestrian Oasis section mainly consists of single level structures with a small number of structures elevated to two levels. The majority (approximately 82.7%) of buildings are placed at street front or with minimal setback. Buildings are more likely to have street front access; approximately 72% of buildings have street front access. The window frontage of buildings are mostly below 60% coverage, an approximated 48% of building front have 60-100% window coverage. The majority of the building frontages have no overhang over public sidewalks. The building structures that include frontage overhangs have minimal overhang (maximum 3ft) over public sidewalks. Structure placement in relation to structures on adjoining parcels have mixed connectivity; connected structures have placement making the front facade a consecutive row that is absent of space in between structures.

Street & Public Sidewalk Infrastructure

The length of John R in Pedestrian Oasis measures 0.5 miles

north and south. The street has two lanes traveling north and two lanes traveling south; the street widens to incorporate a middle turn lane south of Annabelle Avenue. The width of the road from curb to curb measures 50 feet. Sidewalk widths range from approximately 8 feet to 30 feet. There are seven side streets that connect through from the east and west side of John R. Two streets coming from the west end at John R. Andresen Court ends at John R connecting from the east. There are two traffic lights with crosswalks connecting pedestrian traffic at 10 Mile Rd and Woodward Heights Boulevard. The Pedestrian Oasis section has three bus stops on the northbound side of the road and three on the southbound side.

A field survey on buildings reports that approximately 29% of buildings have driveways that connect to John R. The survey reports on the location of parking lots relative to the buildings - rear 68%, side 22%, front 10%. The Pedestrian Oasis section has street parking available on the east side with a parking capacity of approximately 50 vehicles and on the west side with a parking capacity of approximately 2 vehicles. Buildings that had public lighting infrastructure in the form of a light post, approx. 15 ft in height, on the public sidewalk were documented, and found that 74.1% of buildings with a John R address have public lighting relative to its location.

Green Infrastructure

A field survey of buildings reports that approximately 48% of buildings have trees growing in front of the structure on the John R sidewalk (See Appendix Map 4 for Tree Density image). The report approximates that 20% of buildings have a tree on the sidewalk that produces appropriate shade and coverage for pedestrians. A study was conducted on John R. to understand how many buildings are designed to have storm water run-off flow onto permeable surfaces. The permeable study reported that 17.2% of buildings in section 1 have storm water runoff flowing onto permeable surfaces. (See Appendix Map 8 for permeable/

non-permeable locations). Notable green space within section 1 includes the grounds of St. Justin – St. Mary Magdalen Parish at the cross streets of John R Rd. / E Woodward Heights Blvd.

CURRENT CONDITIONS IN THE PEDESTRIAN OASIS

Building Infrastructure



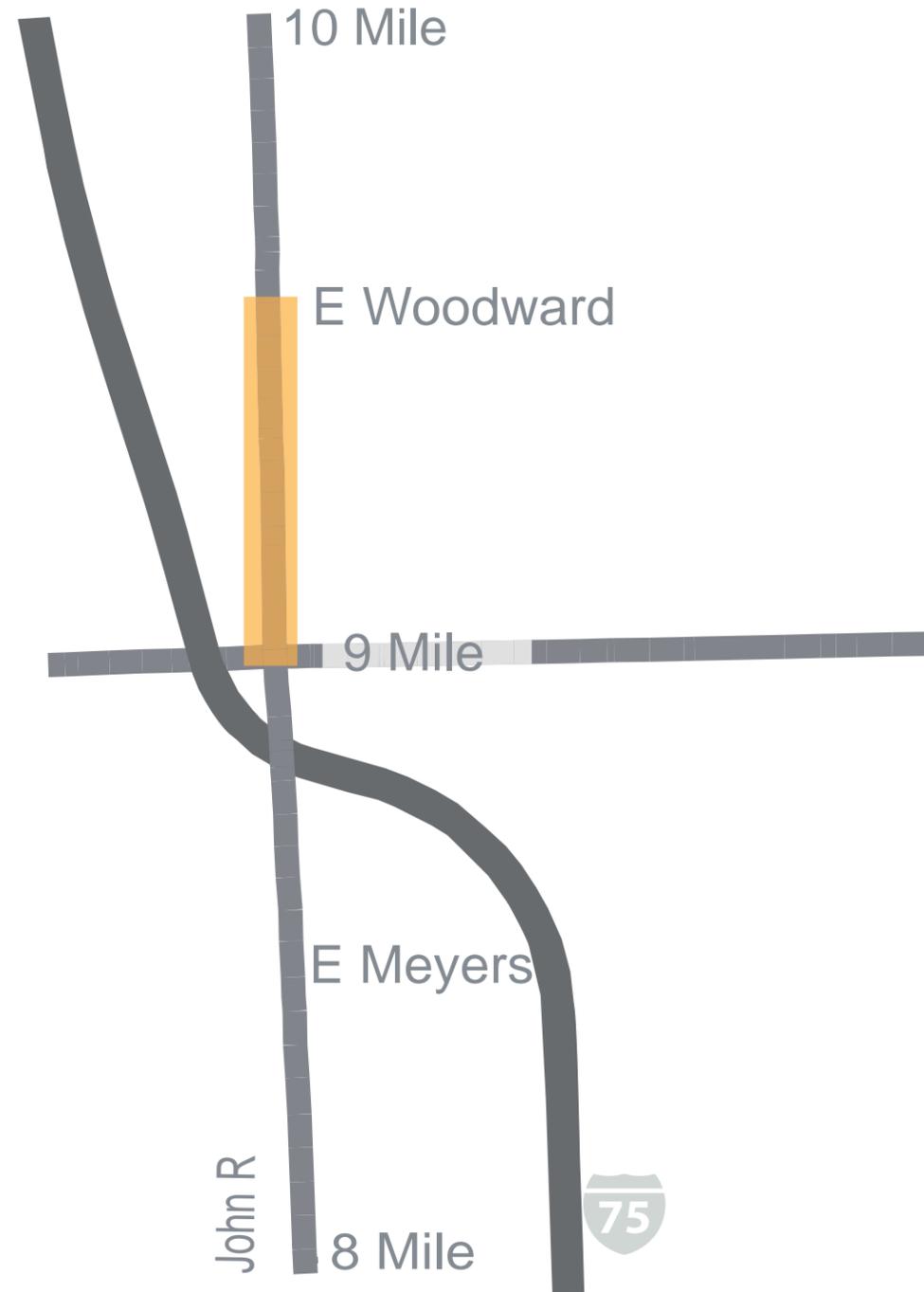
Street Infrastructure



Green Infrastructure



City Core



Vision & Goals

City Core will serve as Hazel Park's revitalized downtown district. Drawing on this section's existing service amenities and walkable nature, City Core will be reenergized with changes in street design, building design, and sustainability measures. City Core has the least vacancies, most human service businesses, and connection to the highest concentration of Hazel Park residents along the John R Corridor. The John R Corridor Plan proposes additional crosswalks for pedestrian safety, reduced traffic lanes, and increased Complete Streets elements making the section accessible for all Hazel Park's residents and visitors.

Moving forward any development or redevelopment will require minimal setbacks, rear parking, and primary entrances fronting John R. This will serve to build on the area's existing density and enhance pedestrian access to retail services. Reducing the number of lanes will circulate traffic efficiently and at a lower rate of speed. This will help make the intersection of John R and Nine Mile safer, eventually removing it from Southeast Michigan Council Of Governments' (SEMCOG) high frequency crash list. A shorter, safer crossing will further foster pedestrian activity and also make municipal services at City Hall more accessible.

Parcels & Land Use

The City Core section of John R has a total area of 15.9 acres consisting of 33 parcels located on the east and west sides of the John R corridor. The range of parcel size is from 0.05 acres to 8.4 acres with an average parcel size of 0.48 acres.

The City Core is zoned as Local Business (LB), Parking (P-1) in the rear portions of 3 separate locations, and for Central Business (CB) in the southern portion of the section at the John R and Nine Mile intersection. There are currently 38 building spaces using a John R address. The highest number of land uses in the City Core are categorized as Human Service (See

Appendix A for category descriptions) consisting of 39.5% of addressed buildings. The second highest land use is categorized as Industrial Service consisting of 18.4% of addressed buildings. The City Core has the highest percent of Human Services (39.5%) which is 8.3% of the total corridor land use.

Building Infrastructure

The City Core consists mainly of single level structures with a small number of structures elevated to two levels. A large shopping plaza structure was constructed in the southern portion of the section, at the Nine Mile intersection. The majority (approximately 89%) of buildings are placed at street front or with minimal setback. Buildings are more likely, than in other sections, to have street front access. Approximately 82% of buildings have street front access. The window frontage of buildings are mostly above 60% coverage, an approximated 59% of building fronts have 60-100% window coverage. The majority of structures have no overhang over public sidewalks. The building structures that include frontage overhangs measure a maximum 3 feet over public sidewalks. Structure placement in relation to framework on adjoining parcels have mixed connectivity; connected structures have placement making the front facade a contiguous row, absent of space in between buildings.

Street & Public Sidewalk Infrastructure

The length of John R in the City Core measures approximately 0.5 miles from Nine Mile to the northern boundary. The street has two lanes traveling north and two lanes traveling south; the street widens to incorporate a middle turn lane north of Hamata, and again south of Felker. The width of the road from curb to curb measures 60 feet. Sidewalks range from 10 feet to over 20 feet in areas with bulb-outs. There are six side streets that connect from the east and end at John R. There are two streets that connect from the west and end at John R. There are three

traffic lights with crosswalks connecting pedestrian traffic at Woodward Heights Boulevard, Hazelcrest Place, and Nine Mile Road. The City Core has three bus stops on the northbound side of the road and two on the southbound side.

A field survey of buildings reports that approximately 45% of buildings have driveways that connect to John R. The survey reports on the location of parking lots relative to the buildings - rear 55%, side 39%, front 6%. The City Core has street parking available on the east side with a parking capacity of about 10 vehicles. Buildings that had public lighting infrastructure in the form of a light post, approx. 15 ft in height, on the public sidewalk were documented, and found that 73.7% of buildings with a John R address have public lighting relative to its location.

Green Infrastructure

A field survey of buildings reports that approximately 39% of buildings have trees growing in front of the structure on the John R sidewalk. (See Appendix Map 4 for tree density image). The report approximates that 13% of buildings have a tree on the sidewalk that produces appropriate shade and coverage for pedestrians. A study was conducted on John R. to understand how many buildings are designed to have storm water run-off flow onto permeable surfaces. The permeable study reported that 15.8% of buildings in section 2 have storm water runoff flowing onto permeable surfaces. (See Appendix Map 8 for permeable/non-permeable locations).

CURRENT CONDITIONS IN THE CITY CORE

Building Infrastructure

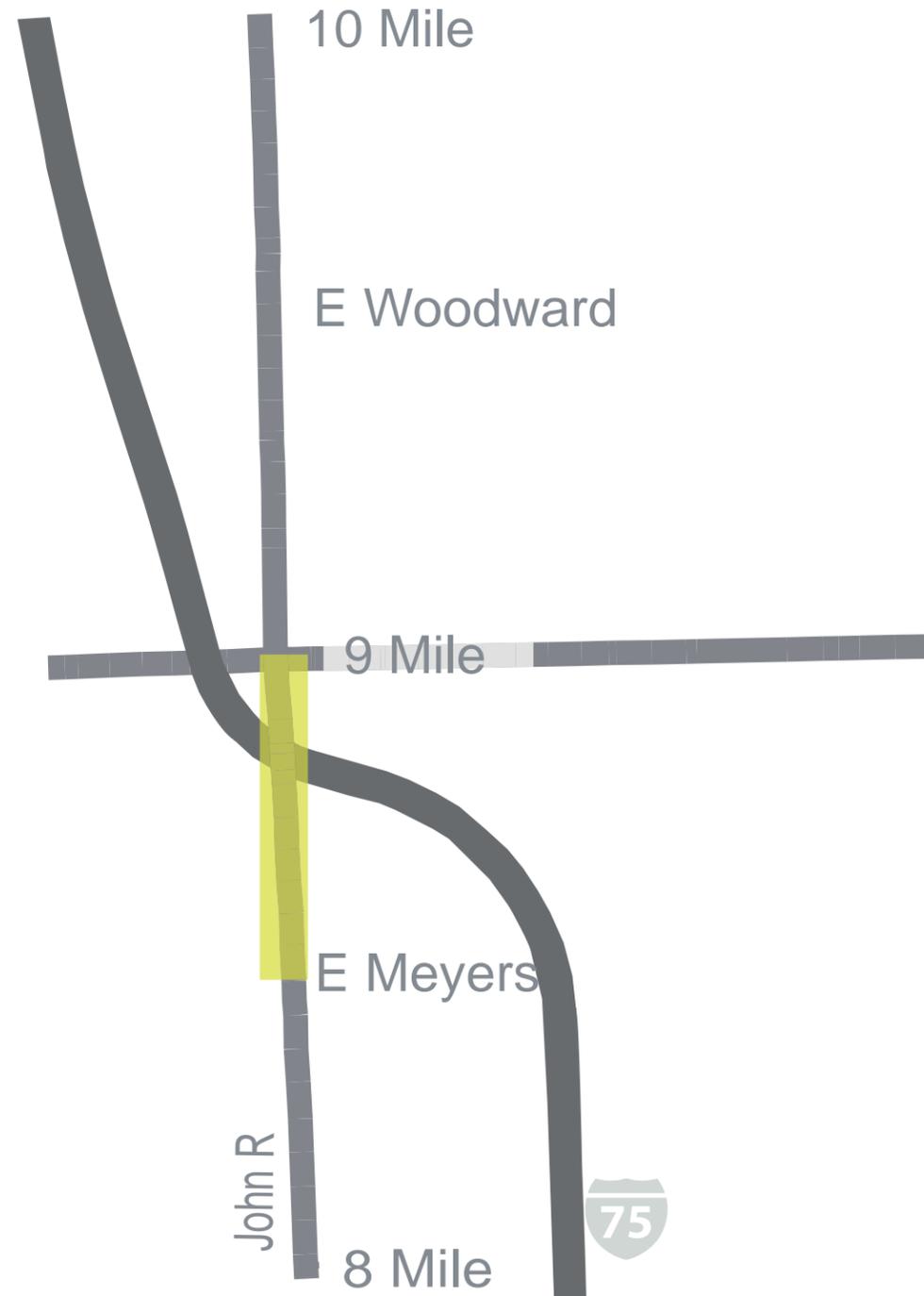


Street Infrastructure



Green Infrastructure





Vision & Goals

The Bridge District will function as a vibrant bridge between north and south Hazel Park connecting John R's distinctive land uses. The John R Corridor Plan will create an effective connection for people walking to City Core's retail district to the north and for cars driving to the Service Center to the south. By increasing the safety and walkability of the Bridge District, the diverse business base will be supported and new businesses will be encouraged to fill vacancies. As a connector, the Bridge District's zoning will be less restrictive than other sections of John R. The Bridge District will be geared for both pedestrian and motorists access and better connect the residents of south of Nine Mile to the retail corridor, schools, and municipal buildings.

The Bridge District is unique in offering single family housing fronting John R. This low density housing is an asset to John R as the commercial market gains strength. It creates attractive and rapid opportunities for development of mixed use, retail, or higher density residential. Single family housing can be converted to office space for client based businesses, such as accountants or attorneys, increasing commercial activity in the Bridge District. The John R Corridor Plans for the Bridge District is designed to move toward a vibrant corridor linkage with an increased pedestrian presence and improved business experience. Maintaining a connection of activity between north and south John R will help ensure the success of the entire corridor.

Parcels & Land Use

The Bridge District section of John R has a total area of 8.6 acres divided into 41 parcels located on the east and west sides of the John R corridor. The range of parcel size is from 0.05 acres to 2.1 acres with an average parcel size of 0.2 acres.

The Bridge District is zoned with Local Business (LB), Central Business (CB) in the north part of the section at the Nine Mile intersection, Chrysler Business (BC-1) at the southern side of I-75, and Parking (P-1) is zoned in the rear portion of one site at John R and Meyers. There are currently 39 building spaces using a John R address. The highest number of land uses in Bridge District is categorized as Vacant (see Appendix A for category descriptions and Appendix Map 3 for vacancy image) consisting of 38.5% of addressed buildings. The Auto and Human Service categories rank as the second highest land use at 15.4% each. Bridge District is noted to have the highest percent of the Residential/Mixed (7.7%) category, or 1.7% of the total corridor land use.

Building Infrastructure

The Bridge District section of John R consists mainly of single level structures with a small number of structures elevated to two levels. The majority (approximately 71%) of buildings are placed at street front or with minimal setback. Approximately 86% of buildings have street front access. The window frontage of buildings are mostly above 60% coverage, an approximated 54% of building front have 60-100% window coverage. The majority of frontage structure has no overhang over public sidewalks. The building structures that include frontage overhangs have minimal overhang (maximum 3 feet) over public sidewalks. Structure placement in relation to structures on adjoining parcels have mixed connectivity; connected structures have placement making the front facade a consecutive row that is absent of space in between structures.

Street & Public Sidewalk Infrastructure

The length of John R in Bridge District measures 0.47 miles north and south. The street has two lanes traveling north and

two lanes traveling south; however, the street widens to incorporate a middle turn lane north of Chrysler service drive. The width of the road from curb to curb measures 60 feet and 45 feet. Sidewalks measure at a width of 10 to 12 feet. There are four side streets that connect to and travels through John R on the east and west. One street coming from the west ends at John R. There are four traffic lights with crosswalks connecting pedestrian traffic at Nine Mile Road, north of the Chrysler overpass, south of the Chrysler overpass, and Meyer Avenue. Bridge District has 2 bus stops on the northbound side of the road and 2 on the southbound side.

A field survey on buildings reports that approximately 59% of buildings have driveways that connect to John R. The survey reports on the location of parking lots relative to the buildings - rear 55%, side 21%, front 24%. Buildings that had public lighting infrastructure in the form of a light post, approx. 15 ft in height, on the public sidewalk were documented, and found that 33.3% of buildings with a John R address have public lighting relative to its location.

Green Infrastructure

A field survey of buildings reports that approximately 18% of buildings have trees growing in front of the structure on the John R sidewalk. (See Appendix Map 4 for tree density image). The report approximates that 15% of buildings have a tree on the sidewalk that produces appropriate shade and coverage for pedestrians. A study was conducted on John R. to understand how many buildings are designed to have storm water run-off flow onto permeable surfaces. The permeable study reported that 20.5% of buildings in section 3 have storm water runoff flowing onto permeable surfaces. (See Appendix Map 8 for permeable/non-permeable locations). Notable

green spaces within section 3 include the garden park at the cross streets of John R Rd. / W. Granet Ave, and the Lacey Court Veteran's Memorial Park at John R Rd. / N Chrysler Dr.

CURRENT CONDITIONS IN THE BRIDGE DISTRICT

Building Infrastructure



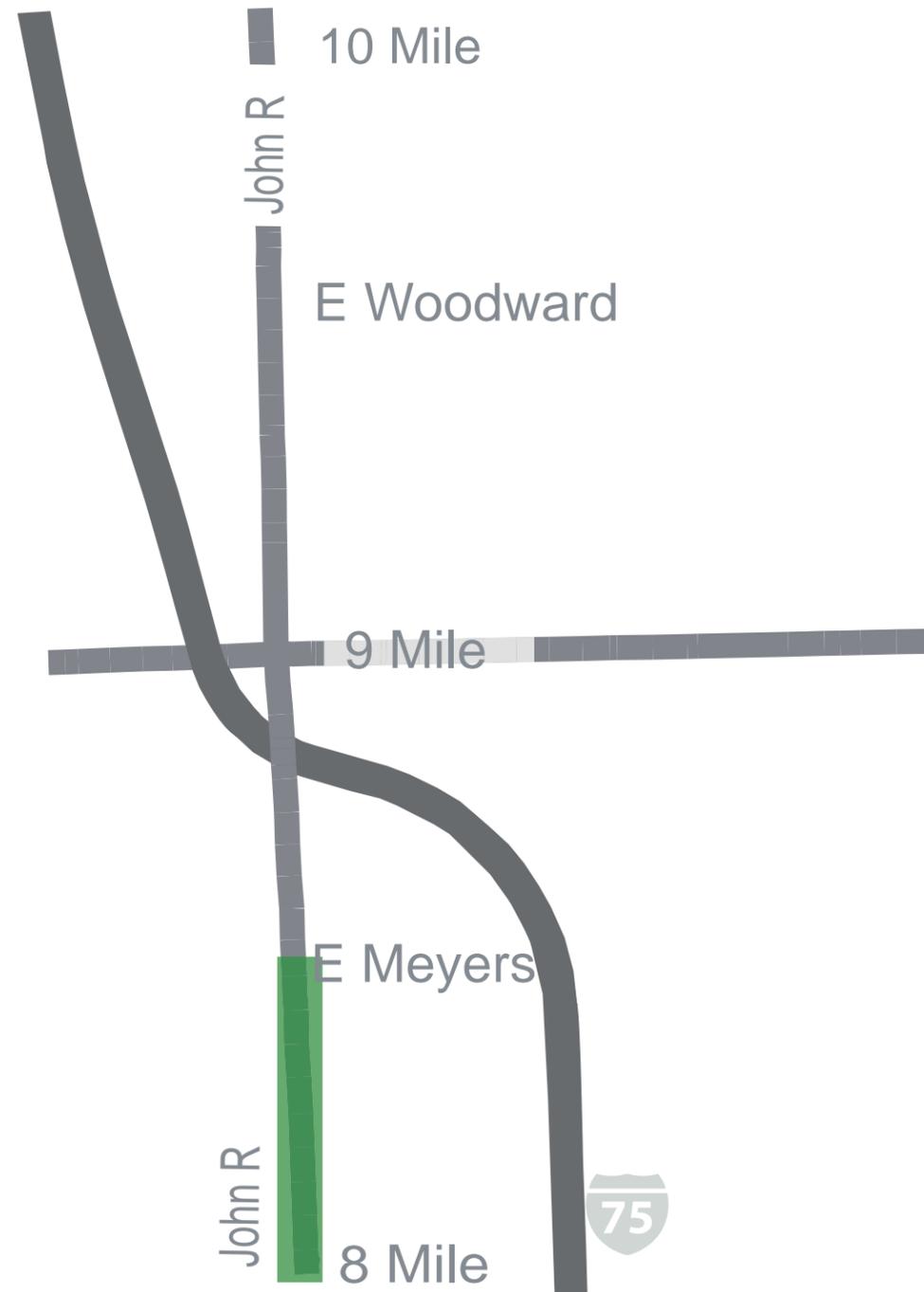
Street Infrastructure



Green Infrastructure



Service Center



Vision & Goals

Located at the southernmost end of John R between 8 Mile Road and Meyer Ave., the Service Center section will be an entranceway into the City of Hazel Park with inviting vegetation, safe pedestrian-friendly streets and sidewalks, and vibrant and compact brick structures. The Service Center will supply residents and visitors with a distinct space for auto and manufacturing related services, while maintaining a healthy pedestrian environment. The goal of the Service Center corridor is to maintain Hazel Park's historical industrial manufacturing spirit, reduce vacancy and create safer vehicle circulation and pedestrian routes.

The high rate of vacancy supplies ample opportunity for relocation of auto and manufacturing businesses from other parts of John R to the Service Center. Additionally, existing buildings along this corridor have the smallest amount of window coverage found amongst all four corridors and surface parking lots are limited. The area's current configuration of space and buildings is ideal for auto and manufacturing businesses. As an immediate link to the Bridge District to the north, the Service Center corridor will also complement the vibrancy of distinctive land uses found in the Bridge District by extending its auto and manufacturing uses.

Parcels & Land Use

The Service Center consists of 37 parcels located on the east and west sides of the John R corridor. The total area of parcels is 7.7 acres. The range of parcel area is from 0.07 to 0.5 acres with an average parcel area of 0.2 acres.

The Service Center is zoned as Local Business (LB) in the northern portion of the section, Local Business/Manufacturing (LB-M) in the southern portion of the section, and is zoned for Parking (P-1) in the rear portions of 3 separate locations.

There are currently 45 building spaces using a John R address. The highest number of land uses in the Service Center are categorized as Vacant consisting of 42.2% of the addressed buildings. (See Appendix A for category descriptions and Appendix Map 3 for vacancy image). The second highest land use is categorized as Industrial Service consisting of 20.0% of the addressed buildings. This section is noted to have the highest percent of the Vacant (42.2%) category, or 10.6% of the total corridor land use. The Service Center is also noted to have to highest percent of the Shopping Center (8.9%), or 2.2% of the total corridor land use. (See Appendix Map 5 for businesses oriented for pedestrians).

Building Infrastructure

The Service Center consists mainly of single level structures with a small number of structures elevated to two levels. Approximately 74% of buildings are placed at the street front or with minimal setback. Buildings are likely to have street front access, approximately 81% of buildings have street front access. The window frontage of buildings are mostly below 60% coverage, an approximated 29% of building front have 60-100% window coverage. The majority of frontage structure has no overhang over public sidewalks. The building structures that include frontage overhangs have minimal overhang (maximum 3 feet) over public sidewalks. Structure placement in relation to structures on adjoining parcels have mixed connectivity; connected structures have placement making the front facade a continuous row that is absent of space between structures.

Street & Public Sidewalk Infrastructure

The length of John R in the Service Center measures about 0.45 miles from 8 Mile to the northern section boundary. The street has two lanes traveling north and two lanes traveling south. The width of the road from curb to curb measures 45

feet. Sidewalks measure at a width of approximately 10 feet expanded and contracting roughly 2 feet. There are nine side streets that connect to and through John R from the east and west. There are two traffic lights with crosswalks connecting pedestrian traffic at Meyers Ave and 8 Mile Road. Service Center has three bus stops on the northbound side of the road and three on the southbound side.

A field survey of buildings reports that approximately 38% of buildings have driveways that connect to John R. The survey reports on the location of parking lots relative to the buildings - rear 37%, side 37%, front 26%. Buildings that had public lighting infrastructure in the form of a light post, approx. 15 ft in height, on the public sidewalk were documented, and found that 40% of buildings with a John R address have public lighting relative to its location.

Green Infrastructure

A field survey of buildings reports that approximately 5% of the buildings have trees growing in front of the structure on the John R sidewalk. The report approximates that 5% of buildings have a tree on the sidewalk that produces appropriate shade and coverage for pedestrians. This indicated that existing trees are mature but too sparse.

CURRENT CONDITIONS IN THE SERVICE CENTER

Building Infrastructure



Street Infrastructure



Green Infrastructure



RECOMMENDATIONS

BY INFRASTRUCTURE AREA

BUILDING INFRASTRUCTURE ORDINANCE REVISION

1. Building features

17.04.005 Add requirement that decorative surfaces must face major thoroughfares.

17.04.010 Revise architectural features to allow front overhangs and awnings to project at a length that does not exceed the public sidewalk

17.08.020.B.1 Add requirement that decorative surfaces must also face major thoroughfares

Revising ordinances relative to building features will revive the visual appearance of buildings and provide protection for pedestrians from sun and rain. The current ordinance limits buildings to neutral17.12.040-A Revise off-street parking lot perimeters adjacent to corridor that exceeds forty (40) parking spaces to provide a landscaping berm at least 30 inches in height with a landscaping buffer consisting of shrubbery and/or evergreen trees; Revise off-street parking lot perimeters adjacent to corridor to provide a landscape buffer consisting of shrubbery, and/or evergreen trees; Change number of parking spaces between tree placements from ten (10) to eight (8)

Updating parking lot landscaping will improve the natural surroundings along John R. There are a signif colors and awnings are limited to a 3 ft front extension. The update promotes an improved sense of place and encourages pedestrian traffic.

2. Parking lot landscaping

There are number of parking lots along the corridor that diminish its natural appeal and creates a multitude of open pavement spaces. The parking lot landscaping update will function as a

visual buffer between parking lots and on-lookers from public thoroughways. This update will also function to improve permeable space for building run-off. This is highly recommended for all four sections of the corridor, where survey data concluded that 15% of buildings in all sections have permeable surfaces relative to their drainage connection.

3. Off-loading

17.30.010.C Eliminate the word “street” from access requirement to allow alley loading only

The purpose of the off-loading update is to reduce the number of driveways interrupting pedestrian walkways. The current ordinance requires loading areas to have vehicular access to a public alley or street. This update will limit vehicular access to public alleys, which will relieve pedestrians of the danger of traffic crossing over public sidewalks. This update is recommended for all four sections, where survey data concluded that 43% of buildings in all sections have street access to loading zones.

4. (RC-1) High Rise

17.42.040.B Eliminate regulation requiring vehicular access to major thoroughfare to reduce traffic interruption and reduce number of vehicular access points along corridor

17.42.040.C Increase maximum lot coverage from 40% to 100%

17.42.040.E Change required front setback from 25ft to 5ft; Change side setback from 10 ft or 20 ft to a maximum of 5 ft

The purpose of the RC-1 updates is to prepare RC-1 for street front development along a main corridor. This is ideal for developing areas with increased density and mixed-use.

B. The current ordinance requires RC-1 to have vehicular access to a major thoroughfare, by eliminating this regulation

it will allow street front access to occur without interrupting pedestrian traffic on sidewalks.

C. The current ordinance limits structure development to only 40% of the lot size. This stagnates RC-1 development process by requiring the acquisition of larger or multiple parcels for development. There are also limitations to the number of potential sites for development creating significant unused space. This update will give developers one hundred percent parcel space, which means more parcels will be candidates for RC-1 development.

E. The current ordinance places RC-1 setback at 25ft, which creates significant unused space.. This update will allow adequate RC-1 street-front development along the John R corridor.

5. (LB) Local Business

17.44.020 Create ordinance to include mixed-use/residential in areas currently zoned for Local Business (LB)

17.44.060 Maximum front setback of 5 ft

17.44.070.B Revise window design standards from 30-80% window coverage to 50-80%

The purpose of the Local Business update is to enhance the pedestrian experience, and grow economic activity by conforming Local Business development along the corridor.

The current ordinance does not allow mixed-uses to occupy LB zoned parcels. This update will allow LB zoned parcels to house multiple land uses. This will help fill vacancies along the John R corridor and influence live/work spaces.

The current ordinance does not specify any front setback regulations for LB zoned development. This ordinance sets the

LB setback maximum to 5 ft in order to conform to street front placement along corridor.

The current ordinance regulates a range of window coverage at 30-80%, creating limited window coverage and poor visitor relationship to commercial assets. Increasing the coverage limit minimum from 30% to 50% will inspire residents and passersby to engage more fully with products and services offered along the John R Corridor. This is highly recommended for all four sections of the corridor, which has an average front window coverage of forty-eight percent.

6. Business placement

Encourage and potentially incentivize new and existing auto and manufacturing businesses to be housed in Service Center

Encourage auto & manufacturing related businesses relocate to Service Center corridor

Recommending complementary business types cluster along particular sections of the corridor optimize economic activity and longevity. The current configuration of the built environment along the corridor also dictates where business types should be housed. The Pedestrian Oasis and Core City sections are the most pedestrian-friendly based on current building occupancy and stable population-density. Compared to all other sections, the Pedestrian Oasis section has the highest proportion of retail and food services, at 21%, (see Map 5 for businesses oriented for pedestrians), and the greatest number of commercial buildings at fifty-eight (58). The Pedestrian Oasis also houses on-street parking, wide sidewalks, decent tree coverage with a 48% building-to-tree ratio. (See Appendix Map 4 for tree density image, see Appendix Map 6 for non-conforming use locations in the Pedestrian Oasis and City Core). The Service Center section of the corridor was selected for auto and manufacturing

businesses due to its current zoning and vacancy rates. (See Appendix Map 3 for vacancy image).

GREEN INFRASTRUCTURE

7. Bioswale pilot project

A pilot bioswale project is recommended in the Pedestrian Oasis. (See Appendix Map 10 for pilot locations). The pilot bioswale will demonstrate alternative stormwater management tools that are more cost effective and environmentally friendly than traditional stormwater management systems. (Appendix: 11)

8. Permeable pavements for alleyways, parking lots, crosswalks, and sidewalks

85% of downspouts in the John R corridor drain to non-permeable surfaces. (See Appendix Map 8 for permeable/non-permeable locations). Permeable pavements are recommended for alleyways, parking lots, crosswalks, and sidewalks. Permeable pavements mimic natural hydrology with stormwater seeping through to the earth, filtering toxins, and recharging the aquifer rather than being diverted to the stormwater catchment basins. Permeable pavements are an effective stormwater management tool in reducing runoff volume, rate, and pollutants.

9. Restore native tree canopy

The John R Corridor Plan recommends an extensive replanting of trees lost in the southern mile of John R and infilling the tree vacancies in the north. Mature trees along a corridor provide protection from the sun, rain, snow, heat, wind, and have a beauty that creates a pleasant place people enjoy. Using native varieties will ensure the tree's health and success in reaching maturity in Hazel Park. (See Appendix Map 4 for tree density map).

10. Rain gardens in curb extensions

The John R Corridor will benefit from rain gardens in curb extensions as a stormwater management technique, a tool to cool the urban heat island effect, and as an aesthetic piece designed to be enjoyed by the community.

11. Add planter boxes to streetscape

Attractive street furniture such as planter boxes are recommended for Pedestrian Oasis and City Core. These sections have adequate sidewalk space in the front of businesses to install decorative planter boxes.

12. Encourage investment in private alternative stormwater management techniques

Planter boxes placed at downspouts allow rainfall to absorb into the planters rather than allowing the stormwater to run directly to catchment basins. The boxes will be set above permeable pavements to allow the excess run off in heavy rain events to infiltrate the ground. Also, green roof technology works in conjunction with other stormwater management systems such as permeable pavements and bioswales to reduce stormwater runoff volumes. Building heating and cooling costs are reduced, the urban heat island effect is reduced, stormwater runoff is greatly reduced, and the life of the building's roof is extended.

STREET INFRASTRUCTURE

13. Bring crosswalks up to ADA standards

"It is often difficult or impossible for a person using a wheelchair, scooter, walker, or other mobility device to cross a street if the sidewalk on either side of the street ends without a curb ramp." Hazel Park has many pedestrian crossings that are compliant, however, general deterioration of materials have

made some existing crossings and sidewalks difficult for people with disabilities to navigate. Compliant crosswalks, are marked and have a minimum of 48' of flat space between raised curbs, gradually sloping back to sidewalk elevation. Compliance with the American's with Disabilities Act is required by Federal Law.

14. Reduce traffic lanes to one each way, eleven (11) foot width each; Add left-hand turning lane, eleven (11) foot width

John R Road currently has more lanes than its traffic volumes merit. They are configured in a way that increases vehicle speed, but not traffic flow, and decreases safety for both motorists and pedestrians. Converting roads like John R to one lane of traffic each directions with a dedicated left hand turn lane has been studied extensively. This configuration slows vehicles' general speed while keeping flow consistent. Since, drivers no longer have to maneuver between lanes to avoid vehicles turning ahead, this should help reduce accidents identified by SEMCOG. With less than 20,000 vehicles per day travelling John R's busiest section, the intersection at Nine Mile and John R is well below the 25,000 vehicle and an ideal candidate for this variety of road diet. Due to the fairly diverse vehicle traffic along John R, including large semi-trucks, we recommend a lanes be widen to 11 feet, slightly wider than what is often found in traditional retail-corridors.

15. Add bike lanes to either side of street, five (5) foot width each

John R is currently configured to accommodate its existing lanes and more. The recommended road diet frees up additional road space for multiple modes of transportation uses. Cycling is increasing in popularity as can be seen in the adoption of bicycle paths and lanes in neighboring municipalities. Adding bike lanes along John R will provide a non-motorized link between Hazel Park and Ferndale. The Ferndale Moves Plan

has bike lanes planned that John R can connect to via Nine Mile and Woodward Heights. This will serve not only to give cyclist a place on the road, but leverage non-motorized consumers to patron businesses along John R, including but not limited to the Continental Bike shop. Consumers come in many forms and by accommodating a variety of consumers John R can increase its commercial activity. A width of 5 feet for bike lanes is a conventional best practice and would need to be reduced to 4.5 feet at the narrowest parts of John R.

16. Add bus shelters at all bus stops

Currently, those using public transportation are left without a seat or shelter at most bus stops. Increasing the presence of benches and shelters will improve the resident, employee, and visitor experience.

17. Incorporate alternative energy sources with use of LED lighting for street lights and solar energy for street and traffic lights

An often excluded consideration in street infrastructure is the operating cost. Many new technologies like LED lights and small scale solar power, while more expensive than their more conventional counterparts, are decreasing in initial cost and recuperate that cost in operations savings over time.

18. Add a midblock crosswalk between E. Garfield Ave. and E. Andresen Ct., with yield to pedestrian signs and continental striping

As map 11 shows, the current configuration of John R makes it difficult for pedestrians to effectively cross. We recommend several new crosswalks and the addition of a mid block crosswalk. Pedestrians having to travel more than 3 minutes to the nearest crosswalk are significantly more likely to cross illegally. The

extended distance between crosswalks on John R became very evident during our site visits as pedestrians crossed the road seemingly at random. There are currently crosswalks at John R and Ten Mile Rd., Woodward Heights, Nine Mile Rd., Chrysler Drive., Meyers Avenue, and Eight Mile Rd. We recommend adding crosswalks at John R and E. Coy Avenue, Manatee, E. Jarvis Avenue, E. Bernard Avenue, and mid block crosswalk at E. Garfield Avenues. Providing a midblock crossing in this area is ideal because it has an existing traditional retail form and will serve existing businesses, as well as new businesses, like the Thumbknuckle Distillery. (See Appendix Map 12 for demonstrates the recommended crosswalks).

Questionnaire

For the purpose of better understanding the current conditions of the John R Corridor a data survey was conducted. The information collected focused specifically on the conditions and characteristics of commercial buildings with John R addresses. The survey data collected was used to make the prior recommendations.

Land Survey Questions:

What Land Use is it?

Is building placed at street front?

Is primary building entrance facing street?

What percent is building window coverage?

Where is parking relative to building?

Are there any trees located in front of building?

Do trees in front of building provide shade?

Is there a driveway connecting to the street?

Does building storm water runoff empty onto a permeable surface?

Is there a street light located in front of building?

Pedestrian Oasis | 10 Mile Rd to Woodward Heights

Goals	Actions	Implementation Phase
Increase Residential Density	Ordinance Revision: Create ordinance to include mixed-use in areas currently zoned for Local Business (LB)	+/- 10 years
	Ordinance Revision: Insert RC-1 High Rise Multi-family Residential District zoning ordinances to conform to corridor street front development by: 17.42.040.B – Eliminate regulation requiring vehicular access to major thoroughfare to reduce traffic interruption and reduce number of vehicle access points along corridor 17.42.040.C – Increase maximum lot coverage from 40% to 100% 17.42.040.E – Change required front setback from 25ft to 5ft; Change side setback from 10ft or 20ft to a maximum of 5ft	+/- 10 years
	Ordinance Revision: 17.28.040 Revise parking space requirements to allow for greater density / or designate overlay zones in dense areas	+/- 10 years
	Ordinance Revision: 17.04.005 Revise design compatibility to create aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares. Require Businesses to use John R entrance as main entrance	+/- 10 years
Foster Traditional Retail Environment	Ordinance Revision: 17.04.010 Revise ordinance to encourage pedestrian oriented development and design. Revise architectural features to allow front overhangs and awnings to project at length to provide weather coverage for pedestrians	+/- 10 years
	Ordinance Revision: 17.08.020.B.1 Revise Fences and Walls ordinance to encourage aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares	+/- 10 years
	Ordinance Revision: 17.44.070.B Revise window design standards from 30-80% window coverage to 50-80%	+/- 10 years
	Ordinance Revision: 1742.040.E Require new buildings have front and side setback of 5ft	+/- 10 years
	Encourage auto & manufacturing related businesses relocate to <i>Service Center</i> corridor	+/- 20 years
Create Walkable Environment	Ordinance Revision: 17.30.010 Revise Off-Street Loading Requirement to reduce the number of vehicular access points along corridor and reduce traffic interruption; Eliminate the word "street" from access requirement to allow alley loading only	+/- 10 years
	Bring crosswalks up to ADA standards	+/- 10 years
	Add midblock crosswalk between E. Garfield Ave. and E. Andresen Ct., with yield to pedestrian signs and continental striping	+/- 10 years
	Reduce traffic lanes to one each way with dedicated left turn lane, eleven (11) foot width each	+/- 20 years
	Add bike lanes to either side of the street, four and a half (4.5) foot width each	+/- 20 years
	Add parallel on-street parking to one side of street, eight (8) foot width	+/- 20 years
	Add bus shelters at all bus stops	+/- 10 years
Add planter boxes to streetscape	+/- 10 years	
Increase Sustainability	Add bioswale pilot project to curb extension at intersection of John R Rd and E Garfield Ave.	+/- 20 years
	Ordinance Revision: 17.12.040-A Revise off-street parking lot perimeters adjacent to corridor that exceeds forty (40) parking spaces to provide landscaping berm at least 30 inches in height with a landscaping buffer consisting of shrubbery and/or evergreen trees; Revise off-street parking lot perimeters adjacent to corridor to provide a landscape buffer consisting of shrubbery, and/or evergreen trees; Change number of parking spaces between tree placements from ten (10) to eight (8)	+/- 10 years
	Restore native tree canopy	+/- 30 years
	Use permeable pavements for sidewalks, alleyways and crosswalks	+/- 20 years
	Incorporate alternative energy sources with use of LED lighting for street lights and solar energy for street and traffic lights	+/- 10 years
	Encourage business use of rain gardens at rooftop downspouts in properties without basement; Promote new construction requirement for rain gardens or payment in lieu of	+/- 20 years
Promote new developments to install green roofs and other LEED technology	+/- 20 years	

City Core | Woodward Heights to 9 Mile Rd

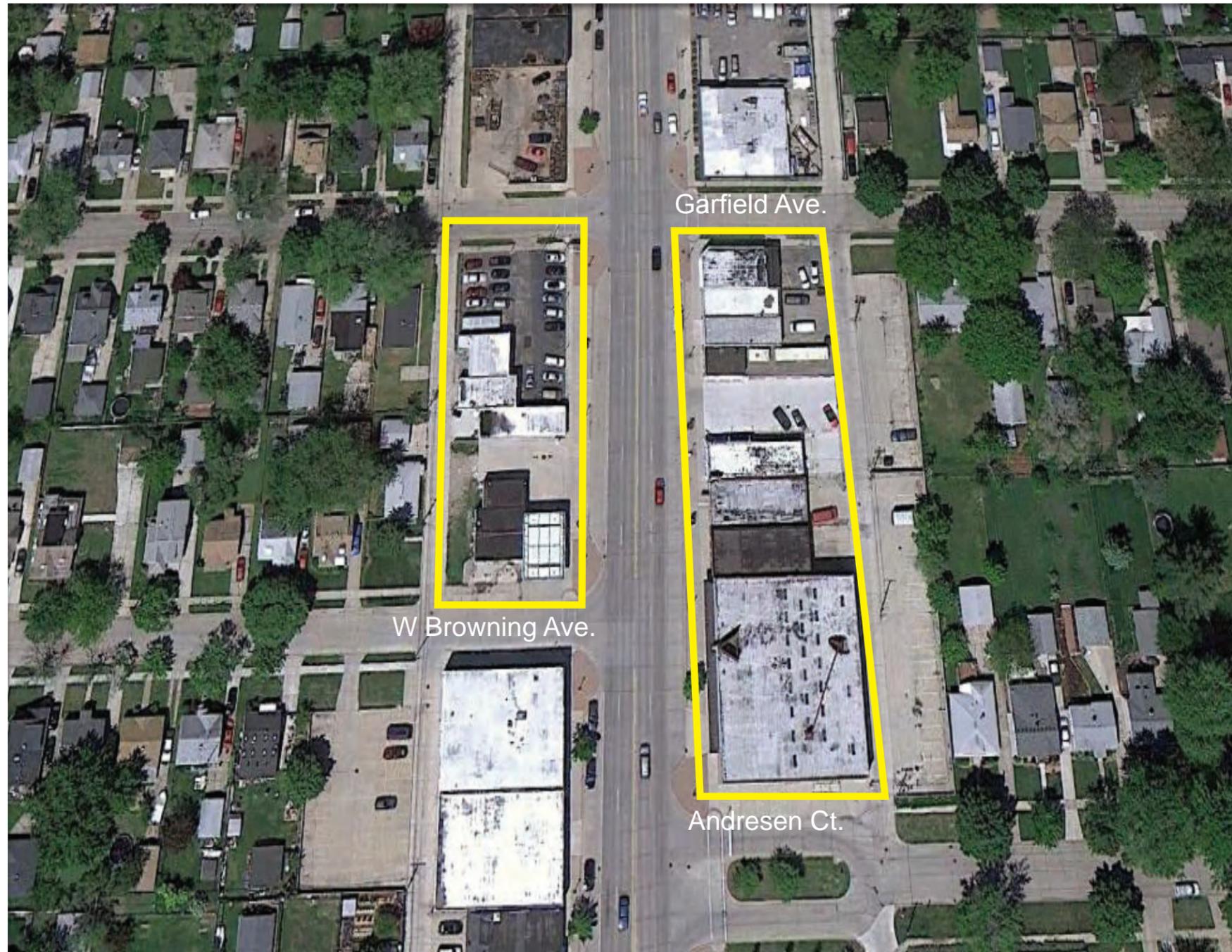
Goals	Actions	Implementation Phase
Increase Residential Density	Ordinance Revision: Create ordinance to include mixed-use in areas currently zoned for Local Business (LB)	+/- 10 years
	Ordinance Revision: 17.42.040.B, C and E Eliminate regulation requiring vehicular access to major thoroughfare to reduce traffic interruption and reduce number of vehicular access points along corridor (B) Increase maximum lot coverage from 40% to 100% (C) Change required front setback from 25ft to 5ft; Change side setback from 10ft or 20ft to a maximum of 5ft (E)	+/- 10 years
	Ordinance Revision: 17.28.040 Revise parking space requirements to allow for greater density / or designate overlay zones in dense areas	+/- 10 years
	Ordinance Revision: 17.04.005 Revise Design Compatibility to create aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares. Require Businesses to use John R entrance as main entrance	+/- 10 years
Foster Traditional Retail Environment	Ordinance Revision: 17.04.010 Revise ordinance to encourage pedestrian oriented development and design. Revise architectural features to allow front overhangs and awnings to project at length to provide weather coverage for pedestrians	+/- 10 years
	Ordinance Revision: 17.08.020.B.1 Revise Fences and Walls ordinance to encourage aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares	+/- 10 years
	Ordinance Revision: 17.44.070.B Revise window design standards from 30-80% window coverage to 50-80%	+/- 10 years
	Ordinance Revision: 1742.040.E Require new buildings have front and side setback of 5ft	+/- 10 years
	Encourage auto & manufacturing related businesses relocate to <i>Service Center</i> corridor	+/- 20 years
Create Walkable Environment	Ordinance Revision: 17.30.010 Revise Off-Street Loading Requirement to reduce the number of vehicular access points along corridor and reduce traffic interruption; Eliminate the word "street" from access requirement to allow alley loading only	+/- 10 years
	Bring crosswalks up to ADA standards	+/- 10 years
	Reduce traffic lanes to one each way with dedicated left turn lane, eleven (11) foot width each	+/- 20 years
	Add bike lanes to either side of street, five (5) foot width each	+/- 20 years
	Add parallel on-street parking on both sides of street, eight (8) foot width each	+/- 20 years
	Add bus shelters at all bus stops	+/- 10 years
Increase Sustainability	Add planter boxes to streetscape	+/- 10 years
	Add rain gardens to curb extensions	+/- 20 years
	Ordinance Revision: 17.12.040-A Revise off-street parking lot perimeters adjacent to corridor that exceeds forty (40) parking spaces to provide landscaping berm at least 30 inches in height with a landscaping buffer consisting of shrubbery and/or evergreen trees; Revise off-street parking lot perimeters adjacent to corridor to provide a landscape buffer consisting of shrubbery, and/or evergreen trees; Change number of parking spaces between tree placements from ten (10) to eight (8)	+/- 10 years
	Restore native tree canopy	+/- 30 years
	Use permeable pavements for sidewalks, alleyways and crosswalks	+/- 20 years
Incorporate alternative energy sources with use of LED lighting for street lights and solar energy for street and traffic lights	+/- 10 years	
Encourage business use of rain gardens at rooftop downspouts in the properties without basement; Promote new construction requirement for rain gardens or payment in lieu of	+/- 20 years	
Promote new developments to install green roofs and other LEED technology	+/- 20 years	

Bridge District | 9 Mile Rd to Meyer Ave

Goals	Actions	Implementation Phase
Foster Diverse Land Uses	Ordinance Revision: Create ordinance to include mixed-use in areas currently zoned for Local Business (LB)	+/- 10 years
	Ordinance Revision: 17.42.040.B, C and E Eliminate regulation requiring vehicular access to major thoroughfare to reduce traffic interruption and reduce number of vehicular access points along corridor (B) Increase maximum lot coverage from 40% to 100% (C) Change required front setback from 25ft to 5ft; Change side setback from 10ft or 20ft to a maximum of 5ft (E)	+/- 10 years
	Ordinance Revision: 17.28.040 Revise parking space requirements to allow for greater density / or designate overlay zones in dense areas	+/- 10 years
	Ordinance Revision: 17.04.005 Revise Design Compatibility to create aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares. Require Businesses to use John R entrance as main entrance	+/- 10 years
Serve as Connector between North and South Hazel Park	Ordinance Revision: 17.04.010 Revise ordinance to encourage pedestrian oriented development and design. Revise architectural features to allow front overhangs and awnings to project at length to provide weather coverage for pedestrians	+/- 10 years
	Ordinance Revision: 17.08.020.B.1 Revise Fences and Walls ordinance to encourage aesthetics facing corridor. Add requirement that decorative surfaces must also face major thoroughfares	+/- 10 years
	Ordinance Revision: 17.44.070.B Revise window design standards from 30-80% window coverage to 50-80%	+/- 10 years
	Ordinance Revision: 1742.040.E Require building entrances be set back 5 feet from lot line	+/- 10 years
	Add planter boxes to streetscape	+/- 10 years
Create Walkable Environment	Ordinance Revision: 17.30.010 Revise Off-Street Loading Requirement to reduce the number of vehicular access points along corridor and reduce traffic interruption; Eliminate the word "street" from access requirement to allow alley loading only	+/- 10 years
	Bring crosswalks up to ADA standards	+/- 10 years
	Reduce traffic lanes to one each way, eleven (11) foot width each	+/- 20 years
	Add bike lanes to either side of street, five (5) foot width each	+/- 20 years
	Add left-hand turning lane, eleven (11) foot width	+/- 20 years
	Add bus shelters at all bus stops	+/- 10 years
	Add planter boxes to streetscape	+/- 10 years
Add rain gardens to curb extensions	+/- 20 years	
Increase Sustainability	Ordinance Revision: 17.12.040-A Revise off-street parking lot perimeters adjacent to corridor that exceeds forty (40) parking spaces to provide landscaping berm at least 30 inches in height with a landscaping buffer consisting of shrubbery and/or evergreen trees; Revise off-street parking lot perimeters adjacent to corridor to provide a landscape buffer consisting of shrubbery, and/or evergreen trees; Change number of parking spaces between tree placements from ten (10) to eight (8)	+/- 10 years
	Restore native tree canopy	+/- 30 years
	Use permeable pavements for sidewalks, alleyways and crosswalks	+/- 20 years
	Incorporate alternative energy sources with use of LED lighting for street lights and solar energy for street and traffic lights	+/- 10 years
	Encourage business use of rain gardens at rooftop downspouts in the properties without basement; Promote new construction requirement for rain gardens or payment in lieu of	+/- 20 years
	Promote new developments to install green roofs and other LEED technology	+/- 20 years

Service Center | Meyer Ave to 8 Mile Rd

Goals	Actions	Implementation Phase
Foster Auto & Manufacturing Land Uses	Encourage and potentially incentivize new and existing auto and manufacturing businesses to be housed in Service Center	+/- 10 years
	Ordinance Revision: 17.42.040.B, C and E Eliminate regulation requiring vehicular access to major thoroughfare to reduce traffic interruption and reduce number of vehicular access points along corridor (B) Increase maximum lot coverage from 40% to 100% (C) Change required front setback from 25ft to 5ft; Change side setback from 10ft or 20ft to a maximum of 5ft (E)	+/- 10 years
	Ordinance Revision: 17.28.040 Revise parking space requirements to allow for greater density / or designate overlay zones in dense areas	+/- 10 years
Create Walkable Environment	Ordinance Revision: 17.30.010 Revise Off-Street Loading Requirement to reduce the number of vehicular access points along corridor and reduce traffic interruption; Eliminate the word "street" from access requirement to allow alley loading only	+/- 10 years
	Bring crosswalks up to ADA standards	+/- 10 years
	Reduce traffic lanes to one each way with dedicated left-hand turn lane, eleven (11) foot width each	+/- 20 years
	Add bike lanes to either side of street, five (5) foot width each	+/- 20 years
	Add bus shelters at all bus stops	+/- 10 years
	Add planter boxes to streetscape	+/- 10 years
Increase Sustainability	Add rain gardens to curb extensions	+/- 20 years
	Ordinance Revision: 17.12.040-A Revise off-street parking lot perimeters adjacent to corridor that exceeds forty (40) parking spaces to provide landscaping berm at least 30 inches in height with a landscaping buffer consisting of shrubbery and/or evergreen trees; Revise off-street parking lot perimeters adjacent to corridor to provide a landscape buffer consisting of shrubbery, and/or evergreen trees; Change number of parking spaces between tree placements from ten (10) to eight (8)	+/- 10 years
	Restore native tree canopy	+/- 30 years
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Encourage business use of rain gardens at rooftop downspouts in the properties without basement; Promote new construction requirement for rain gardens or payment in lieu of	+/- 20 years	
Promote new developments to install green roofs and other LEED technology	+/- 20 years	



Garfield Ave.

W Browning Ave.

Andresen Ct.

FUTURE DEVELOPMENT SITE

An example site redevelopment design was rendered to provide pictorial representation of recommendations put forth by the John R Team. The vision for the example site focused on creating a dense retail-based corridor with mixed-use options. A range of redevelopment elements were incorporated, including new commercial and residential development, improvements among existing buildings, and pedestrian-friendly characteristics, such as enhanced sidewalk conditions.

The Pedestrian Oasis, between Garfield Avenue and Andresen Court, was chosen as the example site. This location was selected based on data analysis, current accommodating features, and upcoming development planned at the site. For example, population density immediately south of Woodward Heights is identified by the 2010 Decennial Census as having the most stability throughout the City of Hazel Park from 2000 to 2010. (See Appendix Map 7 for population density image). Survey data collected provided information on which sections have existing pedestrian-orientated features. From this data, the area between Meyers Avenue and Ten Mile was noted to have the best existing vegetation and sidewalk conditions. Notable commercial establishments led to a proximity analysis of the Continental Bike Shop and the upcoming Thumb Knuckle Distillery. A site visit to the Distillery location allowed the project team to identify a number of buildings that met the qualifications for development and redevelopment needs most relevant to the example site vision. The buildings on the east side were selected for redevelopment based on their current street front placement, window coverage, and original character. The buildings on the west side of the street were selected for new development based on their current non-conforming use, vacancy, and building conditions. The current conditions of the buildings on the west side of the street are likely to be the least expensive for demolition and provide adequate lot space for new development.



Eastside of John R



Eastside of John R



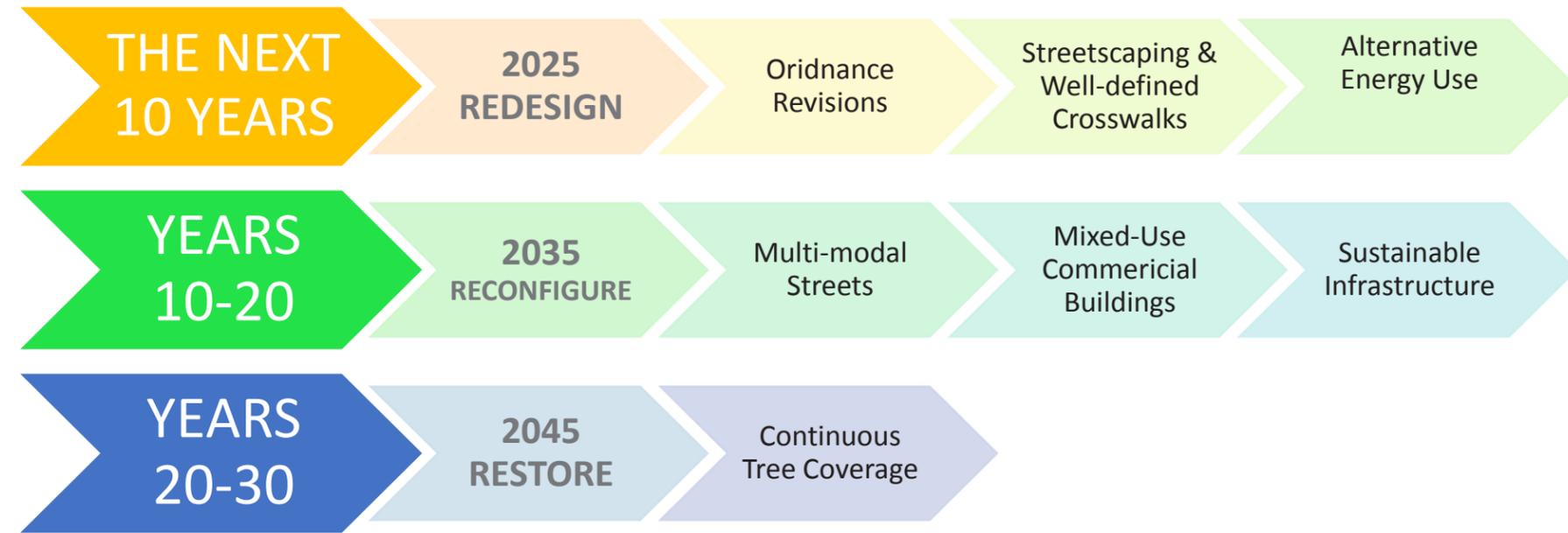
Westside of John R



IMPLEMENTATION
STRATEGY

IMPLEMENTATION

DIAGRAM



FUNDING

As with other major revitalization plans, funding remains one of the chief priorities, if not the most important, in order for a project to advance further in the process. Hazel Park, among other inner-ring suburbs, face the detriment of the real estate business, resulting in population loss that is predicted to continue in the years to come. In addition to this decline, the City will be challenged with a 2 million dollar budget deficit in 2015.

The following is a short list of potential grants that Hazel Park would be able to take advantage of as they embark on their restoration efforts, laid out in this Corridor Plan. This is by no means exhaustive, but has the potential to give ideas of where funding is located.

	Funding Source	Use
Federal	Department of Housing and Urban Development (HUD)	Urban Development Projects
	Department of Transportation (DOT)	Transit Planning Projects
	Environmental Protection Agency (EPA)	Environmental/Green Development
	Reconnectingamerica.org	Database of Various Federal Grants
	U.S. Green Building Council	Leadership in Energy and Environmental Design (LEED) Projects
	Sustainable Communities Interagency Partnership	Green Infrastructure Projects
	US Small Businesses Loan Program (SBA) Community Development Block Grant (CDBG)	Small Business Capital Loans Permanent Job Creation and Infrastructure Needs
State	Michigan Department of Natural Resources Land and Water Conservation Fund	Outdoor Recreational Plans
	Ann Arbor SPARK	Business Relocation Incentives
	Michigan Economic Development Corporation (MEDC)	Small Business Capital Needs
	Michigan Municipal League: Crowdfunding Michigan	Capital Projects
Regional	Great Lakes Restorative Initiatives Grant	Projects towards the Great Lakes Restoration Initiative (GLRI)
	Southeast Michigan Council of Governments (SEMCOG)	Community and Economic Development
	Great Lakes Protection Fund	Projects towards the Health of the Great Lakes
County	Advantage Oakland	Community and Economic Development particularly towards Small Businesses
Local	Kresge Foundation	Initiatives that Target Underserved Communities

COMMUNITY INPUT

In addition to recommendations provided in this Plan, we believe it is in the best interest for the City of Hazel Park to provide opportunities for community input on ideas that do not fall solely under the jurisdiction of the City's public departments. Connecting with residents, business owners and other stakeholders will enhance the receptiveness and longevity of redevelopment along John R Rd.

In our initial evaluation of John R Rd, we identified several topics for community input. For example, we found opportunities for existing and new business owners to install an array of green infrastructure essentials that will encourage economic and environmental sustainability. There are also opportunities for new business attraction strategies to induce economic development, customer spillover, and balanced reconfiguration of John R Rd identified by the Plan.

The following are topics to be considered for community input and discussion:

Green Roof Additions

Green roofs affixed to qualified commercial buildings help reduce energy costs, reduce heat in the summer months and are low maintenance once established. Rain Gardens

Rain Cisterns & Disconnected Downspouts

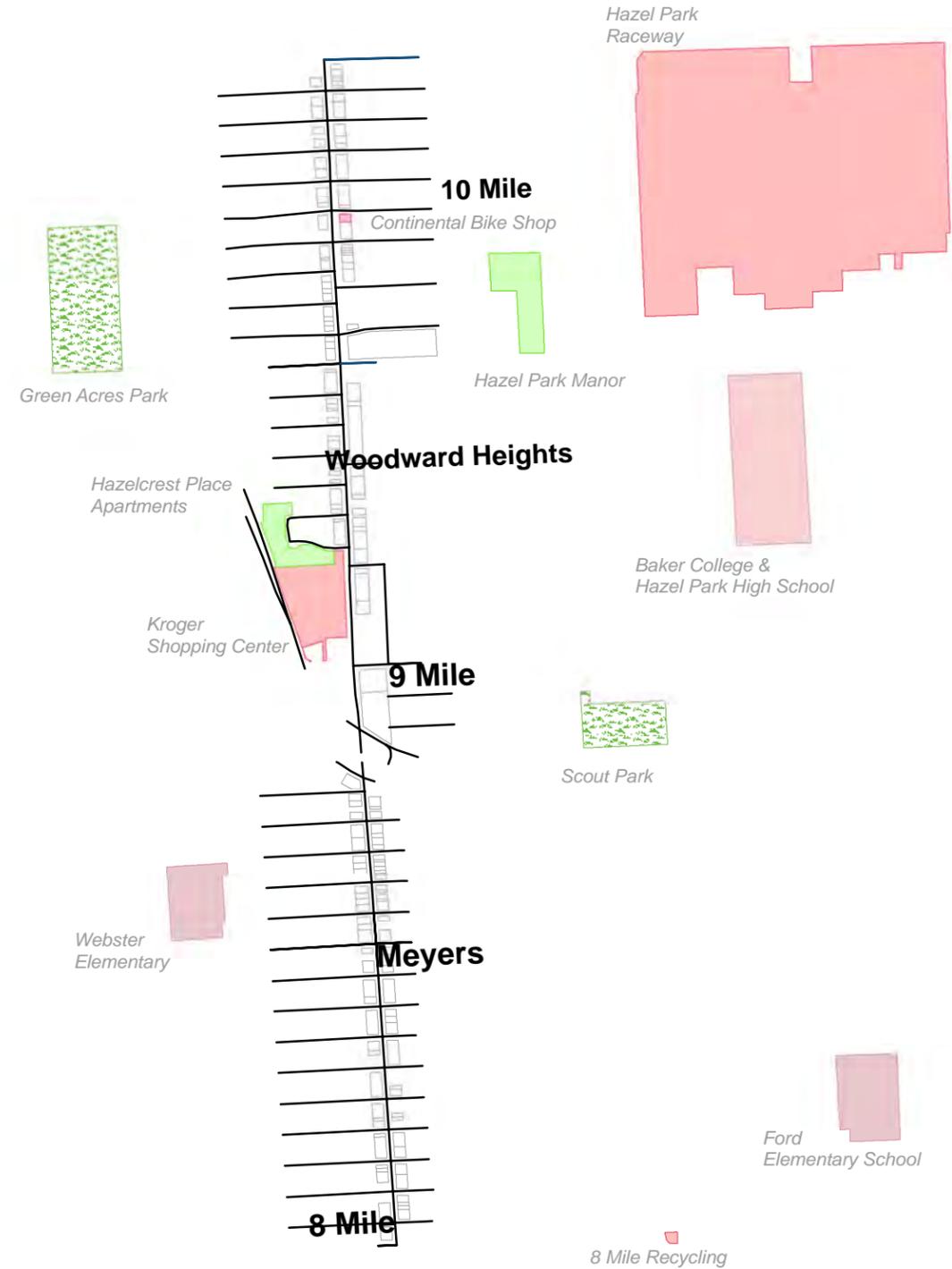
Rain cisterns and disconnected downspouts on both commercial and residential buildings work together to collect storm water, which is then stored for other uses above ground. This will help water utility, adequate water supply during the dry months water shortages, reduce runoff pollutants and are very low cost and maintenance

New Business Development Strategy

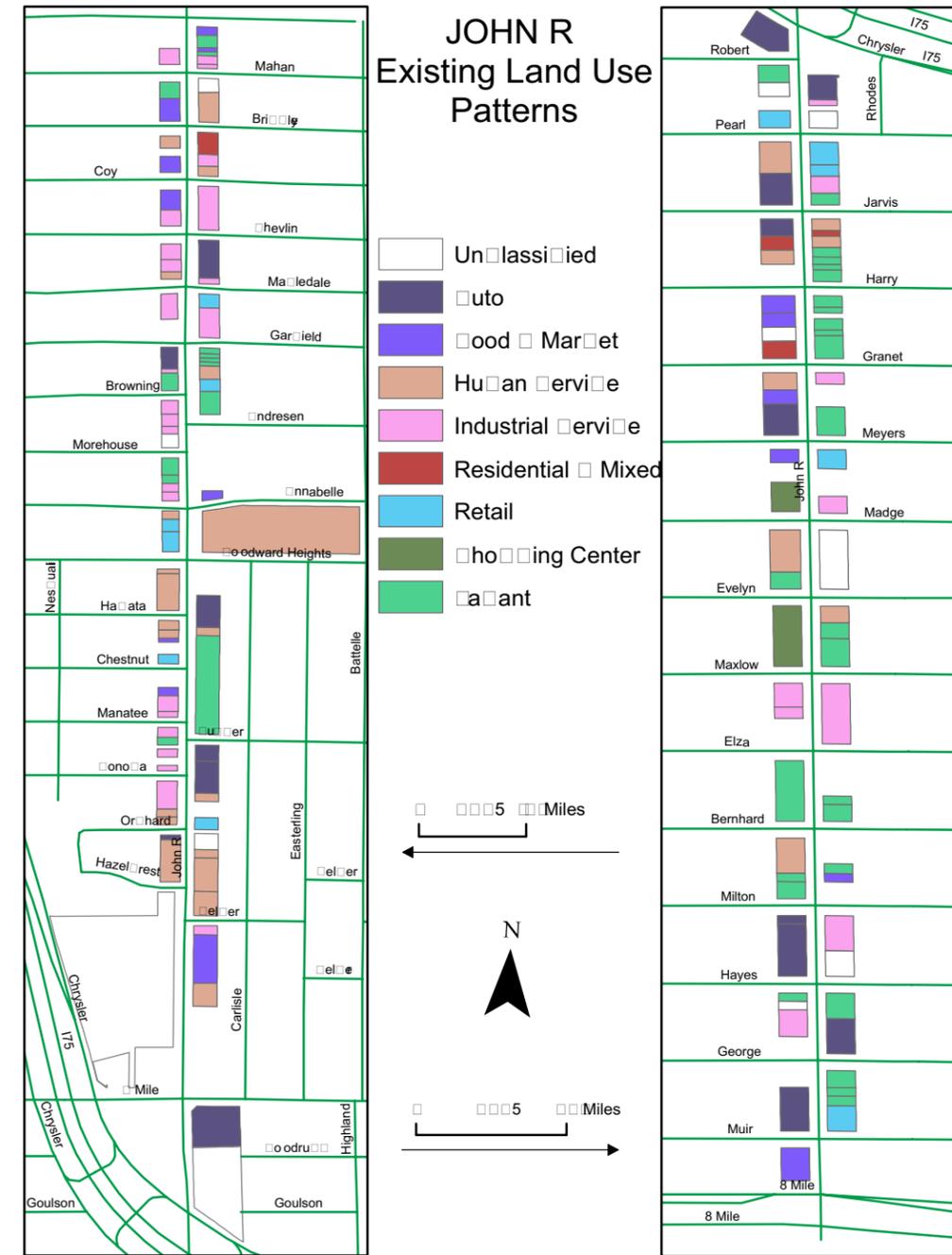
The Corridor Plan identifies the need for Hazel Park to attract new business types to the area, including retail, sit-down restaurants, home goods and auto/industrial-related services. Additionally, it is advantageous for Hazel Park to encourage some auto/industrial-related services to relocate to the southernmost part of John R Rd in the Service Center section to reactivate the high amount of vacant structures most suitable for auto/industrial related

The John R Corridor has the potential to be a pedestrian oasis and retail destination within metro-Detroit. All recommendations within the John R Corridor Plan preserve the identity of Hazel Park while implementing the vision's four strategies to support a unified corridor. They are the promotion of residential density, fostering traditional retail development, creating a walkable environment and increasing economic and environmental sustainability.

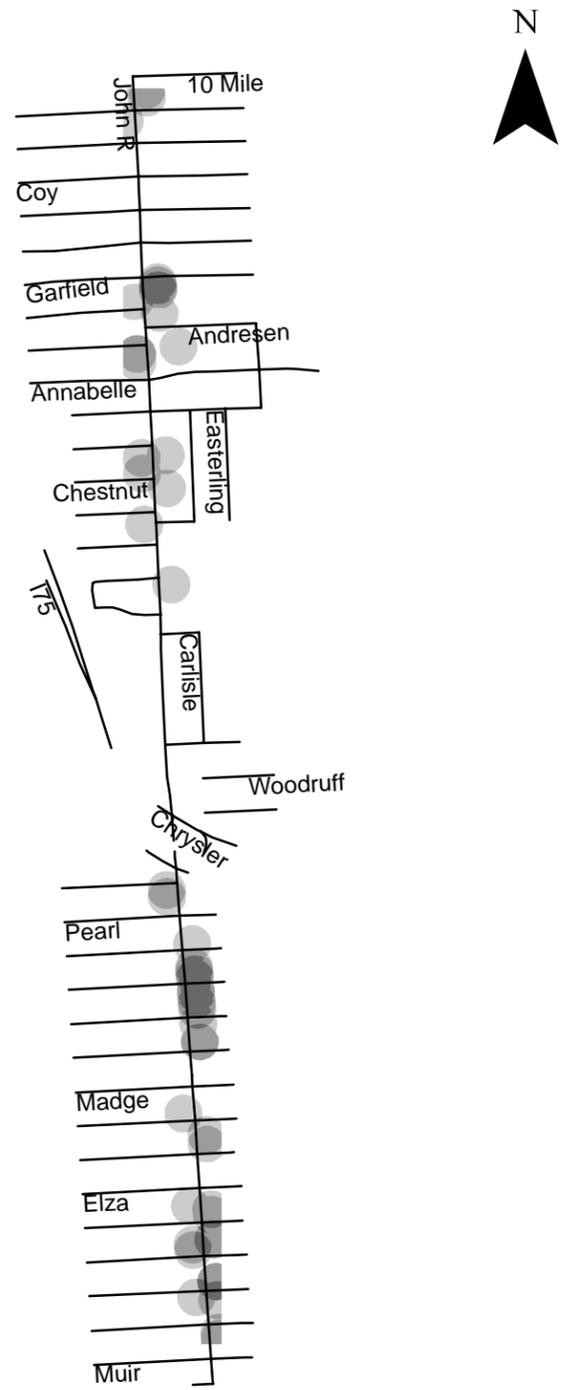
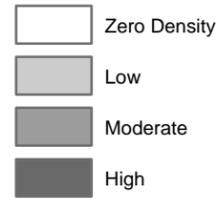
APPENDIX MAP 1 CORRIDOR MAP



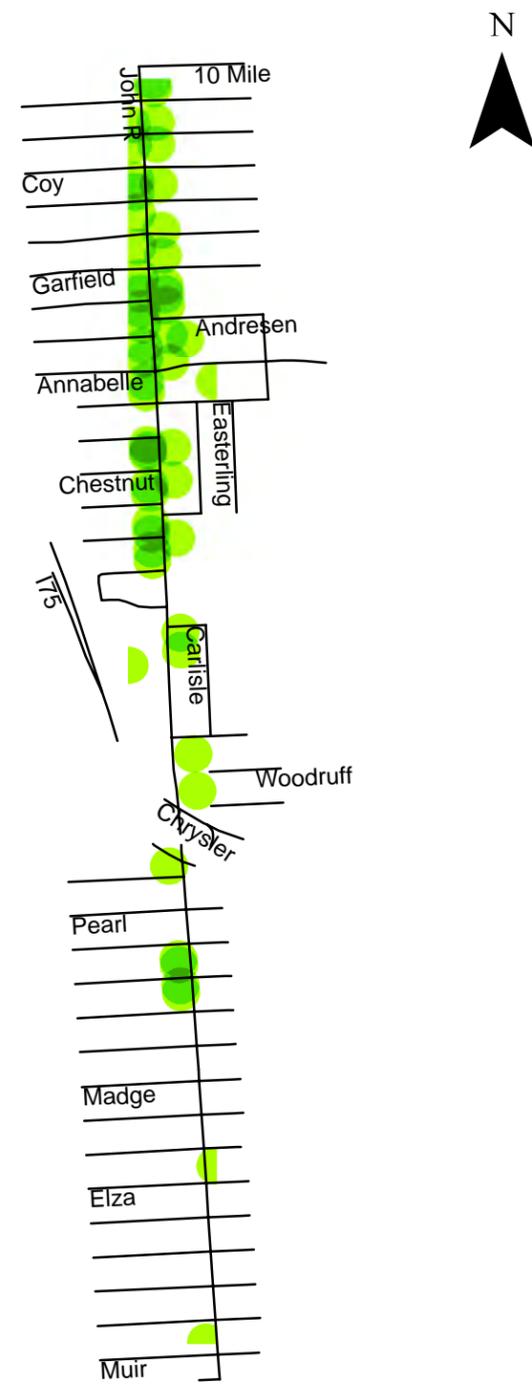
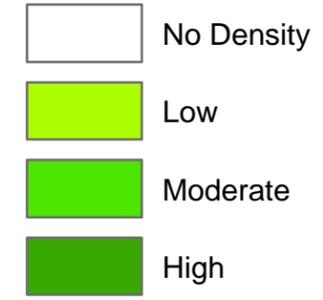
APPENDIX MAP 2 LAND USE



APPENDIX MAP 3 DENSITY OF VACANT BUILDINGS MAI



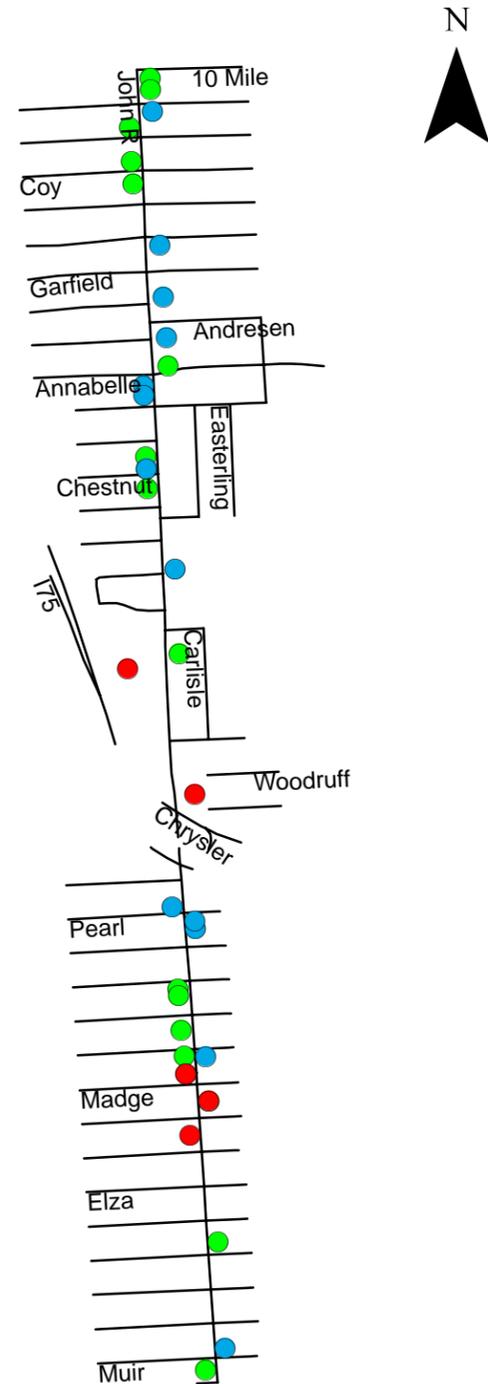
Tree Density



APPENDIX MAP 4 TREE MAP

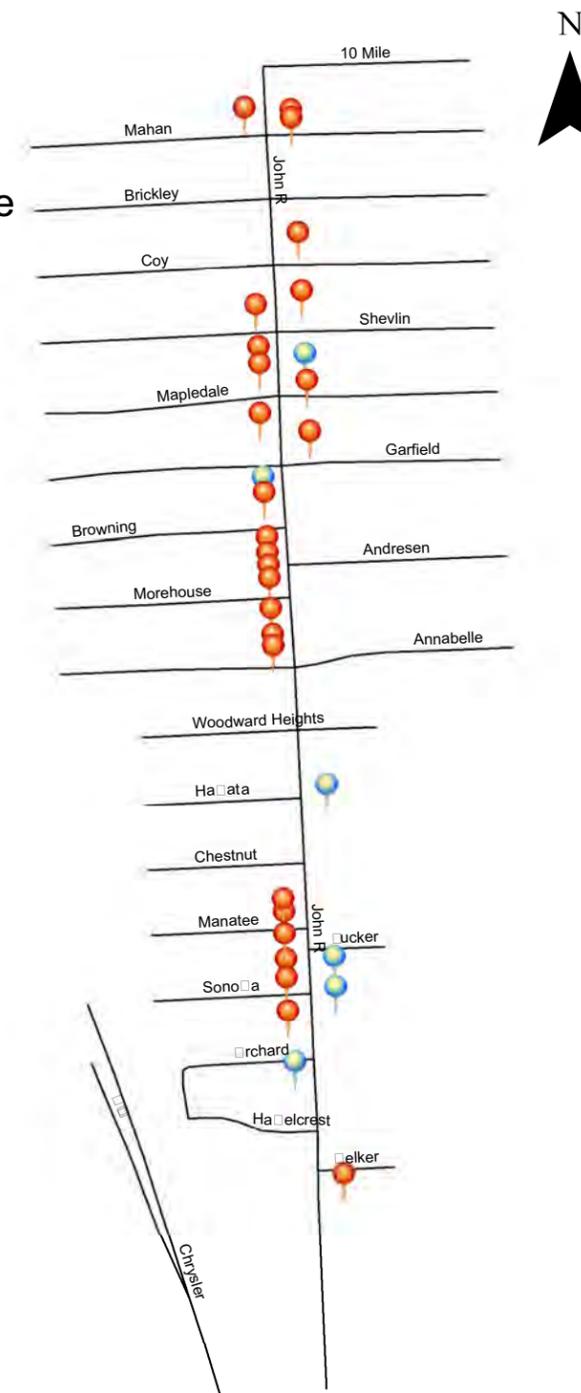
APPENDIX MAP 5 PEDESTRIAN LAND USE MAP

- Shopping Center
- Retail
- Food / Market

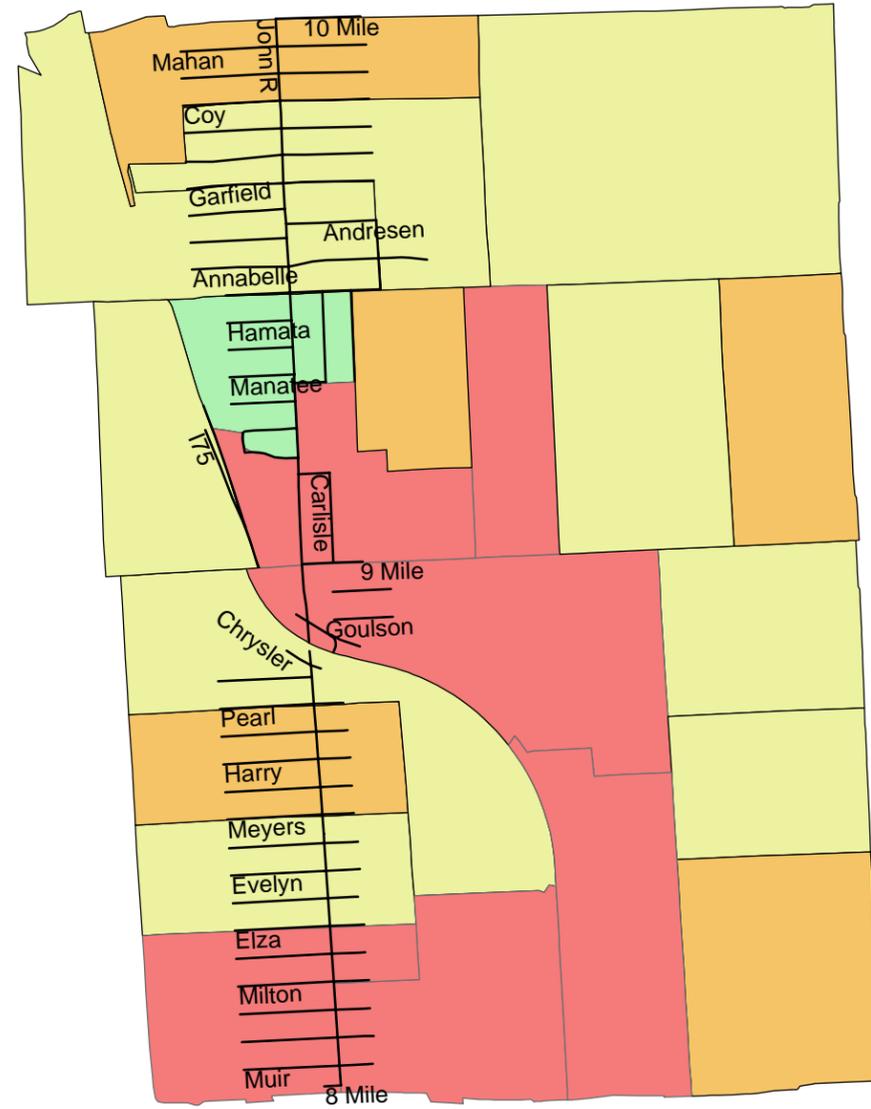
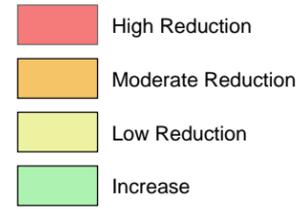


APPENDIX MAP 6 NON-COMFORMING USE MAP

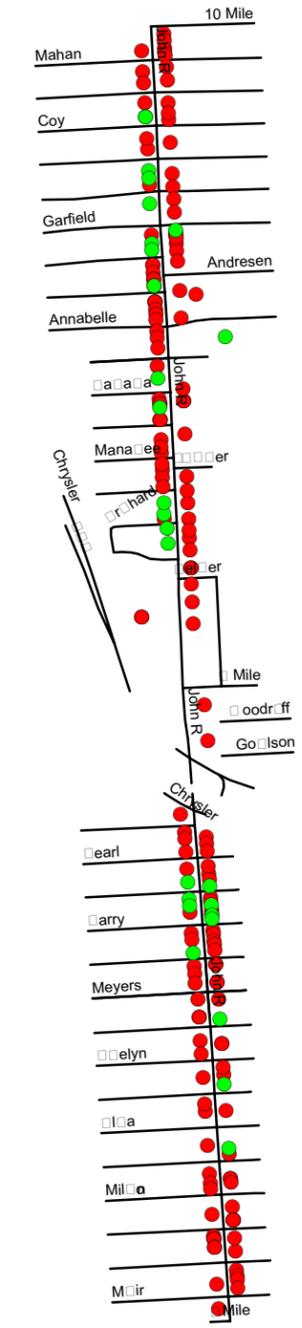
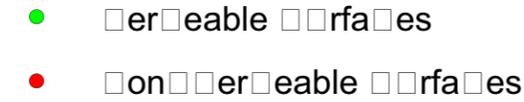
- Industrial Service
- Auto



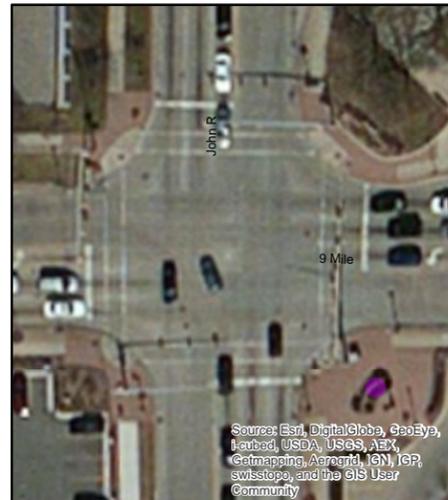
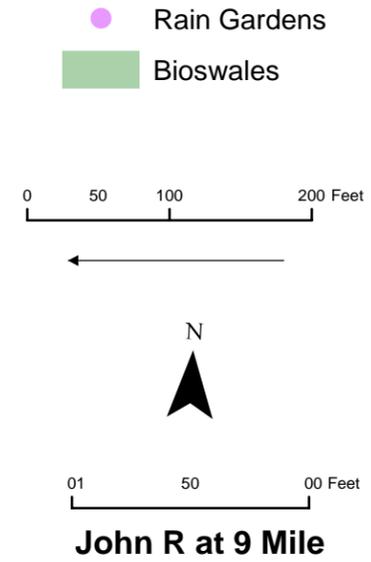
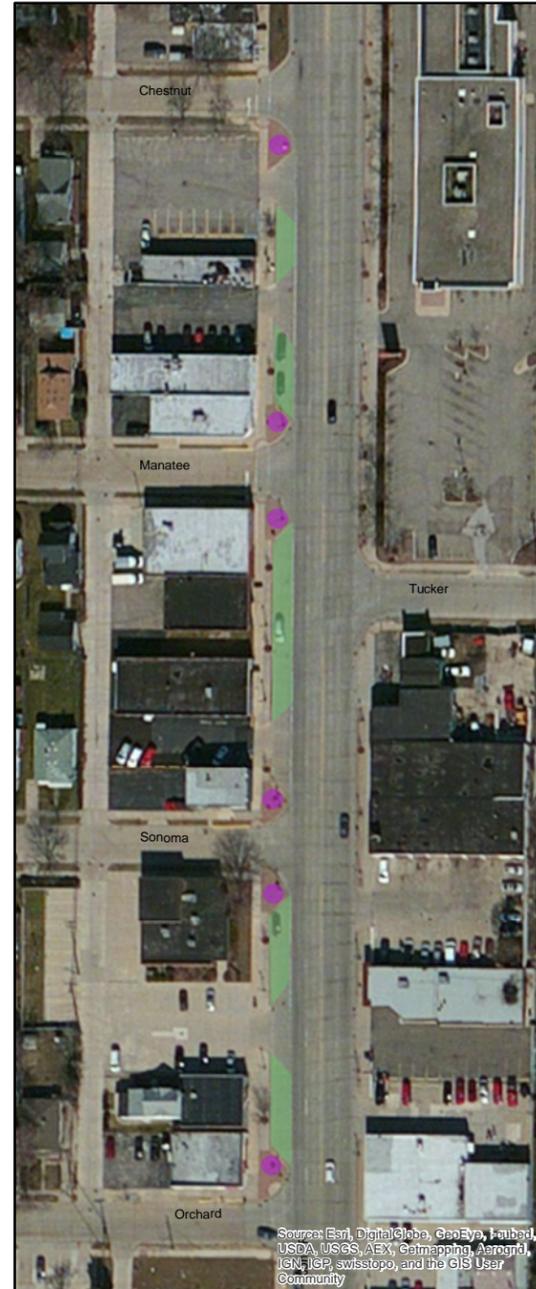
APPENDIX MAP 7 RESIDENTIAL DENSITY MAP



APPENDIX MAP 8 STORM STORM WATER RUN-OFF PERMEATION



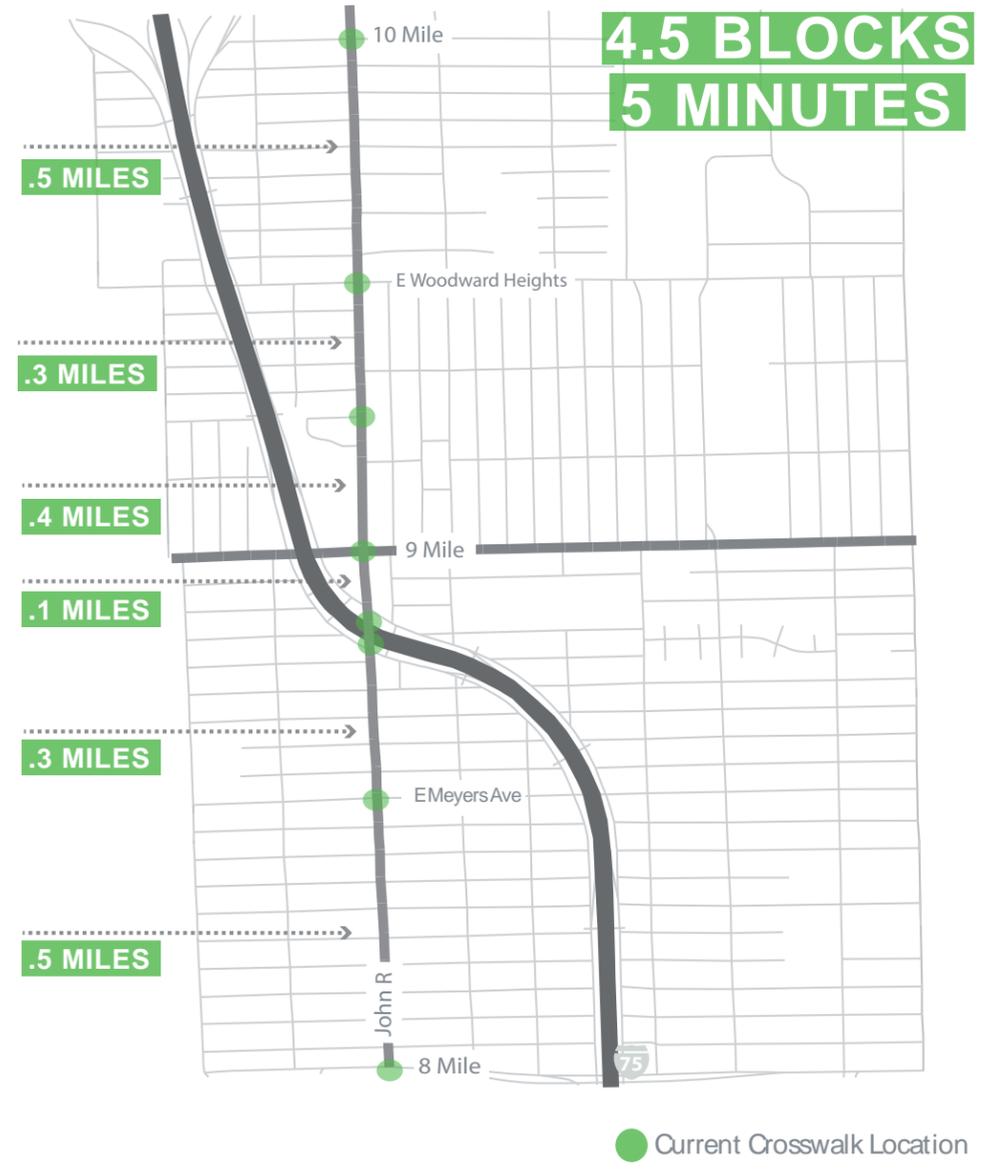
APPENDIX MAP 9 BIOSWALE PILOT PROJECT MAP



Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

APPENDIX MAP 10 CURRENT CROSSWALK



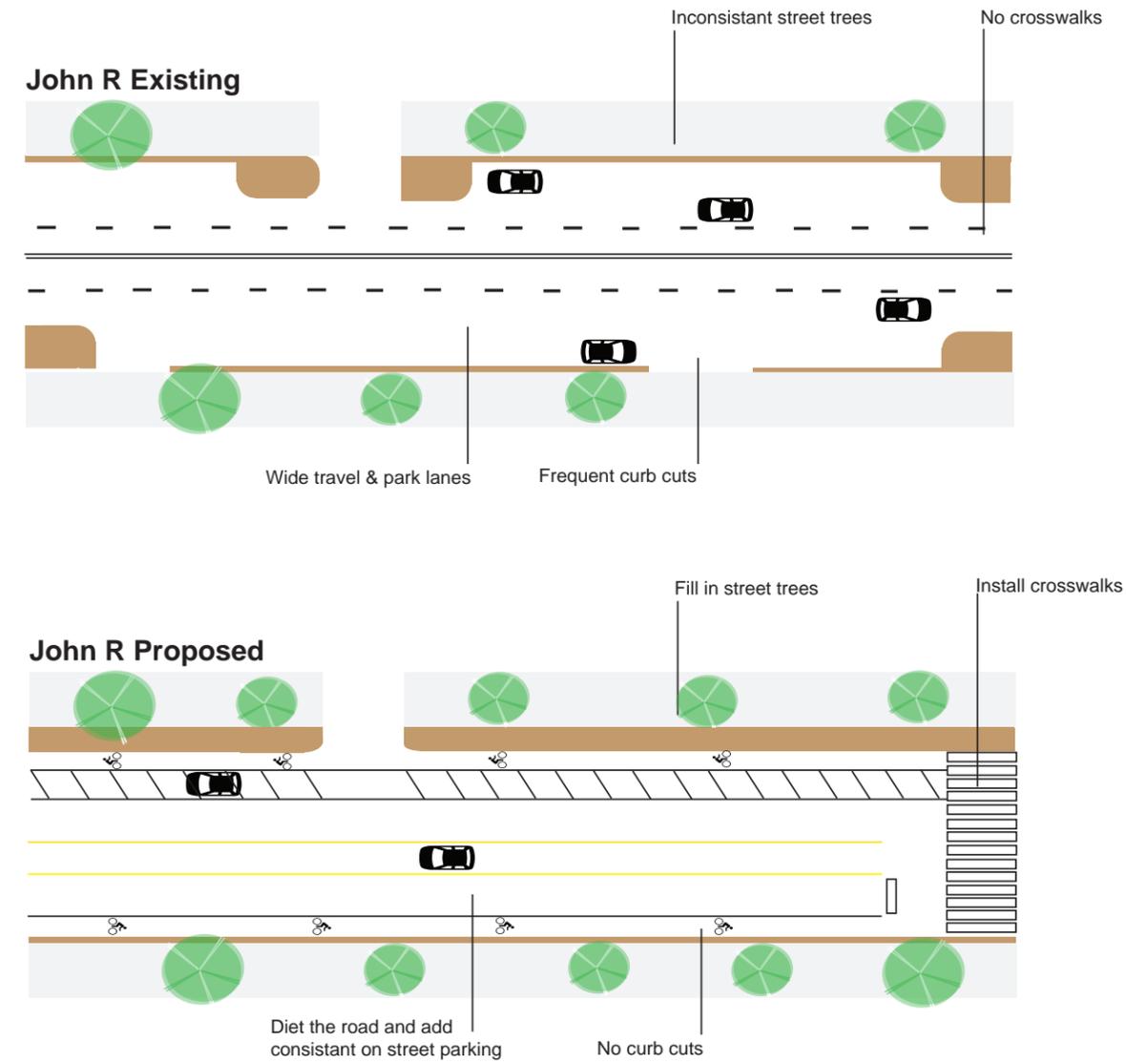
● Current Crosswalk Location

APPENDIX MAP 11 PROPOSED CROSSWALK MAP



STREET DIAGRAM

Street Diagram



Appendix:

Land Use Table & Category Descriptions:

Land Use	Section1	Section2	Section3	Section4
Food / Market	6	3	2	4
Retail	6	3	3	2
Auto	2	4	6	4
vacant	13	5	15	19
Industrial Service	21	7	3	9
Residential / mixed	1	0	3	0
Human Service	9	15	6	3
Shopping Center	0	1	1	4
Total	58	38	39	45

Food / Market:

- Businesses that specialize in food preparation for onsite distribution.
- Businesses that offer grocery items, includes liquor stores.

Retail:

- Any business that sells any type of merchandise; clothes, collectables, misc. items

Auto:

- Any business that specializes in auto needs; repairs, parts, custom services, includes gas stations

Industrial Service:

- Businesses that service the needs of residential, commercial, and industrial needs; contractors (plumbing, electrical, heating and cooling, building construction, painting)
- Manufacturing

Residential / Mixed:

- Residential
- Commercial buildings used for residential

Human Services:

- Businesses that cater to the needs of people, or are relative to human needs; day care, law services, tax services, fitness oriented businesses, florist.

Shopping Center:

- Developments that include a variety of businesses in a central location.



City of Hazel Park

Water / Sewer Department
 111 E. Nine Mile □ Hazel Park, MI 48030
 PH – 248.546.4076 FX – 248.284.2544

7/29/14

City of Hazel Park
 111 E. Nine Mile
 Hazel Park, MI 48030

RE: John R Corridor Plan – A Pedestrian Oasis

Honorable Mayor, Esteemed Council, & City Manager;

I have been ask to review and advise on the John R Corridor Plan presented by Brittany Jones, Graduate Student of Wayne State University and have had several conversations with Brittany regarding the plan titled “A Pedestrian Oasis”.

One of my duties as a the Water/Sewer Supervisor is to oversee the city's ‘Watershed Program’, and keep the city compliant with its MS4 permit issued by the Michigan Department of Environmental Quality (MDEQ). The MS4 permit holds the city accountable for issues regarding the city's storm water discharge system and how the city operates to protect waters of the state. Strict guidelines are spelled out in the permit, which includes “Green Infrastructure”. Loads of documentation is required to back up the city's commitment to the MS4 permit.

This plan presented by Brittany Jones and her John R Team, shows motivation in creating more “Green Infrastructure” within the City of Hazel Park. This is true forward thinking for cities that stand as fully developed urbanized areas, with limited space available for green development. The MS4 permit encourages green space in redevelopments for urbanized areas, allowing nature to do most of the work in controlling storm water issues. This plan certainly hits home.

There is always the issue of financing for such a plan, along with the needed future funding to maintain these green infrastructures, keeping their beauty for residents of Hazel Park. Even with that in mind, this should not discourage the plan's development into the city's Master Plan.

I would endorse this plan be adopted into the city's Master Plan as it meeds the criteria of the MS4 permit, as well as, creating a very aesthetic look for the City of Hazel Park.

Respectfully,

Timothy Young
 Water/Sewer Supervisor
 City of Hazel Park

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