

Saginaw



Street Corridor Study

Charter Township of Grand Blanc



Prepared by:

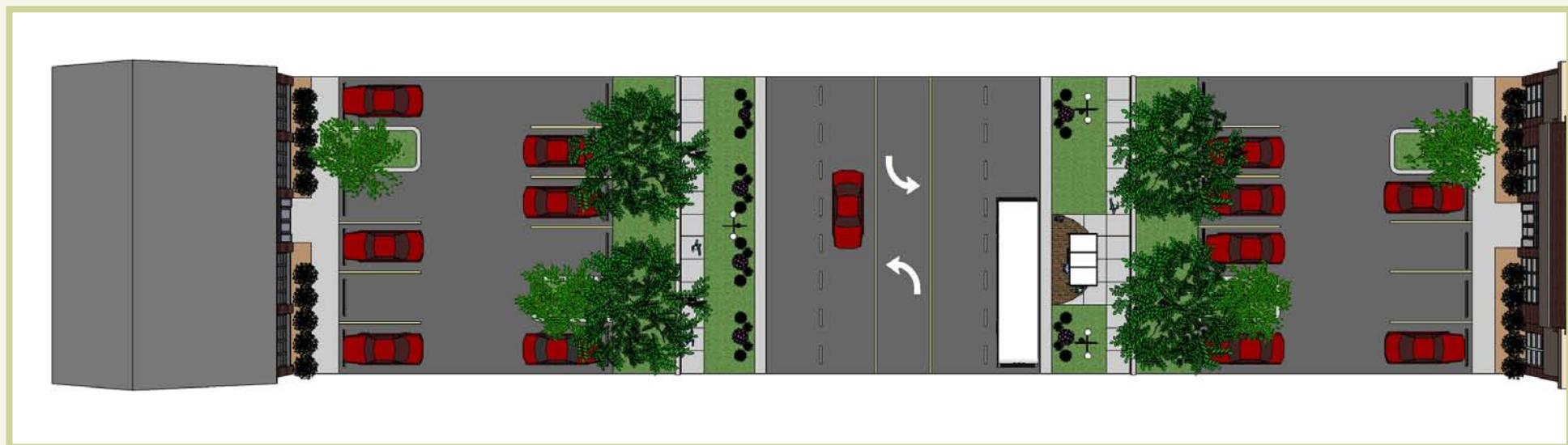
Charter Township of Grand Blanc
Planning Commission

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Saginaw Corridor Study ♦ Grand Blanc Township ♦ 2008



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The Saginaw Street corridor from Hill Road to Maple Road is a major connector between the Grand Blanc community and the municipalities north of it, including the City of Burton and the City of Flint. The intersection of Saginaw and Maple is a gateway for those traveling from these northern communities into the Township, and the intersection of Saginaw and Hill is a gateway into the Township from the City of Grand Blanc.

Approximately 15,000 vehicles pass daily along this portion of Saginaw. As such, it is critical that this portion of the Saginaw Street corridor distinguish itself as representative of the quality of life throughout Grand Blanc Township. The Saginaw Street Corridor Study builds upon the Hill Road Corridor Study. The objective of this study is to establish guidelines for distinguishing the corridor from all others in the Township, as well as the Grand Blanc community, while improving traffic flow and safety.

The Study Area includes two major thoroughfares: Saginaw Street from Hill Road to Maple Road, and Dort Highway (M-54) from Saginaw Street to Durant Heights. This portion of Dort Highway was included as it makes up one leg of the “Triangle”: the convergence of Dort Highway with Saginaw Street and Hill Road. In addition, Dort Highway provides access to the Grand Blanc Township Civic Campus. Within this Study Area are three major intersections: Saginaw at Maple, Saginaw at Hill, and Saginaw at Dort (the latter comprising two of the three intersections that make up the “Triangle”).

The Study Area is characterized by a mix of commercial, residential, light industrial, and municipal land uses. Residential properties are for the most part located along the local roads which intersect Saginaw and are behind the commercial properties which front the corridor, although there are a number of single family homes with frontage on Saginaw. Commercial uses are mostly low-intensity uses, with few high traffic-generators (e.g. shopping centers, fast-food restaurants, etc.). Zoning along the corridor is almost entirely General Commercial, with some Light Industrial properties. Notable land uses include Grand Blanc Township Hall and the headquarters of the Grand Blanc Police Department. Potential uses include a new Township Hall anchoring a Civic Campus. There are also a number of vacant and/or underdeveloped properties along the corridor.

As the corridor continues to develop and redevelop with new commercial, municipal, and recreational land uses, a number of opportunities and challenges will emerge: vehicular traffic volumes will likely increase, the demand for non-motorized transportation has the potential to increase, and existing buildings and land uses are likely to be redeveloped and/or replaced. Now is an excellent time to plan to ensure that the Saginaw Street Corridor becomes an appropriate gateway to Grand Blanc Township.

This document is outlined in the following manner:

- ◆ *The Corridor* reviews and analyzes existing conditions.
- ◆ *Goals and Objectives* summarizes community input, and presents a vision statement and goals and objectives.
- ◆ *Recommendations* provides actions that pertain to transportation and access management, design aesthetics, and the overall experience created by physical improvements to the corridor. An implementation table for long-term and short-term strategies is also developed in this chapter.

Introduction



The Saginaw Street Corridor is a key gateway into Grand Blanc Township.



Date of Photograph: 2001



The Corridor

This section introduces the Saginaw Street corridor, which consists of an approximately 1.5-mile portion of Saginaw Street from Maple Road to Hill Road. The Study Area includes the intersection of Saginaw Street with Dort Highway (M-54). Notable uses along the corridor include Grand Blanc Township Hall, the new Township Police Headquarters, the Victor George auto dealership, and Genesee Cut Stone and Marble.

The following components of the corridor were inventoried for this analysis:

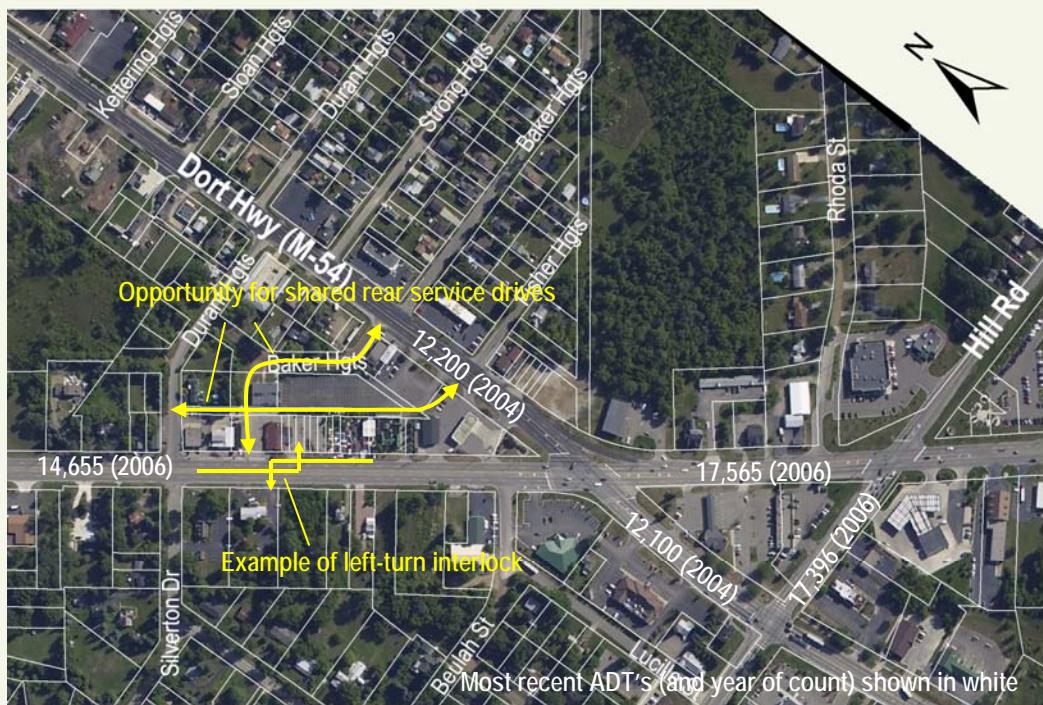
- ◆ Transportation and Access Management
 - ◆ Pedestrian Circulation
 - ◆ Existing Land Uses
 - ◆ Zoning
 - ◆ Future Land Uses
 - ◆ Visual Appearance

Highlights of the analysis, and resulting conclusions, are provided on the following pages.

Transportation and Access Management



A Photograph location

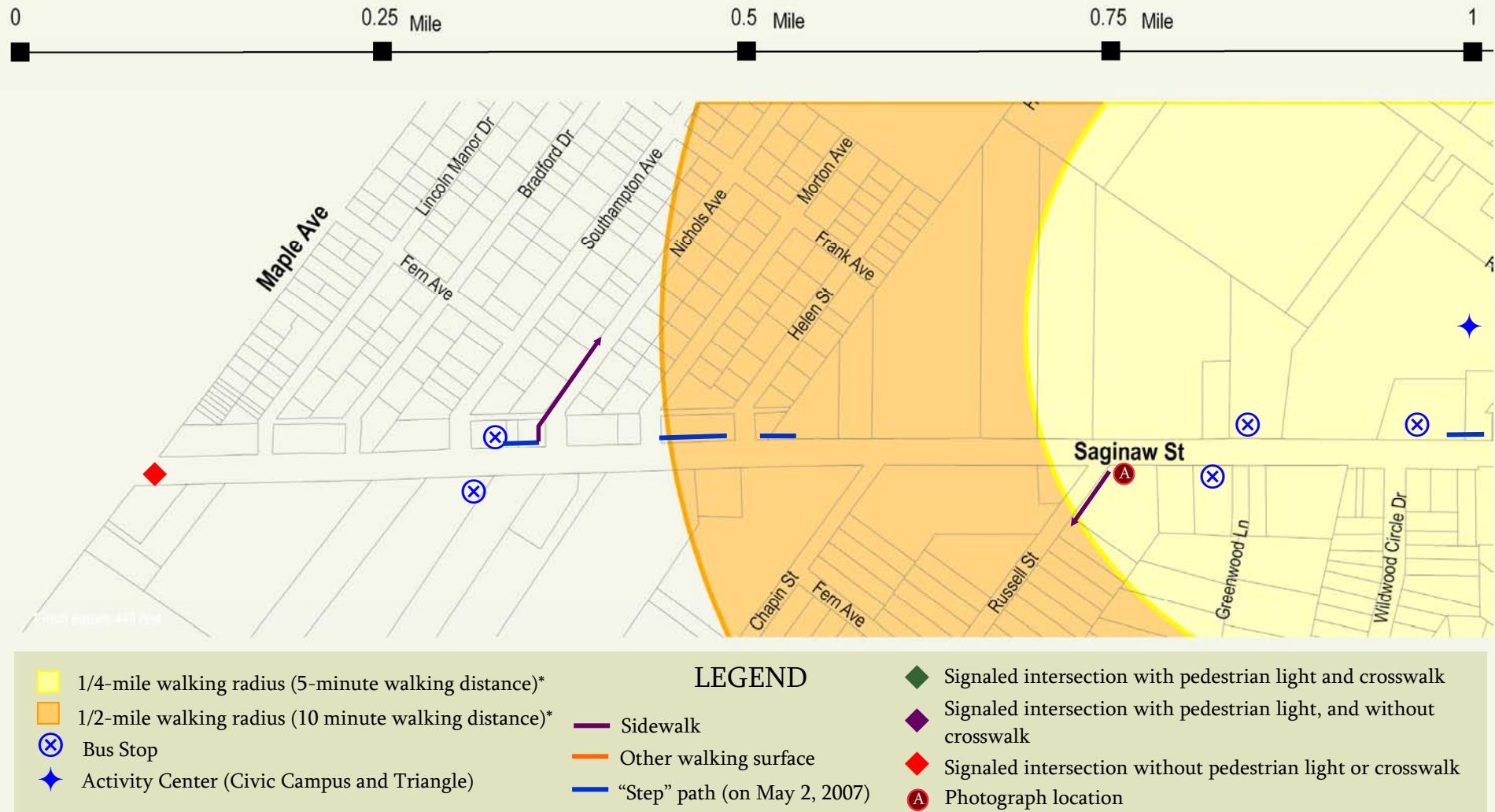


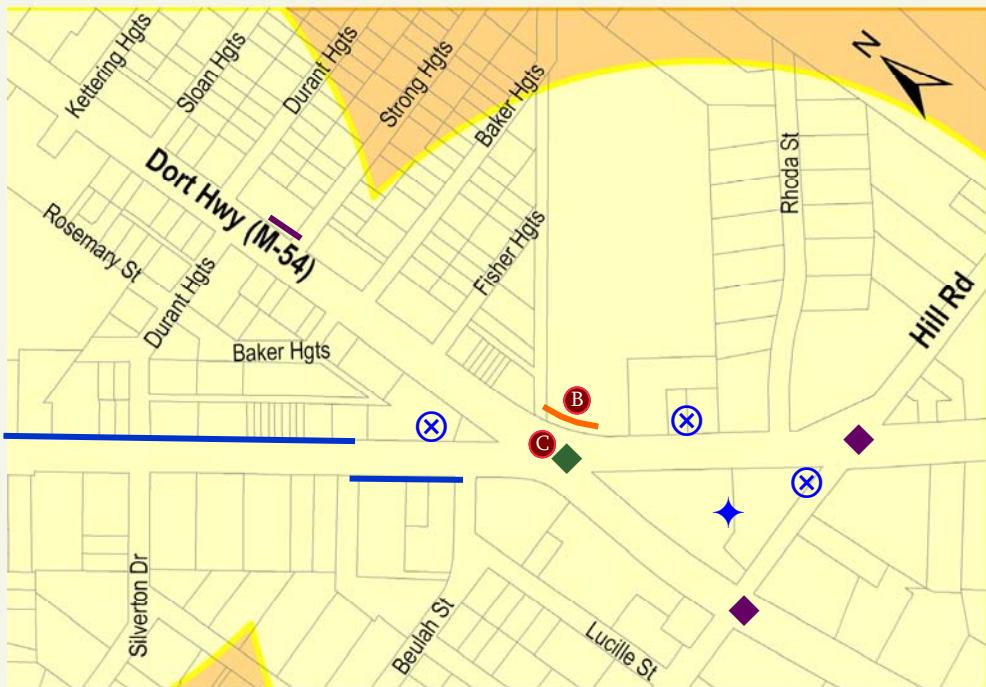
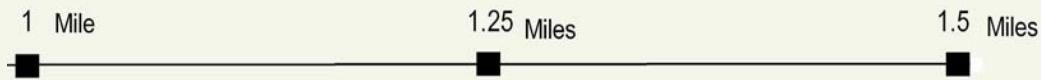
Conclusions

- ◆ The corridor has too many closely-spaced driveways, too many instances of left-turn interlock, and too few examples of shared driveways or service drives. Minimum same-side driveway spacing for a 45-mph street is 300 feet.
 - ◆ There are numerous opportunities to permanently close and/or consolidate existing driveways.
 - ◆ Continuing to implement and enforce access management standards will reduce the number of potential conflict points and facilitate more efficient flow of traffic.
 - ◆ Two of the intersections within the corridor - Saginaw Street / Hill Road and Dort Highway / Hill Road - exceed the critical crash rate, meaning they exceed the average by a significant amount based on standards developed by the Southeast Michigan Council of Governments.

Recommendations for transportation and access management are presented on pages 29 and 30.

Pedestrian Circulation





*Walking Radii

The two primary activity areas are the Civic Campus and the Triangle, which is bordered by Hill Road, Dort Highway and Saginaw Street. The radii represent typical distances people are willing to walk in order to reach a particular destination.

Analysis

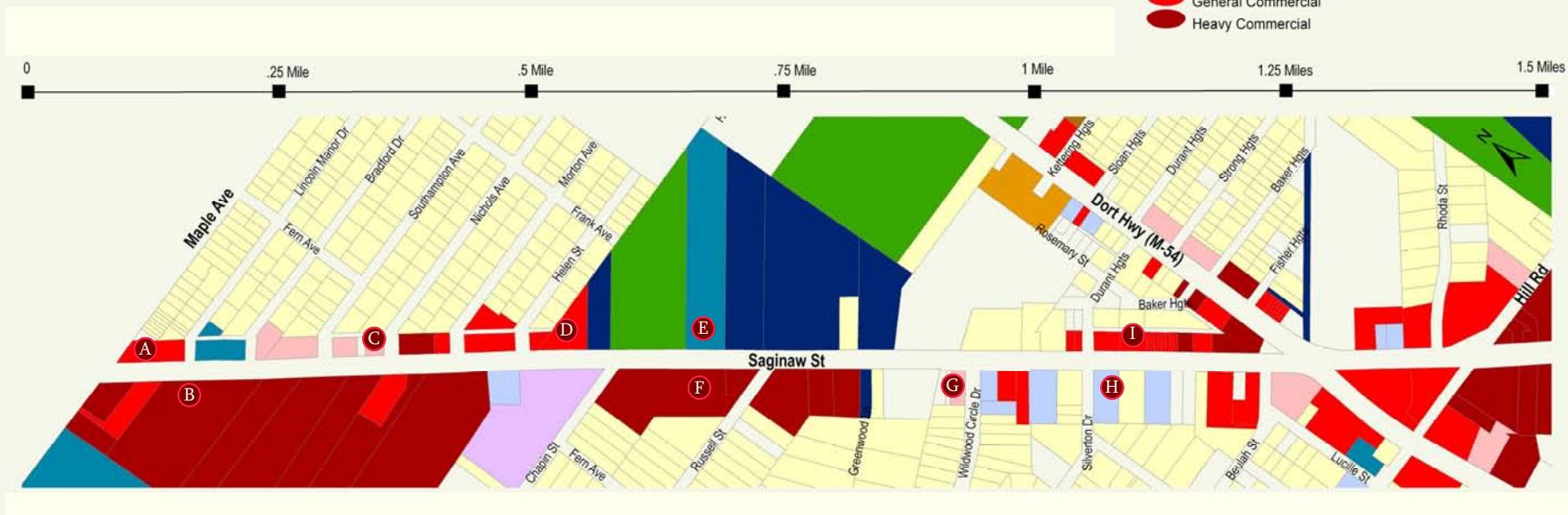
- ◆ Pedestrians use the corridor, as evidenced by grass-worn paths and bus stops. There are no bus shelters.
- ◆ The only marked pedestrian crossings in the Study Area occur at the Saginaw Street / Dort Highway intersection. The other gateway, the Maple Road / Saginaw Street, does not delineate a crosswalk, nor provide a crossing signal.
- ◆ Residences are located directly behind the businesses aligning Saginaw Street.
- ◆ Some mailboxes are located directly on Saginaw Street.

Conclusions

- ◆ Pedestrian activity not encouraged due to lack of sidewalks and street crossings. The environment is not accommodating to barrier-free needs.
- ◆ The two activity centers, the Civic Campus and Triangle, are within very comfortable walking distance of each other.
- ◆ Nearby residences, "step" paths and bus stops indicate support for a more pedestrian-oriented environment.

Recommendations for pedestrian amenities are presented on page 38.

Existing Land Uses



Analysis

- The Study Area contains a mixture of land uses including: office; neighborhood, general and heavy commercial; public and semi-public; light industrial; and single family residential. There are also vacant parcels in the corridor.
- Many of the office uses occupy buildings that were formerly residences.
- The properties are largely independent of one another and bear little or no relation to each other.
- Residential uses are generally located immediately behind the non-residential uses that align Saginaw Street and Dort Highway,
- A significant amount of underutilized land exists within the Corridor (i.e. large surface parking areas, yard setbacks and vacant properties).



Conclusions

- ♦ There are significant opportunities for creating connections between uses within the corridor to create a unified district.
- ♦ There are opportunities for increasing the variety of housing options offered within the Study Area.
- ♦ Light industrial may not be an appropriate use in the future corridor. Relocation opportunities should be explored.
- ♦ Most existing land uses have front-yard parking. A space for pedestrians between front-yard parking and the street is needed. Techniques to create this space could include screening front-yard parking, relocating parking to side or rear yards, or eliminating parking spaces through shared parking arrangements.

Photos of existing uses reflect the array of business types in the corridor: family dining, automotive, light industrial, office, recreation, strip center development and conversion of residential to office. These photos also depict the variation in building setbacks.

Zoning Districts



Analysis

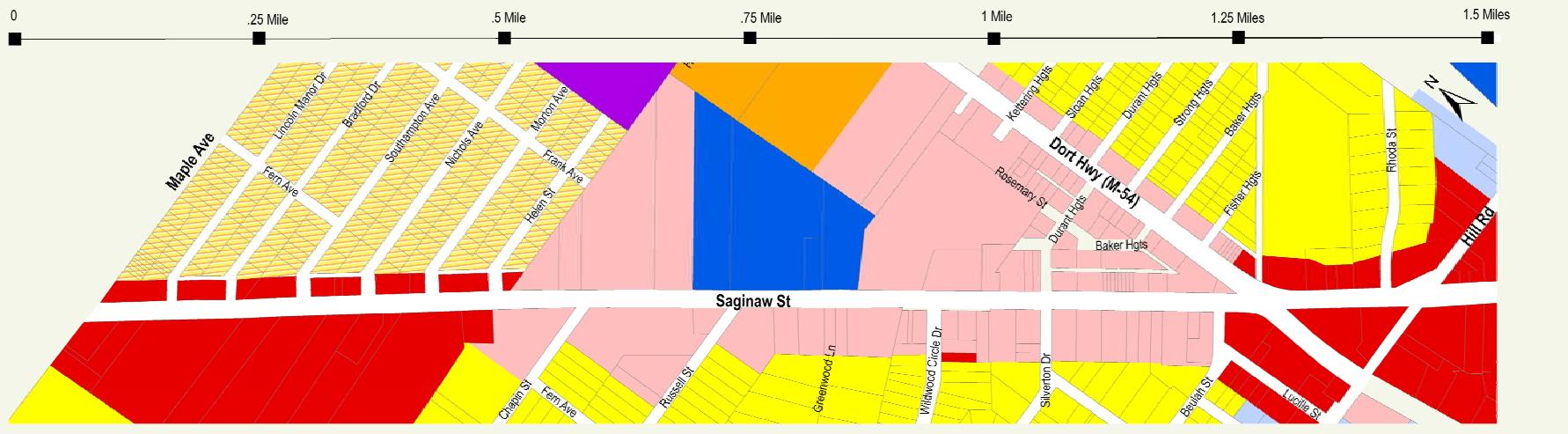
- ◆ Zoning districts in the Study Area are Single Family Residential, General Commercial and Light Industrial.
- ◆ Office, Multiple Family Residential and Neighborhood Commercial zoning districts are absent from the Study Area.

Conclusions

- ◆ The Study Area is zoned to support larger, more intense commercial businesses.
- ◆ Existing zoning districts are generally not consistent with Master Plan Future Land Use recommendations.

Future Land Uses*

- LOW DENSITY SINGLE FAMILY RESIDENTIAL
- MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL
- LOW DENSITY MULTIPLE FAMILY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- OFFICE
- LIGHT INDUSTRIAL
- PUBLIC / SEMI-PUBLIC



Analysis

- ◆ The Civic Campus is at the center of corridor activity.
- ◆ Neighborhood Commercial buffers residences from the corridor, and serves as a transition to Community Commercial.
- ◆ Low Density Residential (1.7 to 3 units per acre) is planned for the southwest side of Saginaw Street and east of Dort Highway. South of Maple Avenue, northeast of Saginaw Street, residential densities are planned at 3.1 to 4 units per acre.
- ◆ Office and light industrial uses are not planned for the corridor.

Conclusions

- ◆ Residential and mixed-use developments are not part of the Master Plan at this time, but should be considered during this Study process.
- ◆ Recreational opportunities, in the form of small pocket parks and refuge spaces, are not currently planned, and would be an asset to the corridor.

Recommendations for future land uses are provided on pages 25 and 26.

* Based on currently-adopted Master Plan.

Visual Image

Non-motorized Environment. There are no sidewalks along Saginaw Street or Dort Highway (A). The need for pedestrian space is made evident by private property owner attempts to create paths (B), or by “step” paths, which are not continuous (C). The signaled intersections serve as gateways, but neither the north or south entrances invite pedestrians or autos to the corridor (D and E).



Northern gateway: Maple Road and Saginaw Street (looking west)

Southern gateway: Hill Road and Saginaw Street (looking west)

Building Setbacks. Building setbacks vary a considerable, which interrupts the visual rhythm of the corridor. Setback variation can also hide vision lines, a catalyst for accidents (F).



Signs. Ground-mounted, pole-mounted and wall-mounted signs are found in the Study Area. There is a great variation in sign setback, height, size and materials. Signs can be too large or, like the Dollar General (J), too small for the allotted sign area.



Building Facades. Buildings tend to be of older construction. As uses changed over time, building façade treatments have also been modified. Such modifications may not always be finished appropriately, or may interfere with the original, and unique, architecture of the building (G). Additionally, rooftop appurtenances are often not screened from view (H).



Lighting. Street lights in the corridor are cable hung (L). Other light sources primarily exist for parking lots (K and M). The variation of fixture type, age, height and uplight shielding detracts from the corridor's overall appearance.



Analysis

- ♦ In general, the corridor lacks visual elements that unify and create identity.
- ♦ Amenities, like pedestrian-scale lighting, landscaping, wayfinding signs and gateways, are absent.
- ♦ Inconsistent building setbacks can hide buildings and driveways, contributing to an atmosphere of incohesiveness. The arrangement of buildings and driveways is also a catalyst for accidents.
- ♦ With regard to parking areas, screening techniques tend to be inconsistent or, when present, relatively ineffective. Not all parking areas are curbed, which can make maintenance of landscaping difficult.
- ♦ Rooftop appurtenances, utilities, dumpsters, outdoor storage and parking lots are among corridor components that should be screened.
- ♦ Obsolete infrastructure present in the corridor reflects an unkempt image.
- ♦ Fences are prevalent in the Study Area. Fences are used for screening, separation of parking from the street, and designation of property lines. The variety of fence materials detracts from a unified, attractive image.

Visual Image Concluded

Screening. Parking areas, outdoor storage, dumpsters and utilities are among corridor components in need of screening. Image P illustrates the use of shrubs to effectively screen parking, however, a brick wall could be substituted for the chain link fence. Image Q illustrates that current Ordinance landscaping requirements do not always produce the intended result.



Parking Lots. Many parking areas are not curbed, which can lead to maintenance issues over time (S) and deterioration of landscaping (T). Also, poles are a common treatment for separating front-yard parking from the street (U).



Fences. Fences in the Study Area are used for lot differentiation as well as screening. Poles, chain-link, painted wood and other materials are used. Some fences also have barbed-wire, as shown in image V.



Outdoor Storage. Outdoor storage ranges from temporary merchandise displays to permanent, large-scale storage. Techniques are needed to ensure outdoor materials contribute to the overall image of the corridor.



Maintenance. Relatively small projects, such as filling in a hole (Z), can go a long way to reflect a positive community image. Obsolete infrastructure, like the former telephone pedestal shown in image a, remain from a by-gone era and should be removed.

Utilities. Underground and above-ground utilities in the corridor affect the placement of human-scale amenities (b, c, d). The existing overhead utilities can act as a restriction of tree heights along Saginaw Street (b).



Conclusions

- ◆ Many physical improvements will visually unify the corridor and create an interesting and safe environment for motorized and non-motorized transportation users alike. Physical improvements to the streetscape, buildings, and spaces between buildings must be considered.
- ◆ Parking lot requirements should be reviewed for landscaping, curbing and screening.
- ◆ Utilities must be considered when improvements are planned. Of particular note is a fiber optics cable that parallels the southwestern side of Saginaw Street. Obsolete infrastructure should be removed. Also, relocation of overhead utilities, or alternative landscape treatments should be explored.
- ◆ Several uses in the Study Area have outdoor storage yards. There may be an opportunity to creatively display the merchandise, rather than screen them.

Recommendations regarding aesthetics and visual image of the corridor are provided on pages 27, 28, and 31 through 37.



Goals and Objectives



Visioning Session

On September 20, 2007, the Grand Blanc Township Planning Commission hosted a special meeting to focus on the Saginaw Street Corridor. Approximately twenty-five people participated in the workshop, representing the Township Board, the Zoning Board of Appeals, business-owners and property-owners along Saginaw Street, and various other interests, organizations and businesses in the community.



Prior to the meeting, participants were asked to complete a brief survey regarding the character of the corridor, significant issues and challenges facing the corridor, and their vision for its future. Participants brought their written comments to the meeting, and the results were used during formulation of the Goals and Objectives section of the Corridor Study.



At the visioning session, participants were divided into several teams and asked to complete a visual preference survey. Each team then reported their selections to the whole group. Teams were encouraged to share ideas, concerns and questions that arose during the session. Finally, each team reported to the group their vision for the Saginaw Street Corridor twenty years from now.



Highlights of the results from both the survey and group discussions indicated support of the following:

- ◆ A streetscape design and/or aesthetic that is consistent with the City of Grand Blanc.
- ◆ Non-motorized transportation facilities and amenities: designated bike lanes, continuous sidewalk system, lighting, and clearly-designated crosswalks.
- ◆ The burying of utilities within the corridor.
- ◆ Incorporation of residential uses: Live-work units, townhouses and potentially senior housing
- ◆ Amending the land use plan to support uses that create a sense of community, centered around the Civic Campus: public buildings (e.g. Township Hall, library, post office), offices, residential, retail, service, and restaurant.

The survey results are provided in Appendix A.

Goals and Objectives

THE VISION

Based upon public comments received at the September workshop, the following statement was developed to express the community's vision for the Saginaw Street corridor. The goals and objectives are intended to support the vision.

As people enter Grand Blanc Township from the north, the well-designed gateway tells them that they have entered a special place: the Grand Blanc Township community. A designated bike lane system allows cyclists to share the road right-of-way with autos. Pedestrians on the sidewalks enjoy comfortable lighting, benches, trash receptacles and bus shelters. Civic banners on the light poles tell of an up-coming festival. The streetscape is decorated with high-quality plantings and materials. Consistent building placement and signage provide an ordered, clean appearance. This is a street where people meet their neighbors on the way to and from the many retail, residential, restaurant, service and civic establishments offered throughout the Corridor.

GOALS and OBJECTIVES

1. Goal: Develop a new Land Use Plan for the Saginaw Street Corridor to realize the vision.

Objectives:

- ♦ Reduce the amount of commercially-zoned property, and replace it with an appropriate mix of residential, office, and/or light industrial and research and development.
- ♦ Consider a PUD-overlay to facilitate a larger-scale, flexible-use development.
- ♦ Identify appropriate locations for medium density residential and the potential for senior housing, including the area along Dort Highway.

Goals

Very general statements about quality and character, and not very easily quantified or measured.

Objectives

As a measurable translation of goals, objectives can be prioritized and pursued.

For the Saginaw Street Corridor, the goals and objectives were developed from a synthesis of the public comments received during the September 24 Vision Workshop. The results were refined by the Planning Commission, for presentation to the Township Board. These important statements set forth long-range policy basis from which decisions are made. As such, they are the foundation of the planning process.

2. Goal: Create an environment that is safe and accommodating for non-motorized transportation.

Objectives:

- ◆ Provide a continuous and uniform sidewalk system on both sides of Saginaw Street, and a bike lane system on Saginaw Street.
- ◆ Develop pedestrian connections to existing and future uses.
- ◆ Provide pedestrian-scale amenities along the corridor, including street furniture, decorative / pedestrian-scale lighting (may include fixtures that can be affixed with seasonal banners and/or planters), and bus shelters.
- ◆ Create pedestrian destinations along the Corridor, including parks and the Civic Campus.
- ◆ Continue a dialogue with the Road Commission to green the center of Saginaw Street. Consider integrating pedestrian refuge islands, at appropriate locations, into the design.
- ◆ Enhance existing crosswalks and examine the need for signalized mid-block crossings at appropriate locations, particularly in the vicinity of the elementary school and Civic Campus.

3. Goal: Improve the overall appearance and character of the Saginaw Street Corridor.

Objectives:

- ◆ Gateways
 - Provide public landscaping and gateway signage at the intersection of Saginaw and Maple.
 - Remove gateway signage at the intersection of Saginaw and Hill roads and replace with a newer feature.
- ◆ Site Design
 - Develop and adopt design guidelines or a pattern book to ensure appropriate and consistent building styles, facades, details, materials, massing, and placement.
 - Develop and adopt architectural guidelines to ensure the use of quality building materials and building design that results in a unified, high-quality character within the Corridor.
 - Require screening of front-yard parking through the use of a hedgerow and knee wall, with supplemental deciduous trees.
- ◆ Landscaping
 - Review zoning ordinance landscaping requirements to ensure that the following are achieved: 'natural' screening design; foundation plantings around buildings; appropriate landscaping within parking lot interiors; and screening and site interior landscaping.
 - Enhance landscaping along the corridor, both on individual lots and within the public right-of-way.
- ◆ Infrastructure
 - Relocate the overhead utility lines and poles by either burying underground or moving to the rear property lines.
 - Install abbreviated mast arms to support street lights, traffic signals, internally-illuminated box-signs for street names.
 - Remove obsolete infrastructure and provide appropriate screening of visible ground-mounted utilities.

- ◆ Fences
 - Develop standards for the height, location, and materials used for fencing.
 - Prohibit chain-link and/or barbed-wire fencing where it is visible from Saginaw Street.
 - Prohibit fencing, except low, decorative fencing (i.e. picket fence) along the front property line.
- ◆ Signs
 - Develop sign design guidelines and modify ordinance requirements accordingly.
 - Develop a way-finding sign system to be implemented in the corridor and applied throughout the Grand Blanc Township community.
- ◆ Street Trees
 - Explore opportunities with the Road Commission for planting street trees in the Right-of-Way of Saginaw Street.

4. Goal: Improve vehicular traffic flow through the Corridor.

Objectives:

- ◆ Examine the feasibility of reconstructing Saginaw Street as a boulevard; alternatively, provide appropriately-spaced and located raised medians while still permitting direct left-turns.
- ◆ Consider closures of and/or turn restrictions on residential streets to prevent cut-through traffic onto unpaved roadways.
- ◆ Install traffic calming measures, including raised medians, painted/signed crosswalks, bike-lanes, and landscape enhancements within the right-of-way.
- ◆ Provide at least one pedestrian-only signal at an appropriate location mid-way between the intersections of Dort/Saginaw and Maple/Saginaw.
- ◆ Enforce Access Management standards to close and/or consolidate commercial driveways and promote shared driveways, parking and internal connections.

5. Goal: Promote redevelopment, new development and economic growth within the Corridor.

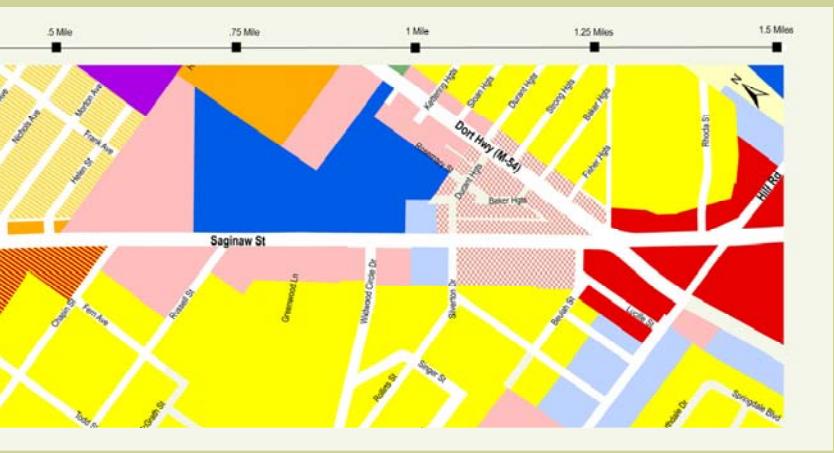
Objectives:

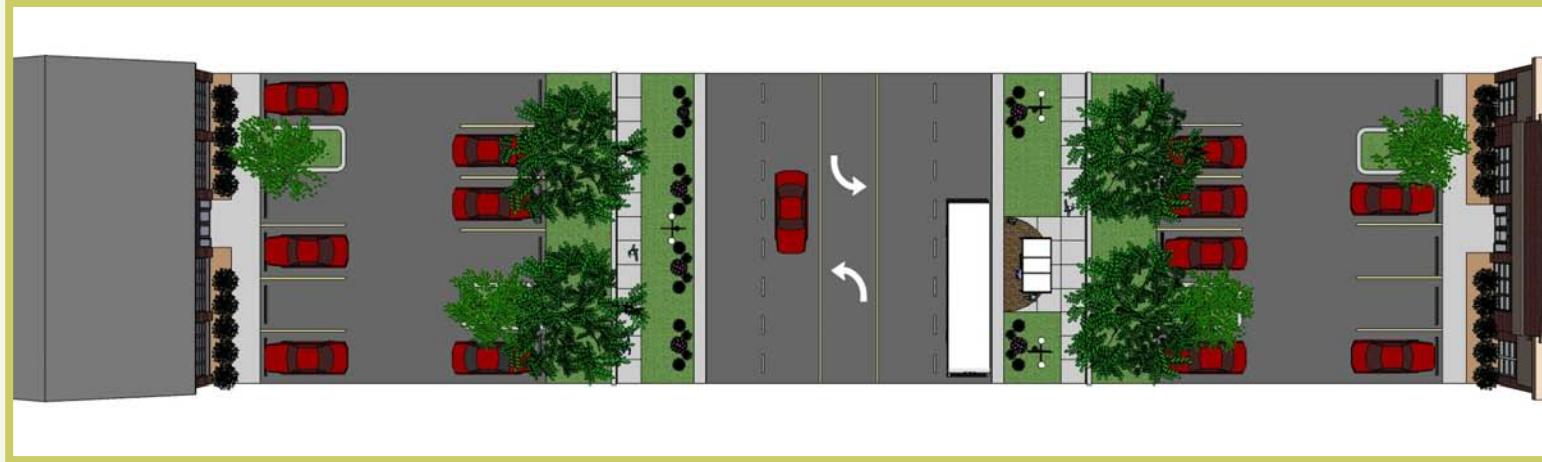
- ◆ Develop a plan to relocate businesses within the Corridor that may be more appropriate in other areas and/or zoning districts within the Township.
- ◆ Create a Corridor Improvement Authority as a tool for promoting economic growth and reinvestment within the corridor.

Corridor Improvement Authorities

Public Act 280 of 2005 allows for the creation of a Corridor Improvement Authority (CIA). A CIA is governed by a Board of Directors whose primary purpose is to correct and prevent deterioration and promote economic growth within a community's business district. Other purposes of a CIA include reversing declining property values, improving the overall business climate, and increasing employment opportunities.

A primary benefit of forming an Authority is the ability to capture the incremental increase in property taxes that results from improvements in the district. Local school taxes are not captured by the Authority. The captured revenues are used to finance public improvement projects within the district as a means for jump-starting economic growth.



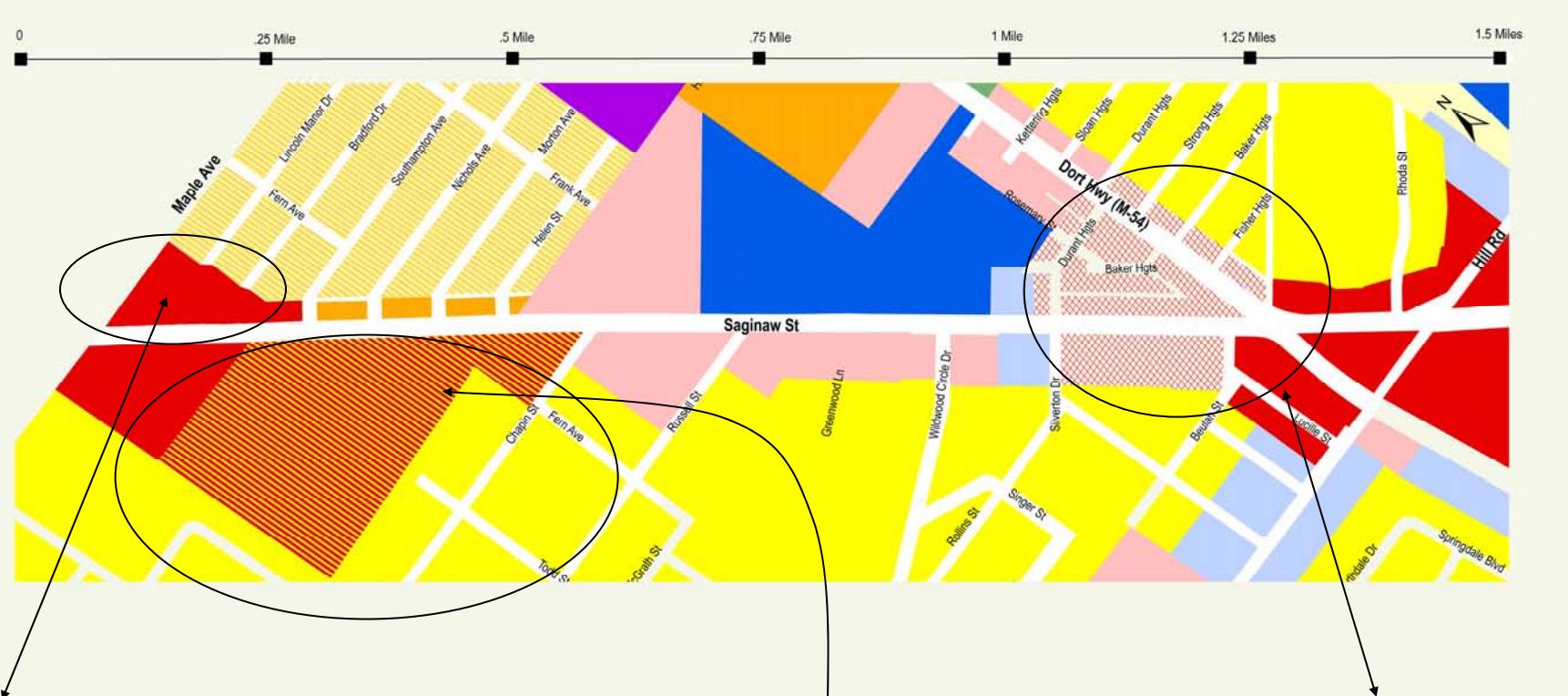
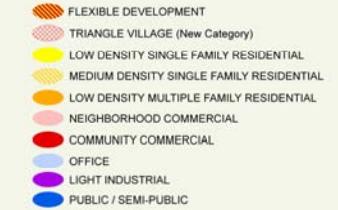


Recommendations

24

Future Land Use Recommendations

- Create New Land Use Categories Along the Saginaw Street Corridor



Expanded Community Commercial District
(formerly Community Commercial, Medium Density and Single Family Residential)

“Flexible Development” District
(formerly Community Commercial)

“Triangle Village” District
(formerly Neighborhood Commercial and Community Commercial)



Expanded Community Commercial District

- ◆ Create deeper development sites, where appropriate
- ◆ Create opportunity for a more prominent development at the Township gateway
- ◆ Close and vacate two local streets (Lincoln Manor and Bradford Drive) to allow for deeper lots
- ◆ Install traffic signal at Saginaw and Southampton when warranted



Flexible Development District

- ◆ Accommodate businesses that require both traditional office space as well as space for storage and light assembly with higher design standards
- ◆ One to two-story buildings retain the look of office space on the outside
- ◆ Implement high-quality façade standards for buildings facing Saginaw Street
- ◆ Low-impact uses adjacent to residential to the west
- ◆ Allow for medium density residential



Triangle Village District

- ◆ Mixed use: ground floor retail, service, or office, with upper floor residential
- ◆ Up to 3-story buildings
- ◆ Shared parking
- ◆ Pedestrian amenities
- ◆ Gateway features and tenants
- ◆ Accessibility to Civic Campus
- ◆ Property fronting on both sides of Durant Heights should be townhouse-style multiple family

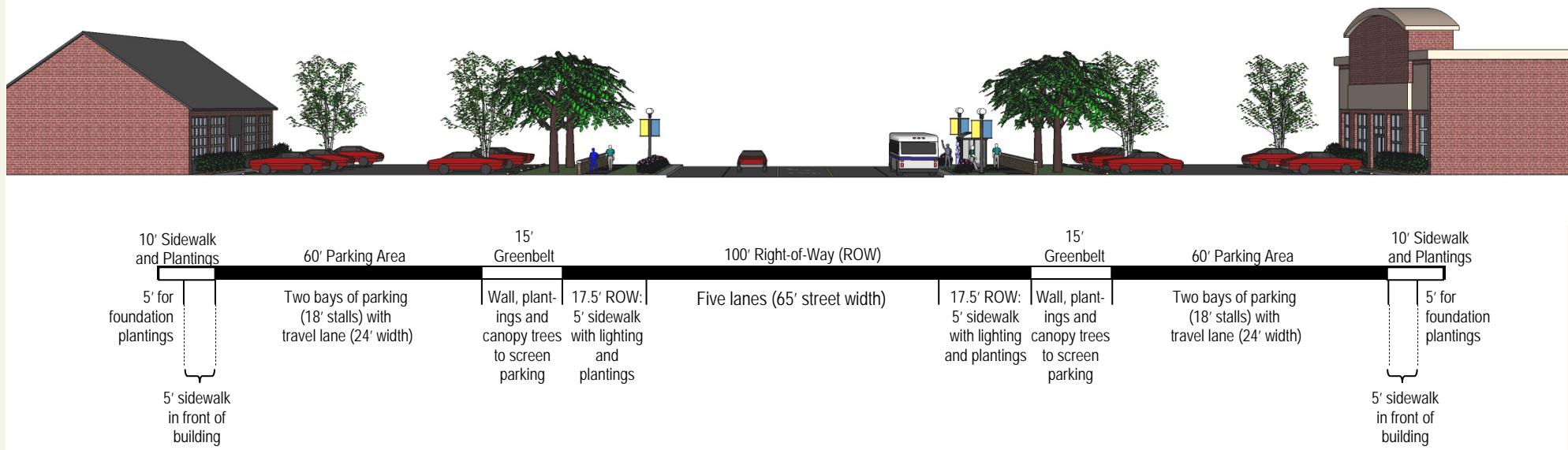
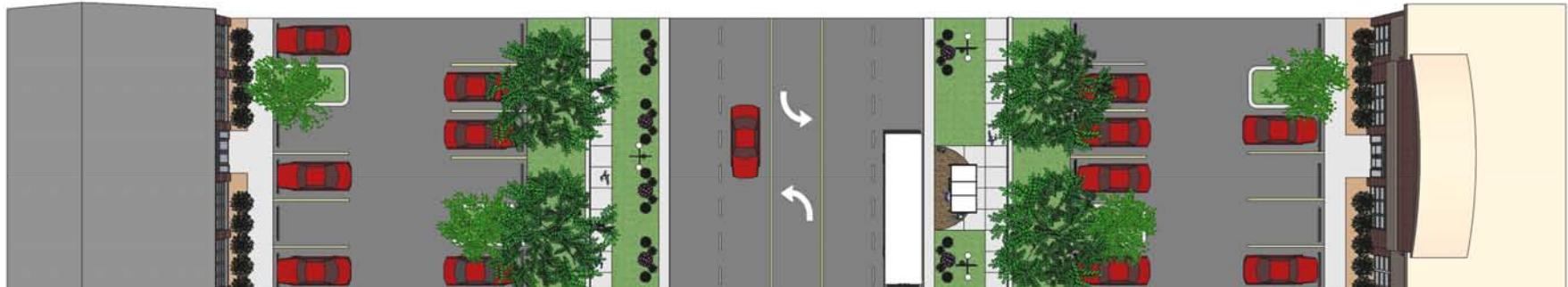
Recommendations

- ◆ Amend the Township's Master Plan to include a new Future Land Use Category, Triangle Village, and amend the existing Flexible Development land use classification.
- ◆ Amend the Future Land Use Map to:
 - Define the boundaries of the new Triangle Village district, bounded by Saginaw Street, Dort Highway, and Durant Heights. Properties with frontage along those three roads and across from the Triangle should be included within the district (as shown on the map).
 - Define the boundaries of the Flexible Development district near the northwestern end of the Saginaw Corridor. Properties should include those currently classified as Community Commercial between Maple Road and Chapin Street, with the exception of the three properties on the southwest corner of the Saginaw/Maple intersection.
 - Expand the Community Commercial district at the northeast end of the corridor.
 - Designate Office use west of the new Triangle Village District.
 - Designate Low Density Multiple Family Residential use on the northeast side of Saginaw, between Southampton Avenue and just east of Helen Street.
- ◆ Close and vacate portions of Lincoln Manor Drive and Bradford Drive between Saginaw Street and a new shared service drive. Install traffic signal at Southampton, when warranted.

Corridor Recommendations

Future Saginaw Street Cross-Section

Key elements of the future Saginaw Street include a tree-lined corridor, screened off-street parking, and pedestrian amenities, such as decorative lighting, bus shelters, pavers and landscaping.



View within the future corridor illustrates the brick knee-wall to screen parking. Canopy trees should be planted between sidewalk and parking lot to provide shading for pedestrians.



Overhead utility lines should be buried along Saginaw Street and Dort Highway in the Triangle Village Area, and at the Maple Road intersection, and relocated to the rear of property lines at other lengths of the corridor.



Above: Current view of corridor

Left: View of corridor after utility poles are relocated to the rear of properties.



Recommendations

- ◆ Maintain the existing road configuration (two through-lanes in each direction and a center left-turn lane), unless Saginaw Street is improved with a boulevard or appropriately-spaced raised medians.
- ◆ Construct a continuous 5-foot concrete sidewalk along both sides of Saginaw Street.
- ◆ Investigate the feasibility of striping bike lanes on both sides of Saginaw Street as part of a larger system (when fully implemented through the Township).
- ◆ Retain greenspace between the road and the respective pathways. This area will serve as the “amenity zone”, with public amenities including decorative street lighting, pedestrian-scale lighting, bus shelters, and street furniture (where appropriate). Vegetation will include grass, ornamental grass, annual flowers and similar vegetation.
- ◆ Install canopy trees along the right-of-way, approximately five feet from the front line (private side) to enhance the corridor’s aesthetic quality and provide shade to pedestrians.
- ◆ Allow for monument signage to be incorporated into the brick kneewall.
- ◆ Explore a street tree program with the Road Commission to allow for plantings between the curb and sidewalk.

Access Management Concept and Recommendations



Below: The access management plan shows the driveways that could potentially be closed, and new driveways and points of cross-access that could be required as new sites develop and others re-develop. The plan shows the closure of portions of Bradford Drive and Lincoln Manor Drive between Saginaw Street and a new rear service drive connecting Southampton and Maple. A new traffic signal is proposed at Southampton. This would allow for some deeper commercial development sites at the Saginaw/Maple gateway.



Right: Install diagonal diverters/bollards at the intersection of Beulah and Lucille and realign those streets as shown to prohibit cut-through traffic on Beulah from Saginaw to Silverton. Gaps should be included to allow pedestrians to pass through.



Recommendations

- ◆ Close and/or consolidate driveways wherever possible while providing/maintaining safe and reasonable access.
 - ◆ Promote shared driveways and internal connections between properties.
 - ◆ Require alignment of commercial driveways opposite one another on Saginaw.
 - ◆ Require access off of side streets (where possible) rather than on Saginaw Street.
 - ◆ Promote the construction of rear service drives, particularly on the east side of Saginaw and along the shallow parcels just south of Maple.
 - ◆ Township should pursue the permanent closing of portions of Lincoln Manor Drive and Bradford Drive at Saginaw Street, and the installation of a new traffic signal at Southampton Avenue when warranted. Access to Saginaw Street and Dort Highway would be provided via a new service drive connecting Southampton Drive with Maple Road.
 - ◆ Add a striped pedestrian crosswalk on Saginaw at Russell Street.

Enhancement Program Recommendations



Consistent building placement contributes to an orderly appearance in the corridor.

Building Placement

- Buildings should follow a consistent setback line to create a uniform, predictable pattern. A setback of 135 feet from the centerline of the road is recommended. This would allow for pedestrian paths, landscaping, and two bays of parking and a travel lane.
- Buildings should be oriented toward Saginaw Street or Dort Highway.
- Front-yard parking limited to two bays and a travel lane. Otherwise parking is permitted in side and rear yards.

Building Appearance

- High-quality, durable, low maintenance materials, including brick, stone, masonry, tile, glass, or equivalent
- EIFS and other low-durability materials should be used for accents only.
- Commercial-grade doors and windows for all non-residential uses
- Variation in building height and materials
- Provide interest through the use of windows, displays, well-defined attractive entrances, and architectural details.
- Where there are long continuous walls facing Saginaw or Dort Highways, an architectural/landscaping feature shall be used to provide visual relief every 200 feet. Use of proportion in building elements is encouraged to result in a more attractive façade.
- Roof-top appurtenances must be properly screened from view.

Parking should be convenient without being the most prominent visual aspect of the site. Use of a brick wall or landscaping help to screen the parking, thereby creating a pleasant streetscape.

Lot depths along the corridor tend to be shallow. Side-yard parking may be necessary to meet parking requirements and maintain the goals of the corridor.



Above: Examples of a practical parking layout for businesses along Saginaw Street.

Left: Examples of screening techniques for parking.

Parking

- ◆ Parking in the front yard should be limited to one module (two rows of spaces and a maneuvering lane). Parking should be located in the side or rear yard whenever possible.
- ◆ Parking should be screened from view, and separated from pedestrian paths via a knee-high brick wall and, if space permits, landscaping. Where possible, neighboring uses should share access drives and parking.
- ◆ Parking lots should be divided with curbed plantings and enhanced pedestrian crossings to avoid the appearance of a sea of parking.
- ◆ Dumpsters should be screened with brick or other high-quality masonry enclosures. Dumpster enclosures should not be visible from the street whenever possible.

Enhancement Program Recommendations Continued

Consistent placement of sidewalks, buildings and parking areas, and use of building materials, lighting fixtures, and landscape treatments work towards an attractive and cohesive corridor.



Above: Shared parking reduces the number of traffic movements on Saginaw Street.

Middle: Demonstration of how individual components work together when properly designed. Consistent setback, appropriate building mass, outdoor eating areas, banners, plantings, appropriate signage, street art, lighting and pavement change together indicate arrival into a special place.

Left: Inclusion of pedestrian spaces or nodes in a development need not to be elaborate. Simple plantings and a bench, or tables with pavers can create an inviting space.

Site Design Guidelines

Place-making is a key ingredient in design. It refers to a vibrant, pedestrian-friendly area with a mix of complementary uses and consistent use of features that create an experience. Site design will vary with use, however, the following principals should guide site design.

- ♦ Mixed-use buildings promoted in the Triangle Village District should be oriented toward the street.
- ♦ Direct vehicular access to and from Saginaw Street should be minimized. Shared driveways, rear service drives, and access off of secondary roads should be featured wherever possible.
- ♦ Particularly on the shallow lots on the east side of Saginaw between Helen and Maple, buildings should extend across most of the width of the lot.
- ♦ Buildings should accommodate pedestrians via entrance placement and pedestrian connections, along with pedestrian nodes and plazas.
- ♦ Fences in the front yard - particularly chain-link/cyclone and barbed-wire - should be prohibited as sites re-develop. Outdoor storage should be limited and fully-screened.



Gateways and Wayfinding Signs

Above: Illustration of a potential gateway treatment and signature building at the northeast intersection of Saginaw Street and Dort Highway.

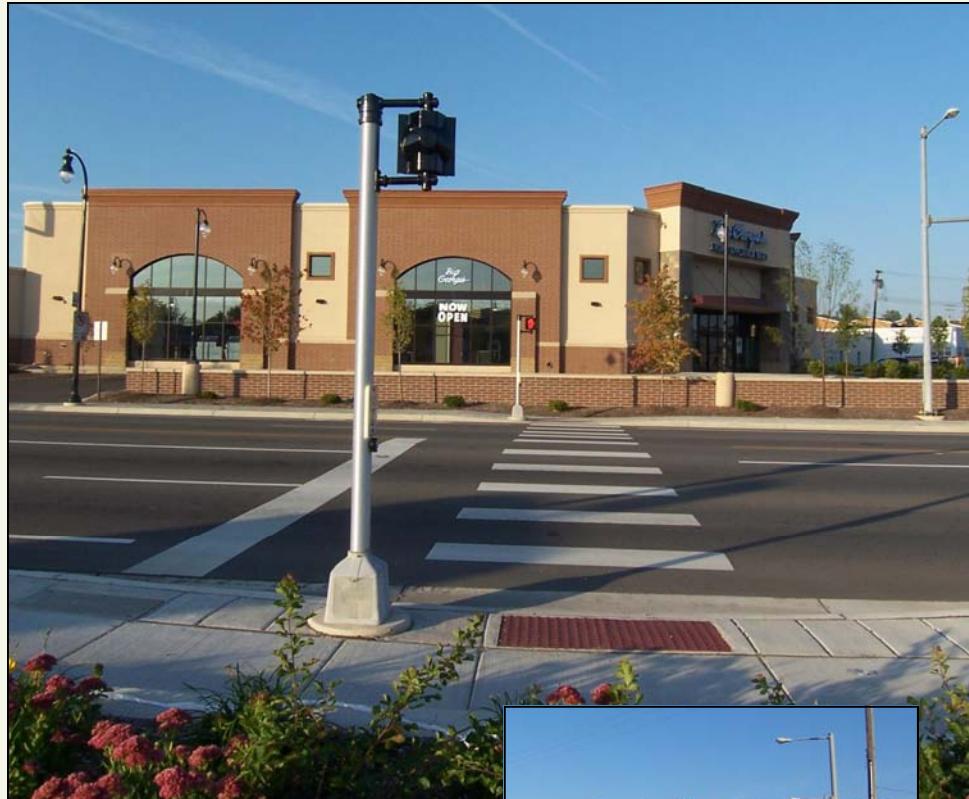
Right: Wayfinding signs, pavers, lighting and plantings that are of the same style and materials as the gateway treatment continue the character established by the gateway along the corridor.



Gateway Treatments

- ♦ A gateway feature should be placed along Saginaw Street, just south of Maple Road. The feature could be a monument sign with attractive brick hardscape. Landscaping, if used, should be well-maintained, and the plants selected for their visual year-round appeal.
- ♦ A pocket-park / gateway feature would be appropriate at the at the 'tip' of the Triangle Village District (where Saginaw Street intersects Dort Highway).
- ♦ Mixed-use development along Saginaw Street and Dort Highway with pedestrian amenities.
- ♦ Special landscaping and lighting treatments consistent with those featured along the entire corridor.
- ♦ Wayfinding signs.

Enhancement Program Recommendations Continued



Intersection Improvements

The intersections of Saginaw Street at Maple Road, Dort Highway and Hill Road should receive enhancements. Elements of intersection improvements include:

- ◆ Push-button, count-down pedestrian signals
- ◆ Wayfinding signage
- ◆ Mast arm-mounted traffic signals with illuminated road-identification signs
- ◆ Painted crosswalks with corner treatments that meet ADA standards.

Enhancements should also be applied at the two pedestrian crossings recommended at Russell Street and Southampton Avenue.

Landscaping and Screening



Landscaping can be used to feature a building (left), as well as screen it (above).



For more intensive uses, such as loading areas, a taller screenwall or berm with plantings will be necessary to shield adjacent uses from noise and noxious odors.



- ◆ Uniform landscaping requirements, regardless of zoning district
- ◆ Create a tree canopy along the corridor with planting requirements within the required greenbelt
- ◆ Enhanced landscaping features at corridor gateways
- ◆ Landscaping standards within required setbacks
- ◆ Foundation landscaping along building frontages
- ◆ Landscaped islands within parking lots
- ◆ Buffering of front yard parking via a combination of landscaping, hedgerows and screen-wall
- ◆ Landscaping buffer between pedestrian paths and buildings
- ◆ Landscaped areas should be irrigated
- ◆ Plant species should be appropriate for the area

Enhancement Program Recommendations Continued



Source: Valmont Structures

The style and fixture is not necessarily recommended for the Saginaw Street corridor. However, elements of the fixture that are preferred for the corridor include a shortened arm, street lighting and either civic banners or street name. The traffic signal may be replaced by a light for intersections that are not signalized.



Fixtures in parking areas must be shielded downward to prevent light from spilling onto adjacent properties and into the night sky.

Lighting

Several types of lighting are found in any corridor:

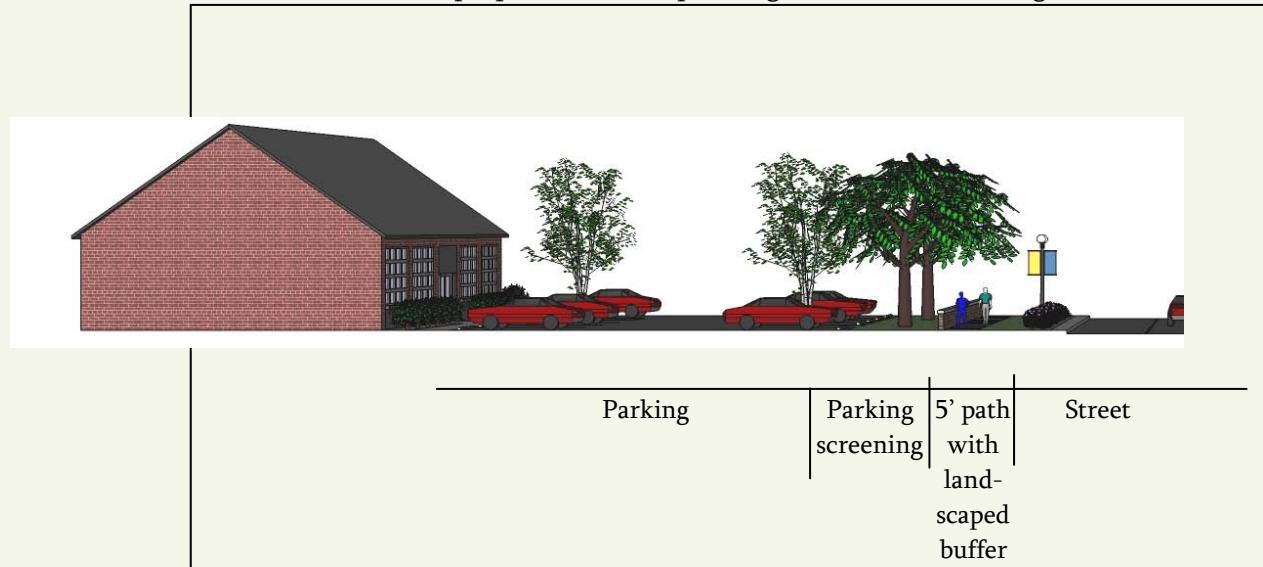
1. Auto-oriented lighting
2. Pedestrian-oriented lighting
3. Parking lot lighting
4. Sign and building-mounted lighting
5. Interior building lighting

The Township should select one style for each type and require the fixtures for new development as or redevelopment occurs in the corridor.

As fixtures are selected, lighting components to be considered include:

- ◆ All fixtures in the corridor should have full cut-off to eliminate glare and light pollution.
- ◆ Co-location of auto- and pedestrian-oriented is an effective way to reduce the number of items placed in the right-of-way.
- ◆ Lighting placement should occur at equally-spaced intervals within public right-of-way
- ◆ Pedestrian-oriented street lights should be decorative and compatible with the character of the area. Arms for banners or planters should be considered. Pedestrian-oriented lighting may also be appropriate in large parking areas to designate pedestrian walkways.
- ◆ Lighting for signs and building-mounted lighting shall be shielded. Properly lit, quality architecture and interiors will be showcased at night.
- ◆ The interior of buildings, when lit, can have the effect of a lively place.

Illustration of proposed streetscape along southwest side of Saginaw Street



Pedestrian Amenities

- ◆ A safe place separated from traffic for pedestrians on both sides of Saginaw Street), and bike lanes within the Saginaw Street cross-section.
- ◆ Lighting (well lit environment tells cars, walkers and bikers that this is a safe place)
- ◆ Use of banners on light poles must be a civic investment and well-maintained.
- ◆ A striped, mid-block crossing at the main entrance to the Civic Campus and at Southampton
- ◆ Way-finding signs
- ◆ Mature street trees
- ◆ Bus stations
- ◆ Trash receptacles

Benches, bike racks, art, landscaping and planters also create a pleasant pedestrian environment. These elements should be incorporated in the design of individual sites. Building entrances should be accommodating to pedestrians.

Implementation

No plan can achieve its full potential unless its recommendations are implemented. The following action items are designed to assist the Township with carrying out the vision that was developed as a result of a thoughtful planning process. The items listed below should be revisited annually to determine whether changes or updates are necessary.

Action Strategies

Short-Term Actions

	Action Strategies
Land Use Amendment	Adopt an amendment to the Future Land Use Plan that would create the Flexible Development and Triangle Village classifications.
Zoning Ordinance Amendments	Amend the Zoning Ordinance to 1) Create districts that correspond with the Flexible Development and Triangle Village future land use classifications. 2) Create a Saginaw Street Overlay District. The overlay ensures that building setbacks, landscaping, screening and other unifying features recommended in this plan are met as corridor properties are developed / redeveloped.
Pathway Connection	This Amendment recommends a pedestrian crossing at Russell Street, which provides sidewalk access to the elementary school. The crossing is one connection between the 5-foot sidewalks on both sides of Saginaw Street.
Review Landscaping Requirements	Review the current ordinance requirements regarding foundation plantings and screening and evaluate whether modifications are necessary to achieve the desired character along Saginaw Street and the segment of Dort Highway.
Diagonal Diverter at Beulah	Install a traffic diverter at Beulah to eliminate cut-through traffic.

Action Strategies	
Pattern Book	Design and adopt a pattern book for the corridor. The pattern book would detail specific light fixtures, pavement treatments, landscaping and architectural features.
Corridor Authority	Create a Corridor Improvement Authority. Among its many functions, an Authority could assist with the implementation of streetscape improvements and façade enhancements, as well as the promotion of economic development in this area of Grand Blanc Township
Mid- to Long-term Actions	
Streetscape Enhancements and Overhead Utilities	The installation of pedestrian-scale lighting, the continuous sidewalk system and other streetscape enhancements should be simultaneous. Burying or relocation of overhead utility lines should be planned to coincide with this activity. Possible bike lanes on Saginaw Street as part of a larger system through the Township.
Access Management	As development and redevelopment occurs in the corridor, the access management plan should be consulted to ensure that recommendations are applied.
Obsolete Infrastructure	Develop a program to target the removal of obsolete infrastructure identified in the corridor. The program may entail partnering with private property owners to assist with screening and/or removal.

RESOLUTION OF ADOPTION

Saginaw Street Corridor Study Amendment to the Master Plan

Grand Blanc Township Planning Commission

WHEREAS, the Grand Blanc Township Planning Commission has the responsibility and is empowered by the Michigan Planning Enabling Act, Act No. 33 of Public Acts of 2008, to make and adopt a Master Plan for the physical development of the Township and to amend the Plan as needed from time-to-time, and

WHEREAS, the Grand Blanc Township Board created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act, Act No. 33 of Public Acts of 2008, and

WHEREAS, Grand Blanc Township has retained a professional planning consultant to assist the Planning Commission with the technical studies necessary to draft the Saginaw Street Corridor Study, a new chapter of the Master Plan for the Charter Township of Grand Blanc , and

WHEREAS, the Grand Blanc Township Planning Commission has held a public hearing on its proposed new Saginaw Street Corridor Study on September 4, 2008, and

NOW THEREFORE BE IT RESOLVED that the Grand Blanc Township Planning Commission hereby adopts this amendment to the Master Plan, known as the Saginaw Street Corridor Study, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan, and

BE IT FURTHER ORDERED, that an attested copy of the adopted amendment to the Master Plan shall be certified to the Township Board, Genesee County, and all other entities as required by the Michigan Planning Enabling Act, Act No. 33 of Public Acts of 2008.

Motion by Jay Hoffman. Supported by Ed Brown.

Motion carried unanimously 9-0.

RESOLUTION DECLARED ADOPTED THIS 4th DAY OF SEPTEMBER, 2008.

Original on file with Township

**Dan Gellings, Chair
Grand Blanc Township Planning Commission**

Appendix A

Public Participation Results

The public participation program included two means through which Grand Blanc Township residents, business owners and property owners could provide comments: A) A survey included with a mailed invitation, and B) Participating in the September 20, 2007 workshop hosted by the Grand Blanc Township Planning Commission. The results of both efforts are included in this Appendix.

A. SURVEY RESULTS

Responses: 11

1. How would you describe the current character of the corridor?

- Mixed uses: old and new buildings and properties.
- Out of date. Landscaping, maintenance needs improving.
- Industrial.
- Tired.
- Uninviting.
- Mixed.
- The road needs improvement.
- Lost in time.
- Junky and run-down.
- Commercial.
- Dismal, old, unbecoming.

2. What are the best features of the corridor?

- New development / buildings in compliance with ordinance.
- The road is in good shape.
- Easy-access, highly-traveled road.
- Heritage Park and new police facility.
- New Police Department building.

(Question #2 Continued)

- Various businesses.
- The Township facilities.
- New police station.
- Upkeep of roadways is good.
- There aren't any.

3. What are the worst features of the corridor?

- Properties not maintained.
- I am not sure how old the infrastructure is (sewer, water). Better lighting.
- Not much aesthetic beauty, empty buildings.
- Worn-out, dated buildings, empty buildings.
- Empty buildings, very industrial looking.
- Timing of traffic lights at rush hours.
- Abandon out-moded business facilities. Mixed bag of businesses.
- The Maytag Store and the motel on Dort.
- Too many unused commercial sites.
- Businesses don't take care of their property; the area blends well with Burton's portion of Dort Highway.

4. What do you think are the most significant issues and challenges facing the corridor? (please check all that apply)

Issue / Challenge	# of Checks
Development / Redevelopment	6
Landscaping/Maintenance	5
Land Use Conflicts	5
Traffic	3
Infrastructure	2
Other (Please specify: Street lighting)	1

5. Regarding the corridor's appearance, do you consider it (please check one):

Scale	# of Checks
Attractive	0
Attractive, but improvements could be made to make it more attractive.	3
Not Attractive	7
No Opinion	0

6. If development / redevelopment were to occur, what types of uses would you like to see, and where?

- Commercial uses, either office or retail.
- Stay with zoning of course. Not sure at this time. Businesses that are served by the government complex.
- Sidewalks. Preferably a bike path. A small park for families.
- This could be a very strong business corridor.
- Attorney offices, courthouse, library, civic campus, a park (small with a water feature and bridge).
- A senior citizens home in this area. Assisted Living home.
- Office, retail, commercial, residential (ie: lofts), common area.
- More landscaping and flower beds. Street lights similar to downtown Grand Blanc. Lowering of business signs.
- See response to #9 below (*).

7. What infrastructure improvements are needed in the corridor (Please prioritize responses in order of importance, with 1 being most important)?

Prioritize responses in order of importance	1	2	3	4	5	6	Total
Street Lights	4	3					7
Crosswalks		4		1			5
Sidewalks	4		3				7
Bike Paths			2	3			5
Intersections Improvements (specify): S. Saginaw and Dort; proper turn signals					1		1
Other (specify): More inviting with pathways, benches stations (like downtown Grand Blanc)	1			1			2

8. What is your vision for the corridor (Describe what you see, the types of businesses in the corridor, your mode of transportation, etc.)

- Cleaned-up areas with little specialty stores.
- A community downtown center with lofts, retail, and office space. Sidewalks. Lighting. Maybe a community center.
- More businesses for Senior Citizens, and better transportation in the area.
- Attorney offices, courthouse, library, civic campus, a park (small with a water feature and bridge).
- Smaller businesses.

(Question #8 Continued)

See next two pages for comments received in another format.

- Flaglike banners to bring in a sense of community. A softer more family friendly atmosphere since the corridor is surrounded by neighborhoods.
- Not sure. Not sure about zoning, future uses.
- Uniform landscaping and street lighting along both corridors to blend in mixed uses.

9. Other Comments:

- Businesses in that corridor tend to be owned by long-time residents. If you decide to improve, choose properties. You need to find a way to fund it.
- The corridor reminds me of an industrial, busy corridor. People usually speed by. I would like to see more natural beauty (landscaping) and the run-down looking properties fixed up.
- Almost need to include Dort Highway and create a district in the Triangle.
- Interesting idea. Reduce speed limit on Saginaw Street, add landscaping etc. to boulevard. Eliminate fifth turn-lane to boulevard with limited access in/out of business/retail.
- Would like to see the area's zip code changed to 48439 (Grand Blanc, not Flint).
- * Sidewalks; large retail park (upscale), no strip mall – large anchor stores; senior housing (upscale); cleanliness; or, a retail park such as in Rochester – very nice – walkable, clean landscaping. Take a look at Ford Road in Canton / Sheldon Road area. A very, very nicely manicured area (flowers, brick partial walls) clean.

Saginaw Street Corridor Study – June 4, 2007 Draft – Comments

Support:

- Need to identify a vision and develop strategies to implement the vision. *Goal should be short, rather than long-term, implementation.*
- Too many closely spaced driveways. *Permanently close and consolidate unnecessary, existing driveways and vacated curb cuts. Township should require ingress and egress from side roads rather than directly off Saginaw.*
- Enforce access management stands to facilitate traffic flow and safety. *Township should require ingress and egress from side roads rather than directly off Saginaw for businesses and implement these standards through Site Plan Review.*
- Plan for pedestrian activity. *Most green space along this corridor is in the road right-of-way. Need to investigate and encourage green space on private parcels to allow for proper pedestrian sideways in the right-of-way. Not one of the highest priorities.*
- Identify and facilitate use of bus services. *Are there an adequate number of sites? Sites need to be more clearly identified and suggest users have benches, waste receptacles, and shelters. May be possible to approach businesses to participate on a voluntary basis with items specifically defined.*
- Mark pedestrian crossing at Maple and Saginaw and crossing signal.
- Better upgrading of older homes for commercial use.
- Connect adjacent properties with driveways where possible.
- Existing zoning districts are generally not consistent with Master Plan Future Lane Use recommendations. *However since 1970, maintaining/relocation/changing parcels has been impossible.*
- Upgrading of facades is an excellent plan. *Samples proposals would help businesses with their future plans.*
- Improved street lighting. *Variations and age detracts from the overall appearance.*
- Lack of visual elements. *Consider encouraging annual/perennial plantings to consolidate parcels.*
- Uniform screening of parking areas.
- Dumpsters generally in disrepair. *Cement, decorative masonry, brick should be Township standard rather than wood.*
- Fences between commercial and residential parcels should be sturdier. *Again, cement decorative masonry, etc., are better in the long-term, i.e., see MacDonald's on Fenton Road.*
- Physical improvement to improve visual image, parking, utilities, dumpsters, and storage. *Use of ivy, removal of barbed wire, slats for front-yard fencing that has had prior approval of the Township.*

Clarify/Correct:

- Stress concept the plan needs to be a cooperative effort between businesses and governmental entities.
- Improvements must be based on accurate information, proposed options, and cost estimates.
- No traffic signal between Saginaw/Hill Road intersection north to Maple Road.
- Dort Highway Study should encompass from Gibson Road (at Heritage Park) north to Maple Road.
- Police Headquarters and civic campus will shortly have access from Dort Highway.
- Statement of Purpose. "study to...provide identity that reflects the Township's character." "Distinguishable from all others in Grand Blanc." What is the meaning of second statement?
- Document does not include: summary of community opinions, in depth recommendations, nor a plan that will change the corridor to a thriving, welcoming entryway.

Comments from Cathy Lane

09/20/07

Page 1 of 2

- *The Study Area. Saginaw/Hill intersection is NOT the gateway into the Township from the City. Township boundary is actually slightly north of Case Avenue. Preferably, recommend initiating the study at the viaduct.*
- Within the “Triangle” area – add Hill at Dort.
- Only a few homes are being utilized as residences along the west side of Saginaw near Rollins and on the east at Brasher’s Upholstery.
- Identify “underdeveloped” properties, as well as existing buildings and land uses that are likely to be redeveloped and/or replaced.
- No traffic signals along Saginaw between Dort and Maple.
- Designate all of Township property, including vacant land, purchase of residential home, and eminent opening of Police Headquarters and driveway to Dort Hwy.
- Investigate future changes for utilization of industrial land.
- Did not explain the variety of housing options under consideration nor areas designated for utilization.
- Access to businesses located on corners should be from side street not off the corridor to reduce conflicting access.

Consider:

- Capture tax dollars for financing improvements by creating an Authority, i.e., Downtown Development Authority.
- Improving maps (to size 11" x 27") and identify location of photos to improve resident input to discussion.
- Group bus tour of the area to enhance visibility and understanding of area.
- Encourage cooperative effort with business/property owners.
- Discourage rear service drives in this area. It would bring more commercial noise and traffic closer to residential areas and most of the lots have a minimal depth.
- Vacating Beulah Street at Lucille to eliminate cut-through to Hill Road and enhance the depth of commercial activities.
- Close Family Video driveway off Saginaw. Access for Family Video and Appliance Company from Beulah Street. To turn left into video store when traveling north, a vehicle is in the left-turn lane off Saginaw onto Dort Highway. This plan would increase parking on site. Dort Highway/Saginaw intersection also probably exceeds the critical crash rate.
- Investigate cost of burying utility lines.
- Relocate mailboxes for safety of carriers and to minimize stop-and-go along any major corridor.
- Improving/upgrading signage. It is unnecessary to increase the square footage of signage. Removal of poles and old structures have been greatly improved the appearance during the last few years. Monument signs and wall-mounted signs should be encouraged. Limit information on signs to the name of the business and address. Convenience store on Dort has added additional signage for liquor, etc., that is unnecessary and a visual distraction. Businesses have enlarged signs over the years, i.e., bowling alley.
- Additional Neighborhood Commercial zoning is unnecessary along Hill Road and corridors north of Hill Road to Maple.
- Areas at and south of Dort and Maple have not been developed as residential and should be included in study.
- Private recreational opportunities have existed for years – Playland and golf course.
- Establish the order of implementation to avoid constant redevelopment and construction, i.e., signs, mailboxes, closing curbs, access off side roads, etc.
- Under the southeast corner of Saginaw/Maple an unfilled cavern that was formerly part of the old gas station and airport from long ago. When the original coney island was developed, it was too costly to complete the remediation.

I would be willing to assist in any efforts to enhance the northern part of the Township, especially along these corridors.

Comments from Cathy Lane

09/20/07

Page 2 of 2

B. VISIONING SESSION RESULTS

Approximately 45 participants attended the September 20, 2007, workshop. Participants were divided into several teams, and asked to complete one set of worksheets per team. The worksheets on pages that follow present the consensus of each team.

Residential - Townhomes and Multiple Family (Dort Highway from Saginaw Street to Durant Heights)



A. 2-story townhomes with large setback



B. 2-story townhomes with minimal setback



C. 3 1/2-story townhomes with minimal setback



D. Live/work units (retail/office on first floor; residential above)



E. 2 to 3-story multiple-family apartments with large setback



F. 3 to 4-story multiple-family lofts

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	A	D	E	D	B
2.	B	C	E and B	B	A
3.	D	B	B and D	A	E

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

Group 1: We can't see any of these on Saginaw, maybe right off Saginaw. Redevelopment possibilities.

Group 2: D: Multi-use, boutiques with loft apartments available, high-end stores. 2nd choice: Chicago style townhomes. A and E: Setbacks too deep. F: Looks like college campus.

Group 3: All liked setback / green.

Group 4: Three [team members liked] B and three [team members liked] D

Commercial



A. Minimal setback, multi-story appearance



B. Multi-tenant, brick retail with screened front-yard parking



C. Large front-yard parking



D. Multi-tenant, one row front-yard parking, low shrub screening

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	D	D	B	D	A
2.	B	A	D	A	B
3.	A	C and B		B	D

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

Group 1: Screening of front yards with green space combined with D's Building atmosphere. Also, setback and screening of B with building like A.

Group 2: Old world look / need choices. Old town look (Lil' Joes)

Group 3: With as much green space as D most realistic.

Office



A. 2-story gable with one row of front-yard parking



B. Single-story gable, deep setback



C. Single-story, flat-roof, side yard parking, 15' setback



D. 3-story, rear-yard parking



E. 3-story, one row of front-yard parking

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	B	A	C	A	B
2.	F	B	F	B	C
3.	C	C	E	C	A

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

Group 2: Minimal setbacks

Group 3: C is first choice without flat roof - most practical, no real space for parking in this area.



F. 3-story, first floor parking

Light Industrial / Research and Development



A. 2-story R&D building, limited front yard parking



B. 2-story enclosed storage facility



C. 1-story R&D building, limited front yard parking

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	B	B	C	C	B
2.		C	A	A	C
3.		A		B	A

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

Group 3: Need underground parking whatever type chosen.

Intersection and Crosswalk Improvements



A. Traffic signals mounted on mast-arms



B. Pedestrian signals with painted crosswalks



C. Raised, landscaped pedestrian refuge islands



D. Brick pavers along crosswalks



E. Signalized, mid-block pedestrian-only crossings

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	D	D	D and C	D	D
2.	C	B	A	C	E
3.	A	C		B	C

Directions: Rank preference with '1' being the most preferred option.

Amenities



A. Covered bus shelters



B. Street furniture (benches, trash receptacles, etc.)



C. Bollard lighting



D. Pedestrian scale lighting



E. Public art



F. Pedestrian plazas / spaces



G. Wayfinding signs

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	D	F	B and D	D	F
2.	B	G	A	F	B
3.	E	B		B	G

Directions: Rank preference with '1' being the most preferred option.

Gateways / Entrances



A. Brick wall with clock



B. Monument sign identifying the community, landscaped



C. Monument sign identifying the community, hardscaped

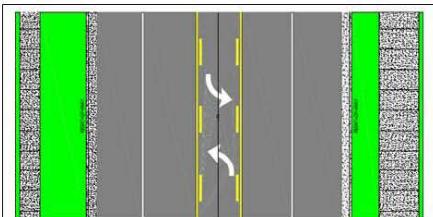


D. Arched Entrance

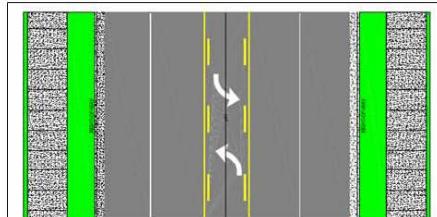
Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	C	C	C	C	D
2.	B	A	B	A	B
3.	A	B		B	C

Directions: Rank preference with '1' being the most preferred option.

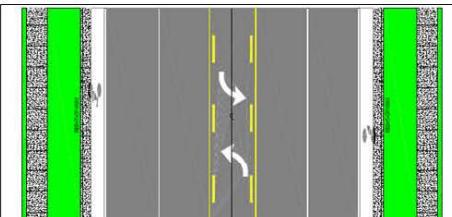
Street Layout



A. 5' sidewalk and 10' multi-use pathways (no designated bike lanes)



B. 10' multi-use pathways (no designated bike lanes)



C. 5' sidewalks with designated on-street bike lanes

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	A / C	C	C	B	C
2.		A		A	A
3.		B		C	B

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

Group 2: Where is the boulevard?

Note: In subsequent discussions with the Planning Commission, a consensus was reached to provide a bike path along the southwest side of Saginaw Street.

Landscaping / Site Screening



A. Uniform greenbelt



B. Varied landscape plantings and berm to screen building



C. Foundation landscaping and building screening



D. Foundation landscaping, minimal screening

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	B	B	B	A	B
2.	C	C	—	D	C
3.	—	A	—	B	A

Directions: Rank preference with '1' being the most preferred option.

Parking Lot Screening



A.



B. Brick knee-wall



C. Landscaping and brick



D. Berm with landscaping



E. Parking lot below street grade

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	C	A	C	A	C
2.	E	E	B	C	B
3.	B	B	—	E	A

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

No comments.

Signs



A. One-tenant monument



B. Multi-tenant monument



C. Monument sign identifying the center, not individual tenants



D. Pylon



E. Pole-mounted

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	<u>A / C</u>	<u>D</u>	<u>D</u>	<u>C</u>	<u>D</u>
2.	_____	<u>A</u>	<u>B and C</u>	<u>D</u>	<u>A</u>
3.	_____	<u>C</u>	_____	<u>B</u>	<u>C</u>

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

No comments.

Infrastructure



A. Overhead utilities within Right-of-Way



B. Bury overhead utilities within Right-of-Way



C. Relocate overhead utilities to rear of lots

Rank	Group 1	Group 2	Group 3	Group 4	Group 5
1.	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
2.	_____	<u>B</u>	_____	<u>C</u>	<u>C</u>
3.	_____	<u>B</u>	_____	<u>A</u>	<u>A</u>

Directions: Rank preference with '1' being the most preferred option.

Please provide additional comments here:

No comments.

Please describe the experience of driving and/or walking through the Saginaw Street corridor twenty years from now:

Group 1: No overhead wires. Buildings off the road (setback). Revitalization / cleanup / landscape refreshing. Sidewalks, parking screened, and green space next to road.

Group 2: European and old world village type with walkability, mix use shopping, lofts, office, and services. "Uniformity within properties." Now: big parking lots. Want: more courtyards, etc. pedestrian-friendly.

Group 3: Saginaw Street would have bike paths, sidewalks with pavers, and boulevard appearance, at least with an island. Street signs would extend into the street with big letters. There would be benches and landscape and green spaces and covered bus stops seating. Residential and commercial [parking] would have knee walls. Parking in other multiple commercial or industrial could be first floor, or underground if possible. No overhead wires.

Group 4: With multi-uses and the mixture of new and old buildings, we like the idea of continuity with street lighting, landscaping and pedestrian-friendly [amenities]. Be able to walk or bike from one end of town to other. Uniform design with the Grand Blanc City Boulevard from south to north on Saginaw Street. Dort Highway to carry flow through traffic. One row parking in front, rest in rear. Lose the wires.

Group 5: No wires. Like bike path. Not a lot of room for greenspace. Parking lots / low maintenance area. Berms for safety. Benches. Lighting.



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