

2022 Thompson Road Corridor Plan DRAFT



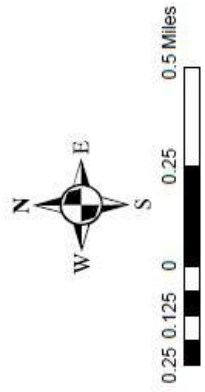
Thompson Road Corridor

November 2021

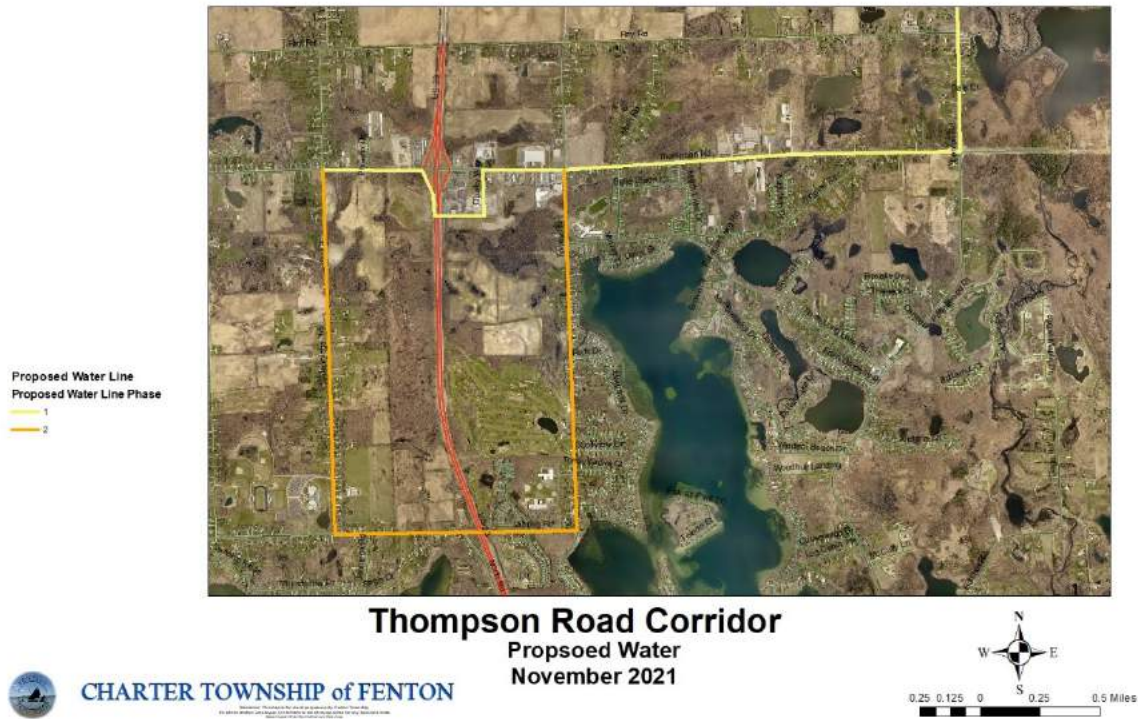


CHARTER TOWNSHIP of FENTON

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On November 15, 2021 the Fenton Township Board of Trustees voted to approve engineering services to bring water to Thompson Road.



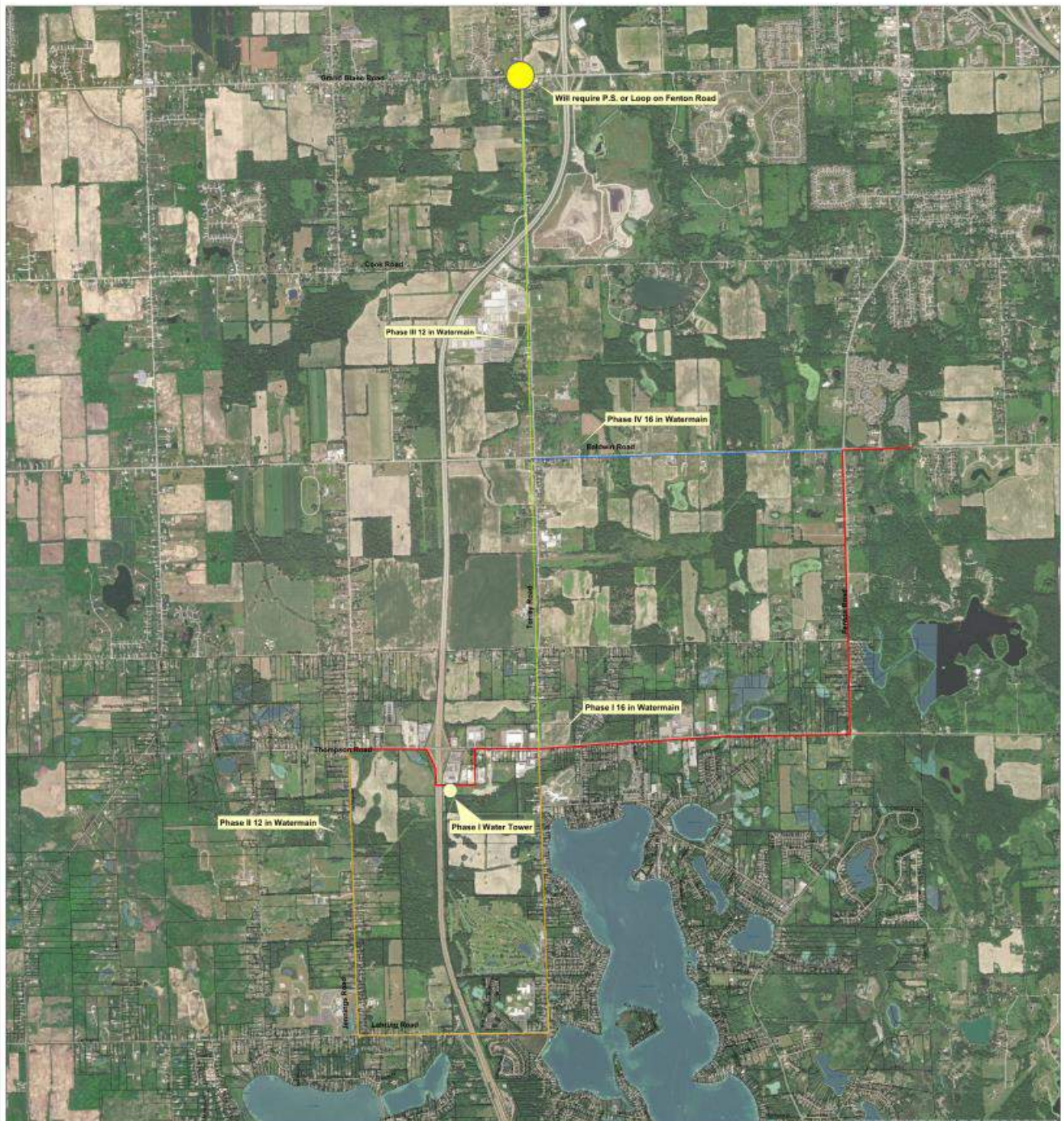
Water Project

The Thompson Road Water Project is a multi-community partnership between Fenton Township, Grand Blanc Township, and Mundy Township. The project consists of four phases of which the first two phases will benefit Fenton Township. Phase I will bring water from Baldwin Road, south along Fenton Road to Thompson Road, where it will continue to Jennings Road. Construction is set to begin in 2022. Phase II will bring water south along Jennings Road to Lahring Road, where it will continue east to Torrey Road, and loop back north to Thompson Road. Construction is set to begin in 2023.

Why do we need a new Thompson Road Corridor Pan?

Bringing Water to Thompson Road will fundamentally change the future development of the Corridor. The Township has decided to update the Thompson Road Corridor Plan to address the potential future development. The purpose of a Corridor Plan is to be a living document that guides the Township's future development based on community needs and preferences fro a specific area.. The Corridor Plan is comprehensive in scope, taking inventory of the area's current physical conditions and demographics. It also considers projections for the Township's potential growth, then the Plan considers how to reconcile the community's desires with the feasibility constraints and administrative capacity in an Action Plan. The Action Plan is a series of recommended strategies the Township can implement in order to address issues that arose during the planning process, and that achieve short-term and long-term goals outlined by Fenton Township residents.

Fenton TWP- Mundy TWP- Grand Blanc TWP Water Project



Legend
Proposed Water Line
Phase
1
2
3
4



CHARTER TOWNSHIP of FENTON

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November, 2021



Fenton Township Demographics



FENTON TOWNSHIP AT A GLANCE

Demographic Data from the 2020 US Census

Education

95.4% High School Degree or Higher

44.0% Bachelor's Degree or Higher

US Census Quick Facts, July 2021

Population

8.3% increase in population from 2010– 2020

Total Population

2010: 15,552

2020: 16,843

US Census Quick Facts, July 2021

Economy

Median Household Income: \$91,467

Median Housing Value : \$240,600

Owner Occupied Housing Rate 92.20%

US Census Quick Facts, July 2021

Occupation

Top four occupational sectors for Fenton Township Residents

1. Educational Services and Health
2. Manufacturing
3. Retail Trade
4. Arts, entertainment and recreation

Industry

Top four industry sector employers for Fenton Township

1. Public Schools
2. Manufacturing
3. Auto Sales
4. Restaurants

Who Lives in the Thompson Road Corridor?

L4 Family Landscape This group is described as successful young families where both persons in the married-couple are working. They are first-time homebuyers living in suburban or semi-rural areas. Their median home value is slightly higher than the U.S. median, and they live where labor force participation is high and unemployment is low. They are also described as “do-it-yourselfers” when it comes to home improvement and “sports enthusiasts” due to their preferences for purchasing SUVs and dogs. They eat out frequently because of their busy lifestyle, and enjoy bowling, swimming, golf and when indoors renting movies and playing video games. They are comfortable using the latest technology.

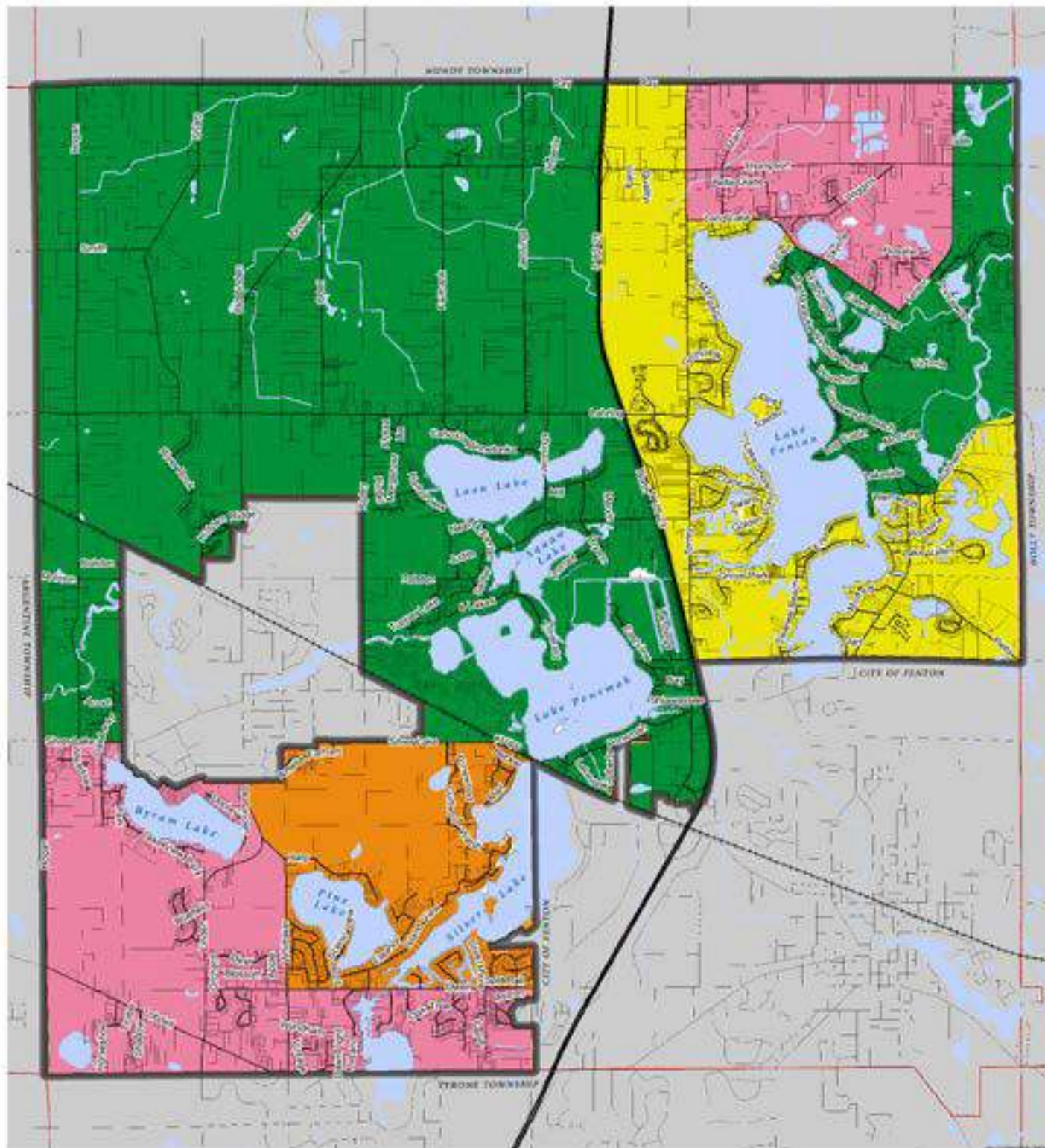
- Soccer Moms
- Home Improvement
- Middleburg

L5 GenXurban –This group is the second largest group nationwide. It is comprised of middle-aged, married-couples with families of fewer children. About one-fifth of residents are 65 years or older (as of 2016) and growing. This group tends to live and work within urban areas in the same county, and commutes in their one or two vehicles. They own, but still have a mortgage on older single-family homes, are well-insured, and prudent investors. They are described as “news junkies” because they read a newspaper daily as well watch news on TV. GenXurban members like to read, scrapbook, play board games and cards, and outside of home activities, they enjoy dining out, going on walks, and going to museums and rock concerts.

- Comfortable Empty Nesters
- In Style
- Parks and Rec
- Rustbelt Traditions
- Midlife Constants

L6 Cozy Country Living- This group occupies the center and northwestern portion of the Township. This is the largest segment nationwide, covering almost half of Midwestern households. As single-family homeowners in bucolic areas, they are pet-owners and 30% have three vehicles or more including domestic trucks, motorcycles, and ATVS/UTVs. They believe in buying American products. Unlike the other LifeModes, they prefer to eat at home, shop at Walmart or other discount stores, and spend little time online. Maintaining their home and property is important demonstrated by their purchases tools and equipment for homes, vehicles, and gardening. Indoors, this group likes to listen to country music and watch car-racing on TV, while outdoors fishing, hunting, camping, and boating.

- Green Acres
- Salt of the Earth
- The Great Outdoors
- Prairie Living
- Rural Resort Dwellers
- Heartland Communities



FENTON TOWNSHIP MASTER PLAN

Esri USA Tapestry Segmentation

Data Sources: State of Michigan Geographic Data Library, Fenton Township GIS, Aerial Photography, Esri USA Layers

- | | |
|----------------------|------------------|
| Township Boundary | Rivers / Streams |
| Municipal Boundaries | Lakes / Ponds |
| State Roads | |
| All Roads | |
| Railroads | |
| Parcels | |

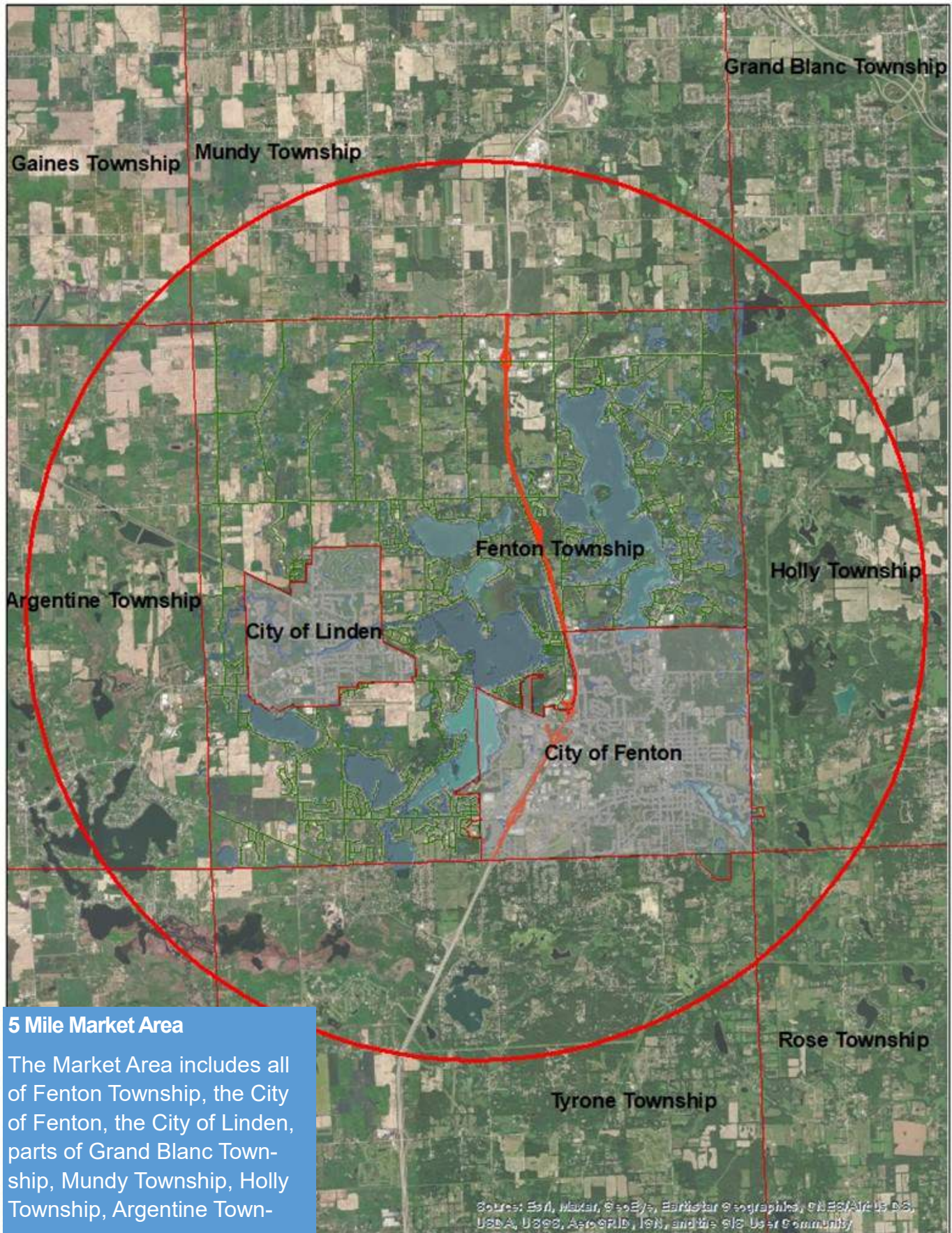
Tapestry Segmentation:

- L6: Cozy Country Living
- L5: GenXurban
- L4: Family Landscapes
- L1: Affluent Estates

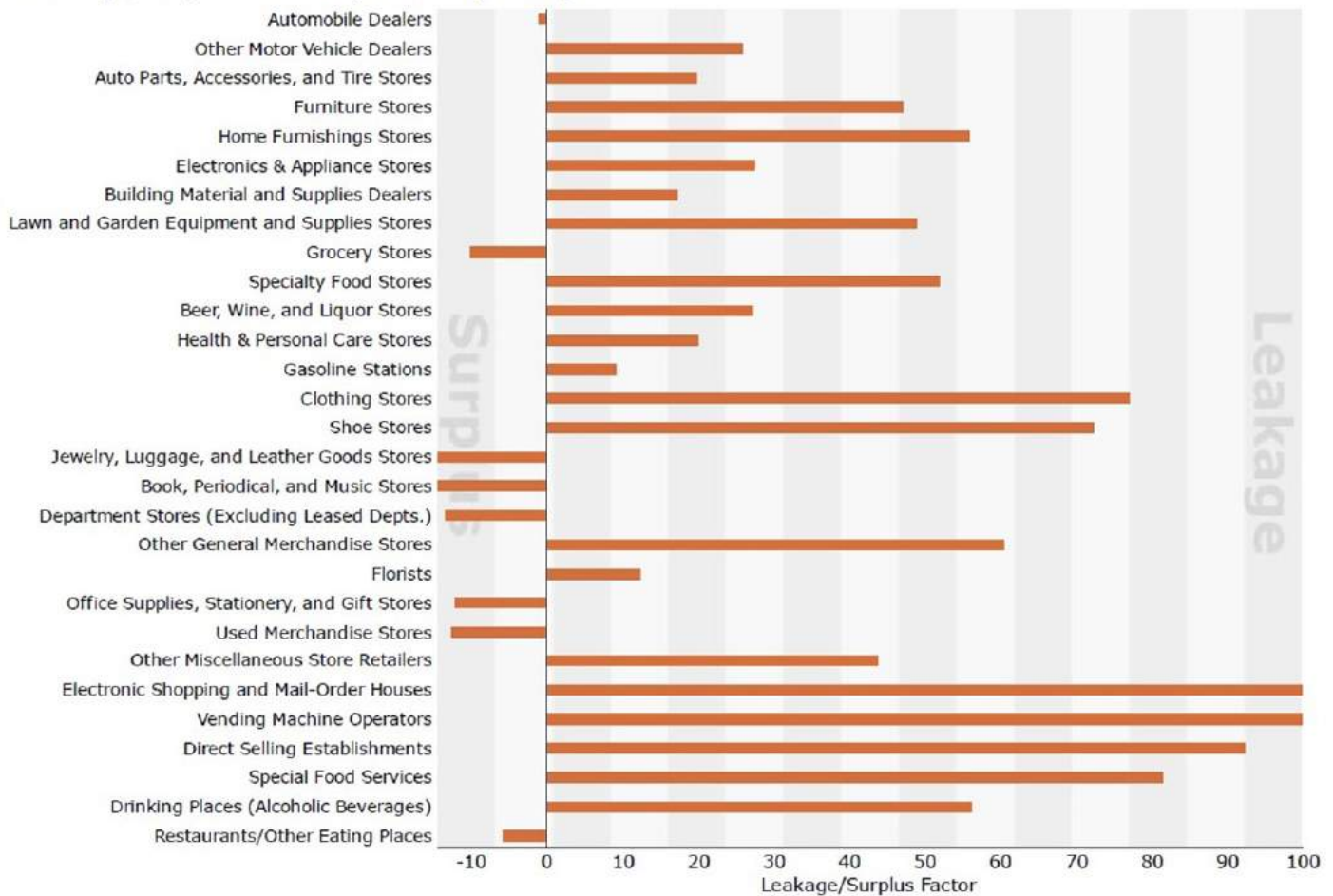
Beckett & Raeder

2018 ESRI Retail Market Analysis





Leakage/Surplus Factor by Industry Group



Leakage in an area represents a condition where demand exceeds supply. In other words, retailers outside the market area are fulfilling the demand for retail products; therefore, demand is “leaking” out of the trade area. **Such a condition highlights an opportunity for new retailers to enter the trade area or for existing retailers to extend their marketing outreach to accommodate the excess demand.**

“For areas such as the Thompson Road Corridor that are looking for a makeover, these leakages expose the potential opportunity for developing some of these sectors in the Township. The demand is there, the median household income is relatively high, and the survey results show that residents hope to see the corridor as a retail and entertainment center.”

2018 Fenton Township Master Plan



Top Leakage Uses

The Retail Market Analysis includes the entirety of the City of Fenton and the City of Linden

The Study looks at the residential population and does not include potential traffic from US-23

Type	Demand	Supply	Retail Gap
Other General Merchandise Stores	\$28,538,409	\$7,020,818	\$21,517,591
Clothing Stores	\$20,755,784	\$2,674,751	\$18,081,033
Health and Personal Care Stores	\$42,480,097	\$28,348,712	\$14,139,385
Home Improvement	\$43,064,876	\$28,968,400	\$14,096,476
Furniture & Home Furnishings	\$19,937,210	\$6,554,357	\$13,382,853
Gas Station	\$66,471,889	\$55,251,087	\$11,220,802
Nonstore Retailers	\$10,917,243	\$61,973	\$10,855,270

Examples of Development Opportunities

- Boutique Shops
- Department Store
- Electric Charging Stations
- Home Depot/ Lowe's/ Menards
- Pharmacies

Potential Retail Development Opportunities



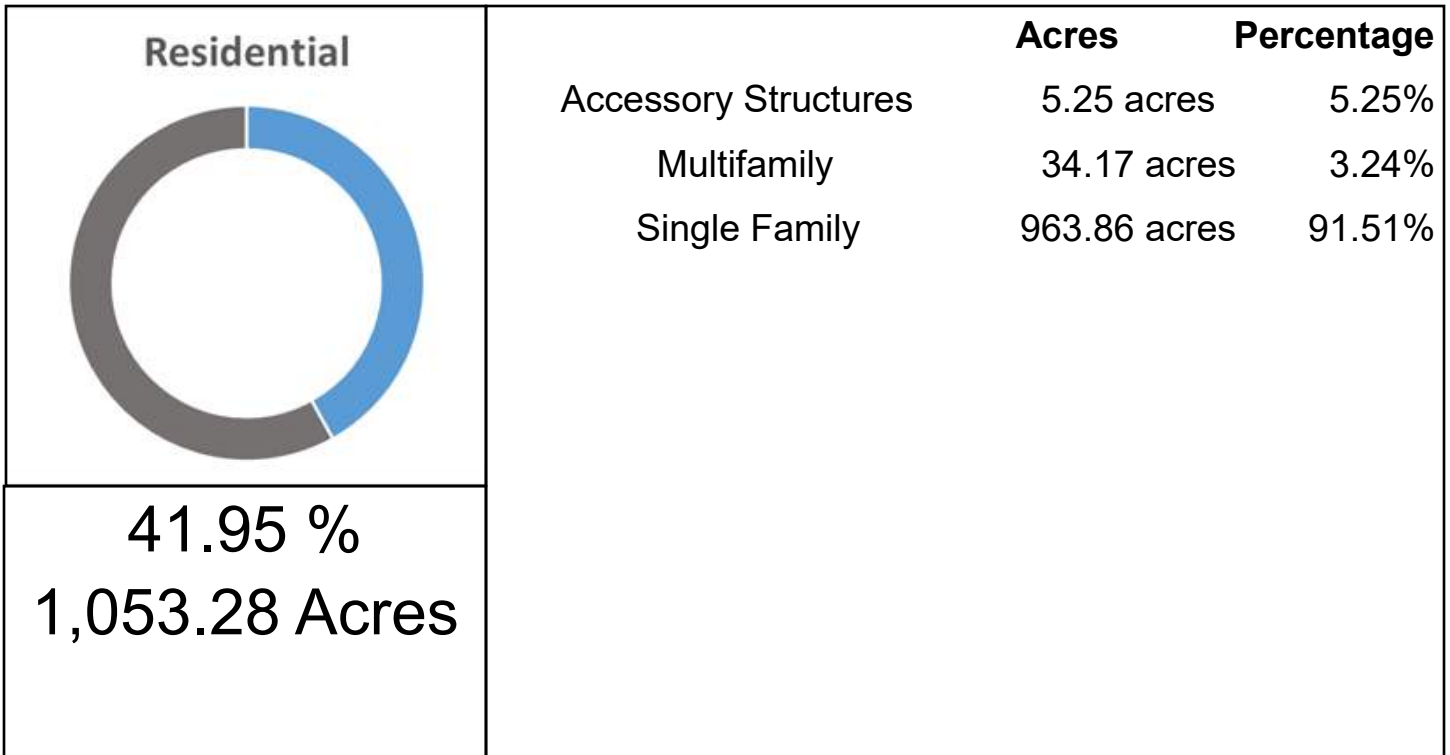
Existing Land Use Thompson Road Corridor



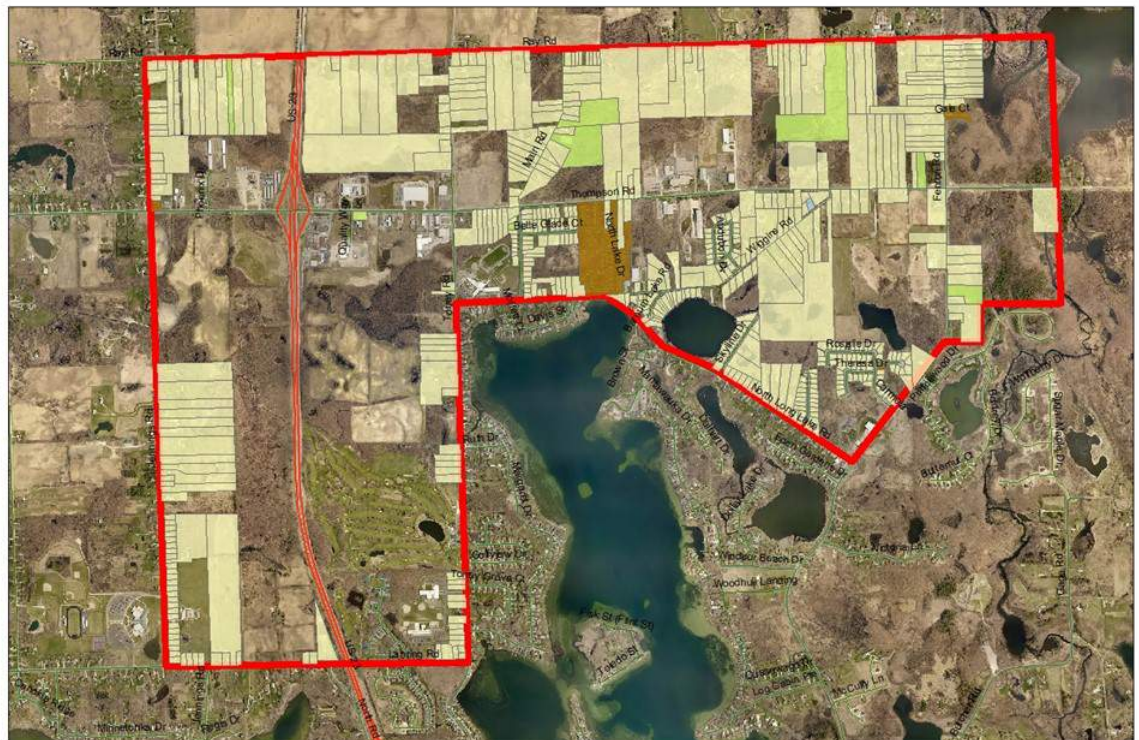
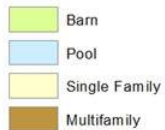


Existing Land Use

Residential Uses



Residential Land Use



Thompson Road Corridor
Existing Land Use Map
November 2021



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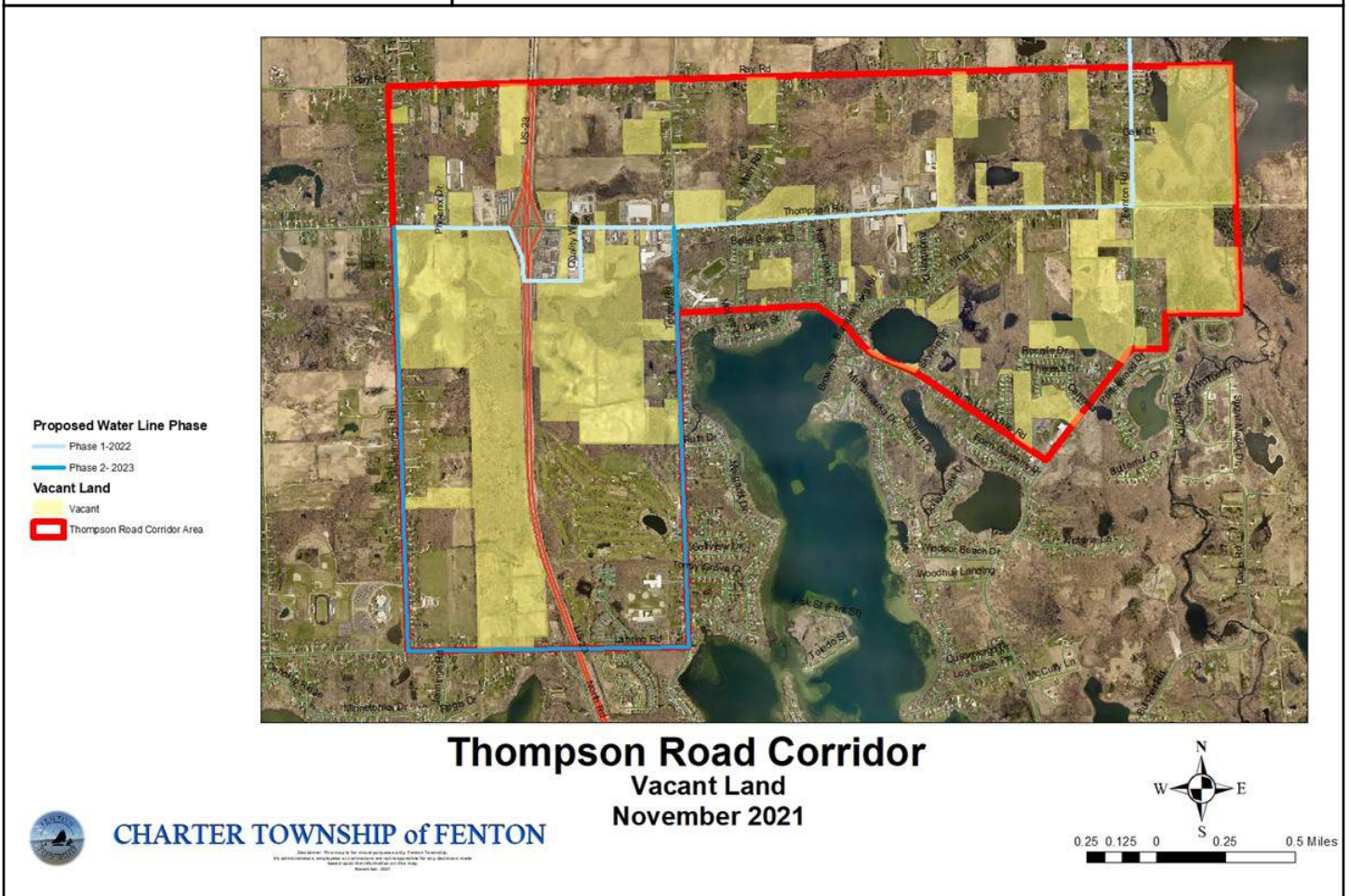
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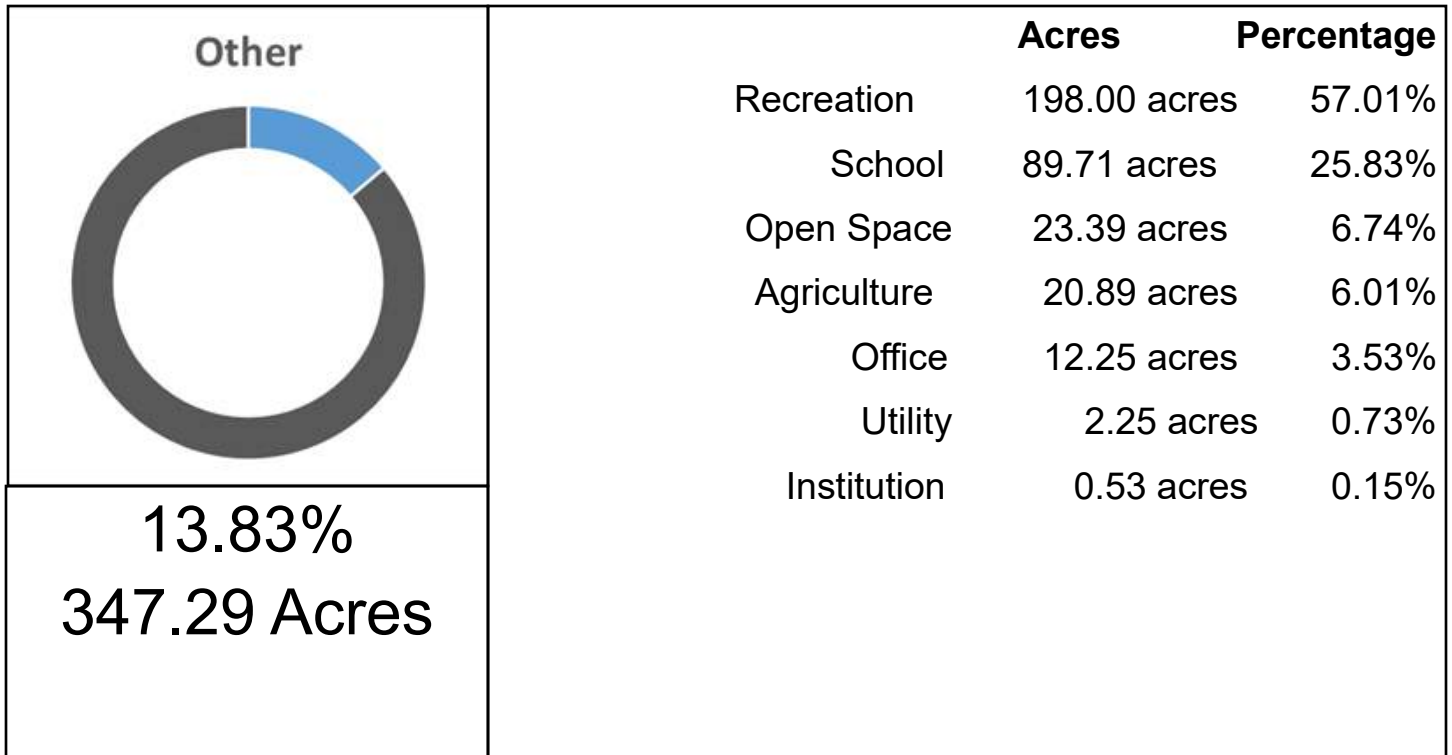
Existing Land Use

Vacant Uses

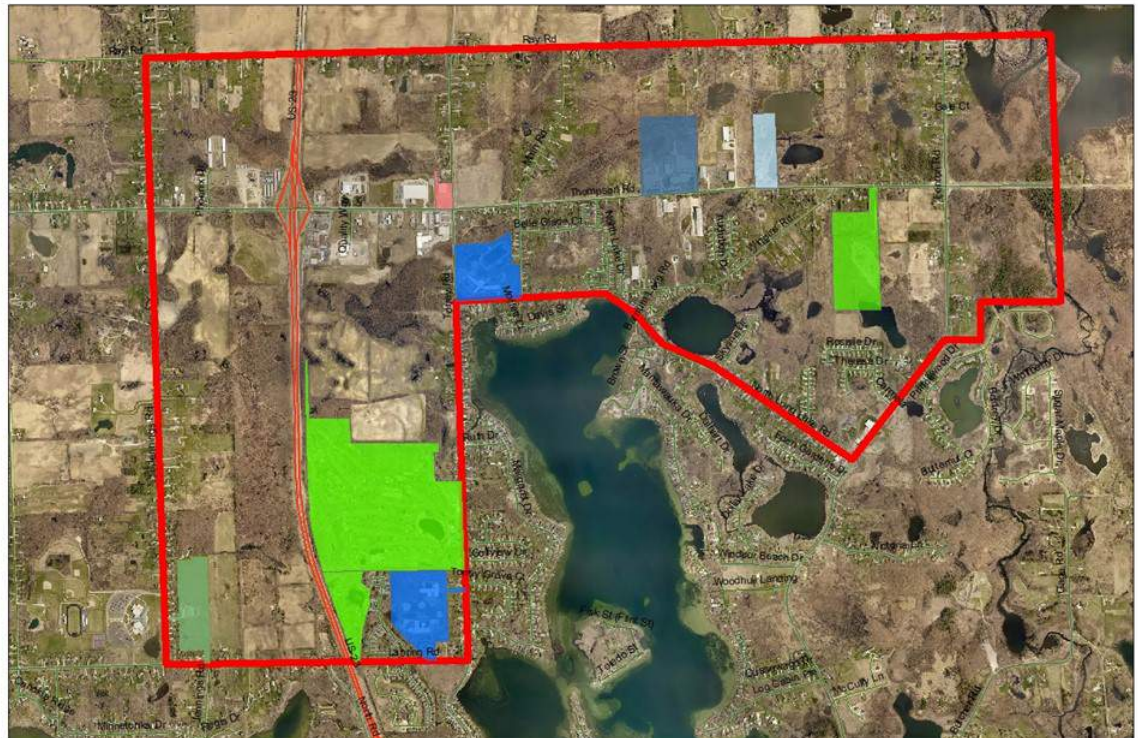


Existing Land Use

Other Uses



Other Land Uses



Thompson Road Corridor
Existing Land Use Map
November 2021



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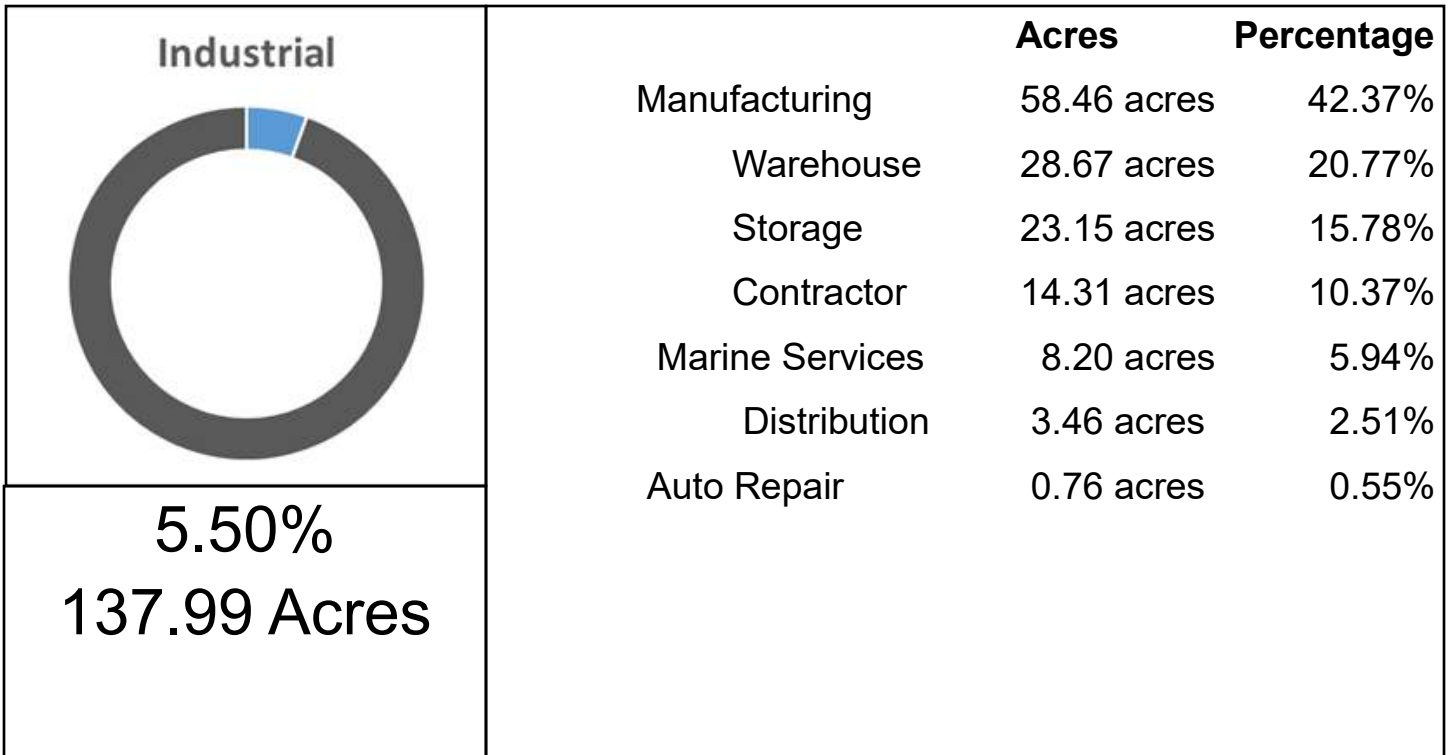
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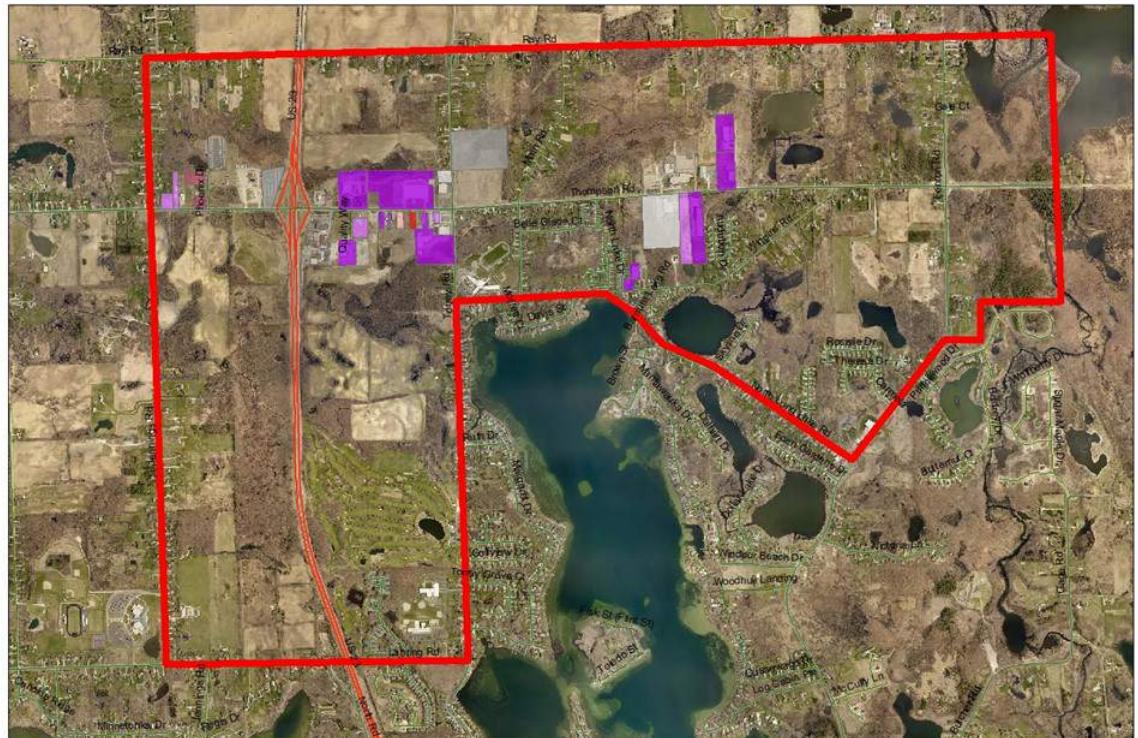
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Existing Land Use

Industrial Uses



Industrial Land Uses



Thompson Road Corridor
Existing Land Use Map
November 2021



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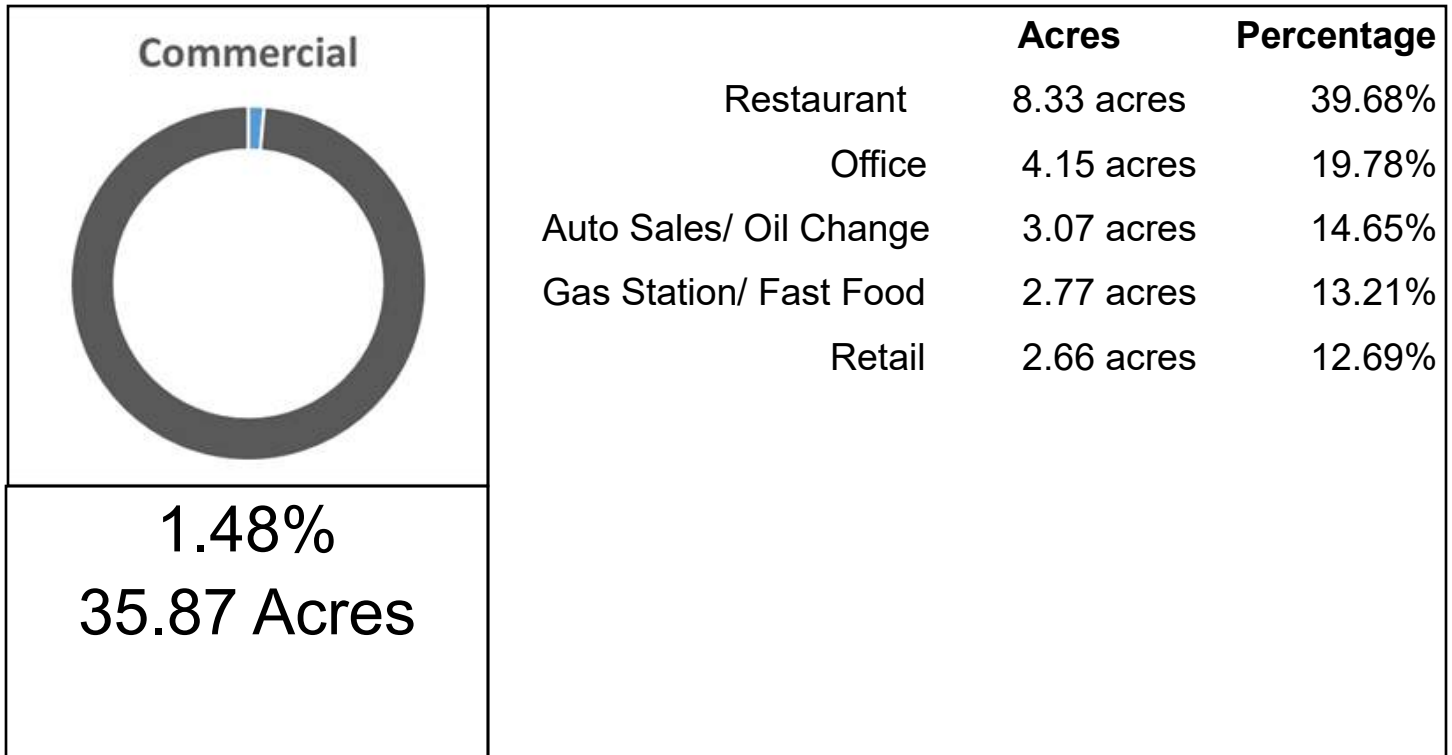
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0.25 0.125 0 0.25 0.5 Miles

Existing Land Use

Commercial Uses



Commercial Land Uses



Thompson Road Corridor
Existing Land Use Map
November 2021



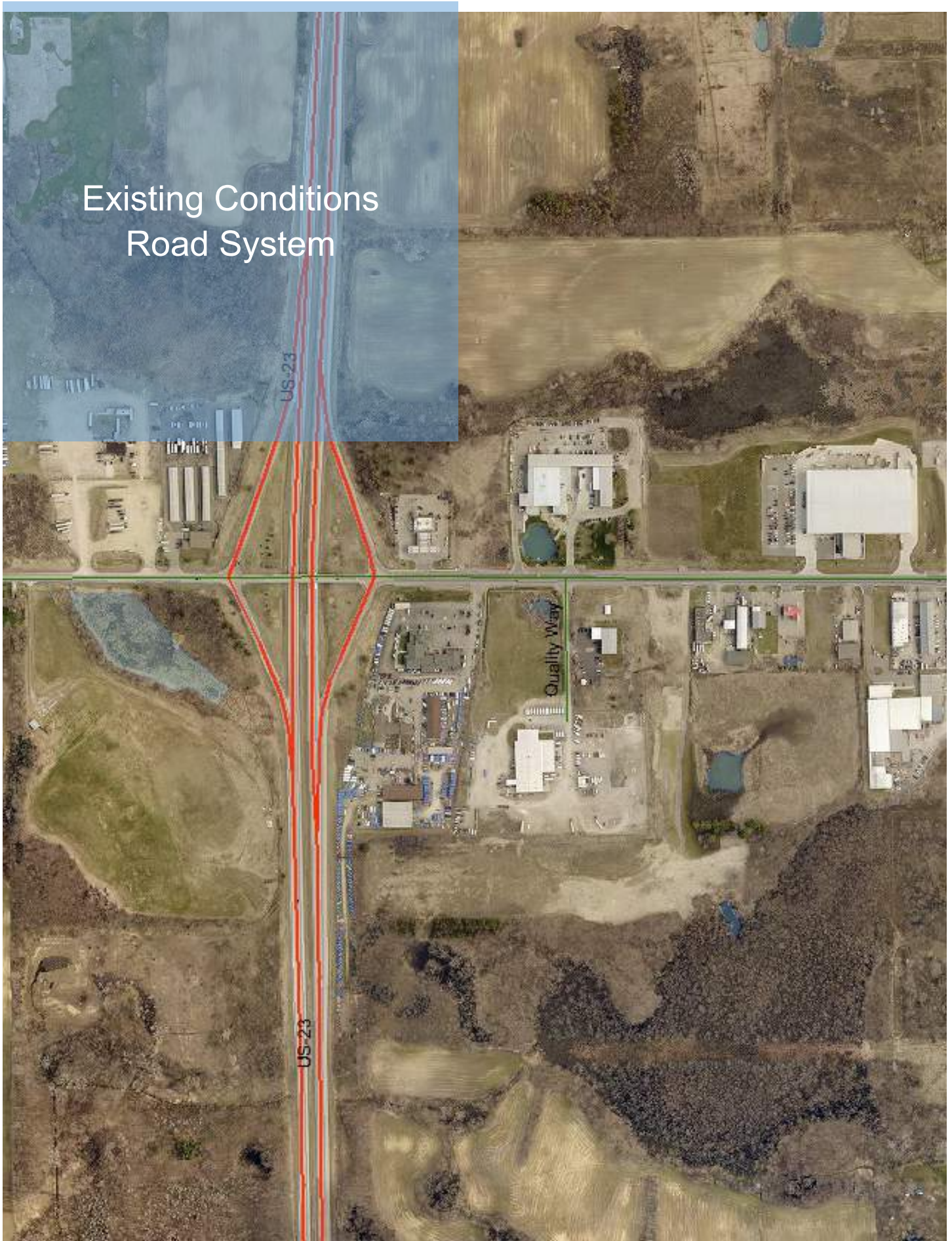
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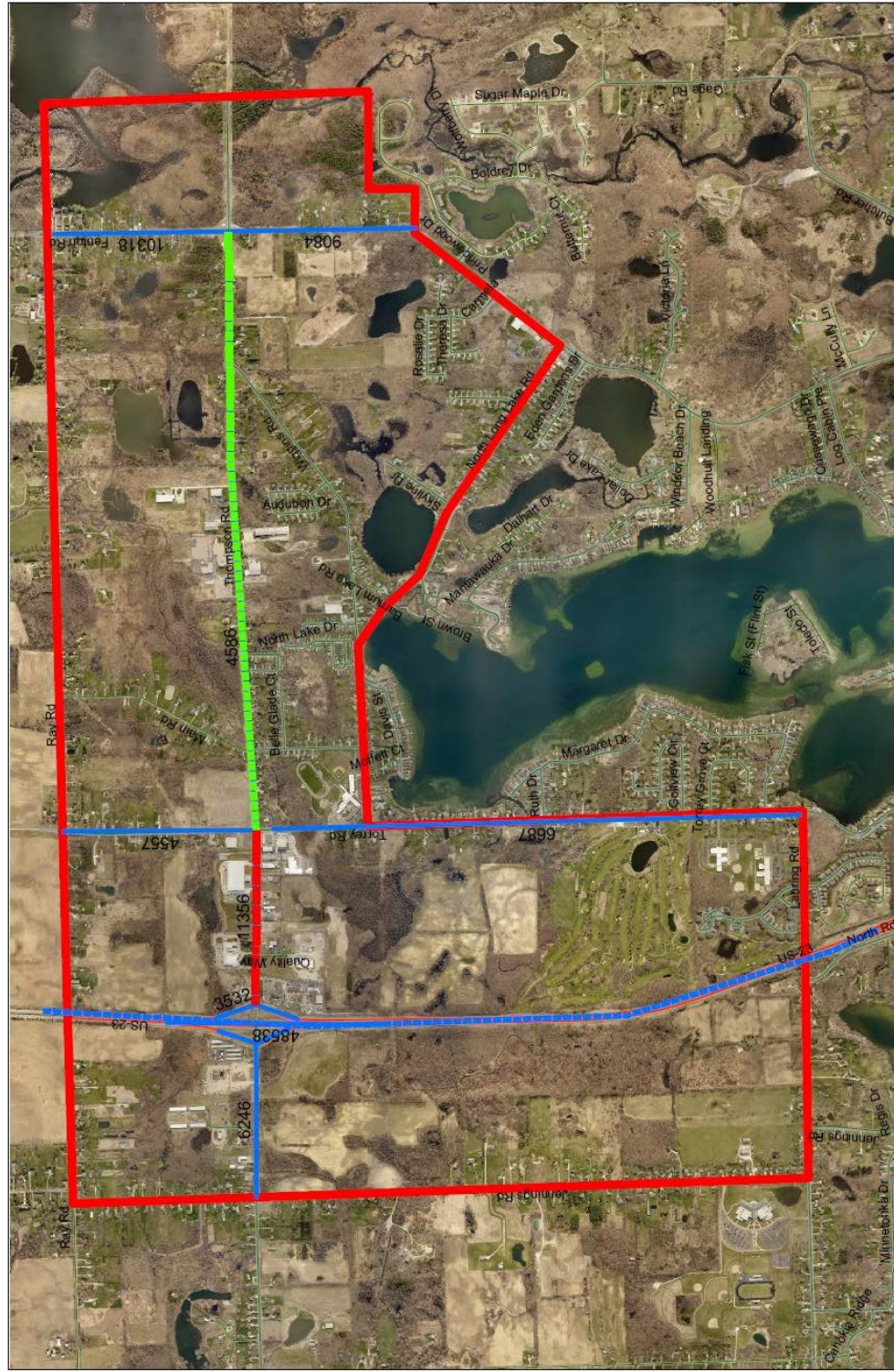
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0.25 0.125 0 0.25 0.5 Miles

Existing Conditions Road System



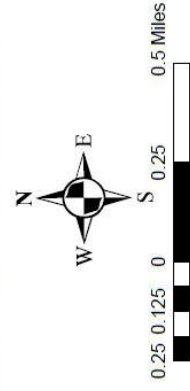


- Truck Routes**
- Route_Type**
- All Seasons Truck Route
 - National Truck Route
 - - - Tandem Axel Truck Route
- GCRC Traffic Counts 2020**
- - - GCRC Traffic Counts 2020
 - Thompson Road Corridor Area

Thompson Road Corridor

Transportation

November 2021












CHARTER TOWNSHIP of FENTON



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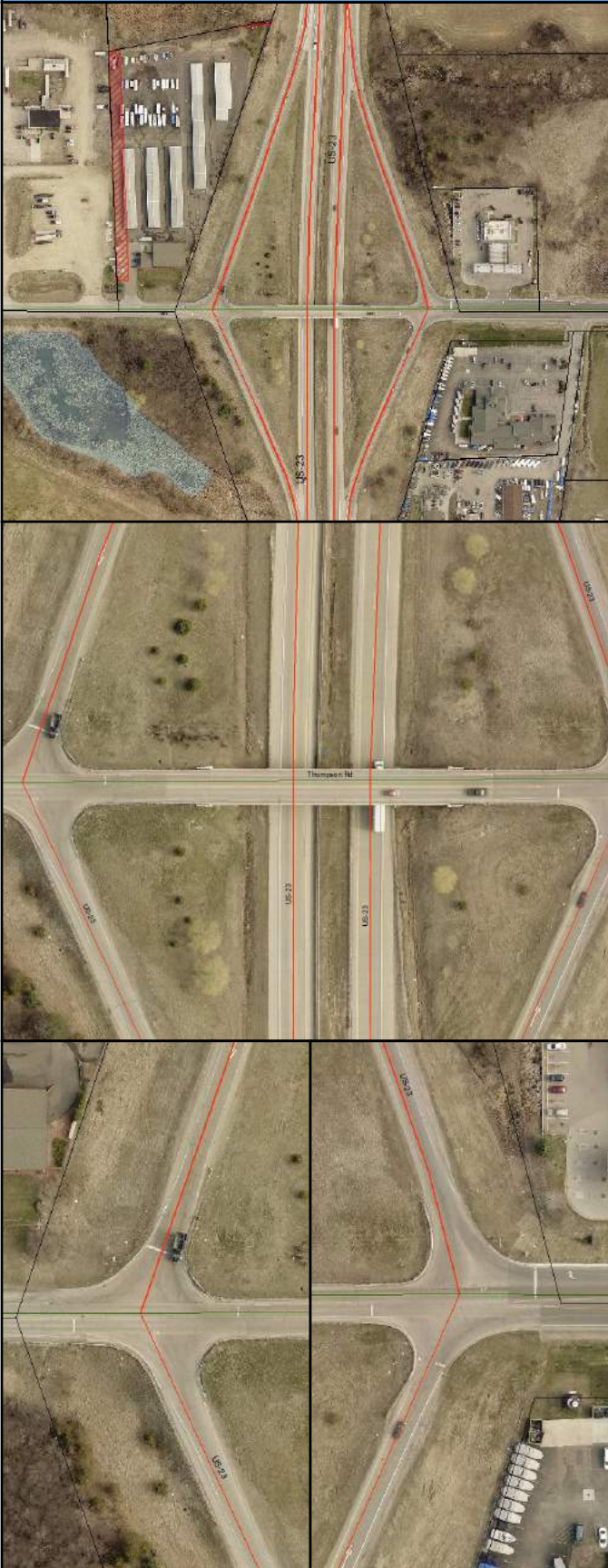
Thompson Road Corridor Existing Conditions

Roadways

Thompson Road <ul style="list-style-type: none"> • Three lane paved road from US23 east to Torrey Road • 22 ft. two lane paved road elsewhere • Paved and Gravel Shoulders 	
US 23 <ul style="list-style-type: none"> • Four lane divided interstate highway 	
Fenton Road <ul style="list-style-type: none"> • 22 ft. two lane paved road • Gravel shoulder on both sides of road 	
Torrey Road <ul style="list-style-type: none"> • 22 ft. two lane paved road • Limited gravel shoulders 	
Jennings Road <ul style="list-style-type: none"> • 22 ft. two lane paved road • Limited paved shoulders 	
Lahring Road <ul style="list-style-type: none"> • 22 ft. two lane paved road • Gravel shoulder on both sides of road 	
North Long Lake Road <ul style="list-style-type: none"> • 22 ft. two lane paved road • Limited shoulder 	
Ray Road <ul style="list-style-type: none"> • 20 ft. rural dirt road • Dead ends at both sides of US 23 	
Wiggins Road <ul style="list-style-type: none"> • 20 ft., two lane paved road • No Shoulder 	

Thompson Road Corridor Existing Conditions

Thompson Road and US 23 Interchange



US-23/ Thompson Road Interchange

The existing interchange configuration is a Rural Tight Diamond, typically found in rural areas with little existing development and low traffic volume. Tight Diamond Configurations can present a number of challenges for an area looking to develop:

- A tight diamond interchange provides very limited capacity or number of vehicles which can efficiently use the interchange in a given time frame. This is due to the lack of free flow (non-stopping) moves along with inadequate turning radii to keep vehicles moving freely.

This is evident in the traffic backups from left turn movements onto the US-23 ramps from the overpass bridge.

- Tight diamond interchanges typically restrict sight distance substantially which decreases the overall safety and capacity. This is usually caused by the close proximity of the ramp terminals with respect to the bridge. Because it is difficult to see across the bridge, this usually leads to four-way stop conditions or a signalized condition.

There are existing sight distance issues from the southbound US-23 ramp onto Thompson Road.

- This type of interchange has no room for expansion. Because there is no room for placing loop ramps inside the existing ramps, no additional ramp movements can be added to create additional capacity. The need for additional capacity can be created by additional development. If there were room for loop ramps, they would be utilized to minimize the number of left turns crossing the bridge, thereby increasing capacity.

Other options for improving capacity include widening the overpass bridge or adding roundabouts to either side of the interchange.

Thompson Road Corridor Existing Conditions

Thompson Road and US 23 Interchange

Intersection	Ap- proach	Lan e	Exist- ing LOS	De- lay	Pro- posed LOS	De- lay	Change (second s)	Chang e (%)
US 23 NB On/Off Ramps and Thomp- son Road (Signal Controlled)	Intersection Overall		C	23.1	D	41.2	18.1	78.35
	EB	LTR	C	28.2	D	42.9	14.7	52.13
	WB	T	C	28.0	C	32.8	4.8	17.14
		R	A	3.9	A	4.2	0.3	7.69
	NB	LTR	B	13.9	E	71.1	57.2	411.51
US 23 SB On/Off Ramps and Thomp- son Road (Signal Controlled)	Intersection Overall		D	44.3	E	59.9	15.6	35.21
	EB	TR	C	32.5	C	33.9	1.4	4.31
	WB	LT	E	66.3	F	106.2	39.9	60.18
	SB	LTR	C	34.1	E	75.8	41.7	122.29
		R			B	13.0	N/A	

A Traffic Impact Study was conducted in January 2022 for the Thompson Road US-23 interchange. The current Level of Service is either failing or nearly failing. **Any additional development will cause the Level of Service to Fail.**

The results of the Traffic Impact Study noted the following improvements would be required to prevent a Failing Level of Service:

- Thompson Road will need to be reconstructed to an all-season road per AASHTO standards including paved shoulders.
- Right Turn Lane for South Bound Ramp US23
- Left Turn Lane for East Bound Left movement at US23 North Bound Ramps and Thompson Road.

The Thompson Road overpass is only two lanes and the physical limitations of the bridge would prevent a left turn lane from being installed. Without improvements to the overpass bridge, no new development could occur west of the Thompson Road Interchange.

Thompson Road Corridor Existing Conditions

Lahring Road

Intersection	Approach	AM Peak Hour LOS	Delay	PM Peak Hour LOS	Delay
Lahring Road and Lake Fenton High School	Intersection Overall	A	7.2	A	5.3
	EB	A	1.2	A	0.9
	WB	A	0.0	A	0.0
	NB	-	-	-	-
	SB	C	24.3	B	14.4
Lahring Road and Jennings Road	Intersection Overall	A	5.5	A	9.8
	EB	A	2.7	A	1.9
	WB	A	0.0	A	0.0
	NB	-	-	-	-
	SB	D	30.9	D	30.6
Lahring Road and North Road	Intersection Overall	A	2.2	A	2.2
	EB	A	0.0	A	0.0
	WB	A	1.1	A	1.3
	NB	C	16.0	B	14.7
	SB	-	-	-	-
Lahring Road and Torrey Road	Intersection Overall	A	5.9	A	5.5
	EB	C	15.9	C	18.3
	WB	-	-	-	-
	NB	A	3.5	A	3.7
	SB	A	0.0	A	0.0

A Traffic Impact Study was conducted on January 19 and 20, 2022 for the intersections of Lahring Road and Lake Fenton High School Driveway, Lahring Road and Jennings Road, Lahring Road and North Road, and Lahring Road and Torrey Road to determine the Level of Service after the build out of a 224 unit, age restricted community located on the north side of Lahring Road, west of US-23.

Due to the COVID-19 pandemic affecting travel in January of 2022, vehicle traffic volumes were compared to historical data including the Genesee County Metropolitan Planning Commission Traffic Count Database System. The results of the Study found that the capacity analysis for the proposed build conditions revealed that all study area intersections and movements are expected to continue to operate at acceptable levels of service during the weekday morning and weekday afternoon peak hours. Right turn and left turn lanes were evaluated and found that a right turn lane taper was warranted based on the PM peak hour. A left turn lane was not warranted.

No further roadway improvements are needed to accommodate the additional trips from the proposed Fenton Township residential development.

Public Participation





Public Participation Methods

2018 Master Plan Survey

Open Houses:

What's Your Big Idea

Residents shared their "Thompson Road Big Idea" on post-it notes. The post-it notes were then placed on a large display board so residents could read and respond with already placed ideas.

Resource Mapping

Residents stuck icons depicting resources (i.e. industrial areas, bicycle paths, pedestrian connections, high density residential, etc.) or wrote on display sized maps at the locations they felt the resources are most needed.

Visual Preference

Character images for different aspects of the Corridor were presented on handouts for the public to review and answered questions about images that they liked and disliked.

Online Participation

Documents and surveys were made available on the Township Webpage for the public to review. Character images for different aspects of the Corridor were presented on handouts for the public to review and answered questions about images that they liked and disliked.

Stakeholder Interviews

Staff spoke with available stakeholders including property owners, business owners, and County Agencies to identify long needs for the Corridor.

2018 Fenton Township Master Plan Survey Results

Q10: What type of development would you like to see on the Thompson Road Corridor?

This question asked for open-ended responses. The replies suggest a preference for certain types of development over others, without identifying a straight-forward winner. The most common response in a single word was “retail” but it only received 18.5% of responses. The take-away message is that survey-takers want to see commercial development. While few used this term, most of the desired developments were recorded as “businesses,” “restaurants,” “entertainment,” and more specifically some responded with big box or chain stores such as “Kroger,” “Kohl’s.” When combined, commercial-oriented responses account for about 45% of the replies. “Industrial” or “manufacturing” was the second most-desired land use, totaling 14.8% of all responses.

Q11: How do you envision using the Thompson Road Corridor when it’s completed?

The majority of responses do not have any vision for the Thompson Road Corridor other than “as a means to reach US-23” (58.9%). The next two most common responses, tied at 34.5% of the votes, were visions of “a retail experience” or for “entertainment.” Not far behind in terms of popularity, others hoped to see more “convenience shopping” (31.1%), which differs from a “retail experience” because it is defined as the most efficient way to purchase goods and or services. And, just behind that, others wanted to see recreational spaces (30.8%). The Thompson Road Corridor users have envisioned a mixed purpose corridor that will serve as a hub of activity. The next step is to determine if the different aspects of this vision can be synergized to create a beautiful and functional corridor.

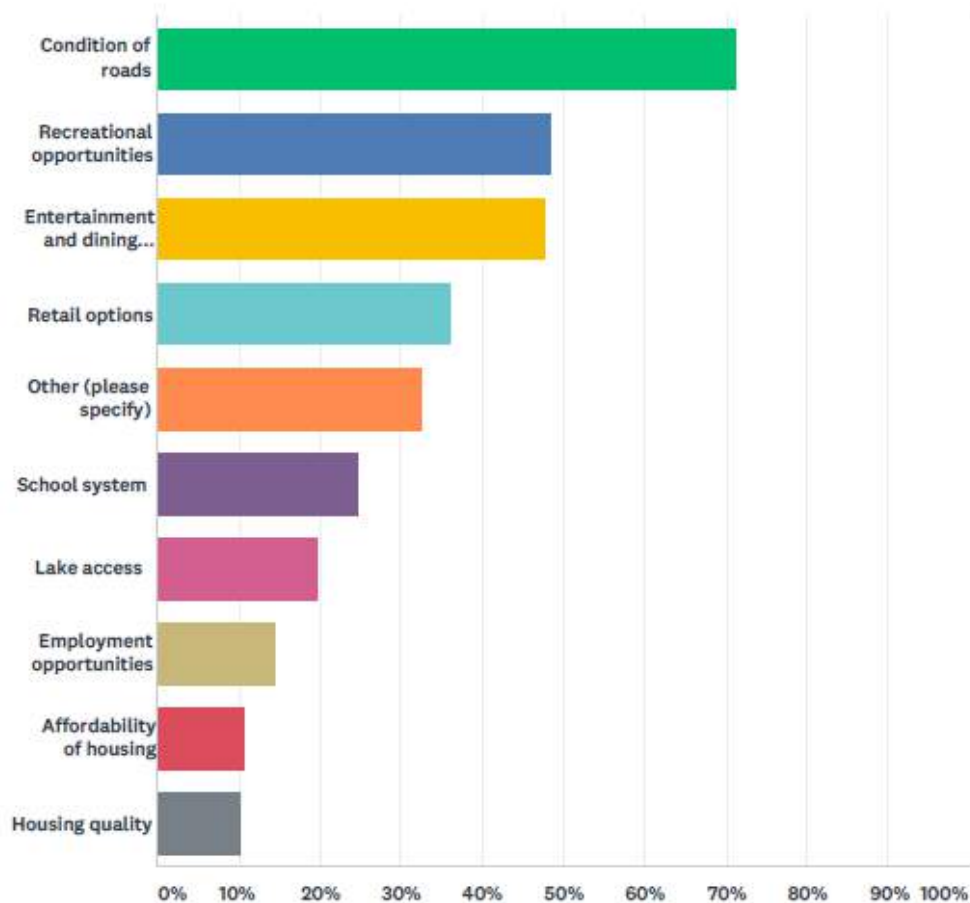
Q12: What are some concerns that you have with developing the Thompson Road Corridor?

Understandably, residents are concerned that development along the corridor will induce traffic. Almost two-thirds of residents (64.0%) reported traffic as a concern. Another concern was the “appearance of the buildings” (39.7%). In the comments section, residents worried that low-quality exteriors will be unappealing to visitors, and that low-paying chain stores will not boost the vitality of the area, but rather diminish the attractiveness of the corridor. Residents also expressed concern that development may change the “rural character” of the Township (35.5%). This finding requires further investigation on what type of development fits into a rural Township, especially when many respondents have envisioned commercial uses on the corridor.



Q2 Please select 3 items where Fenton Township can improve (in no particular order).

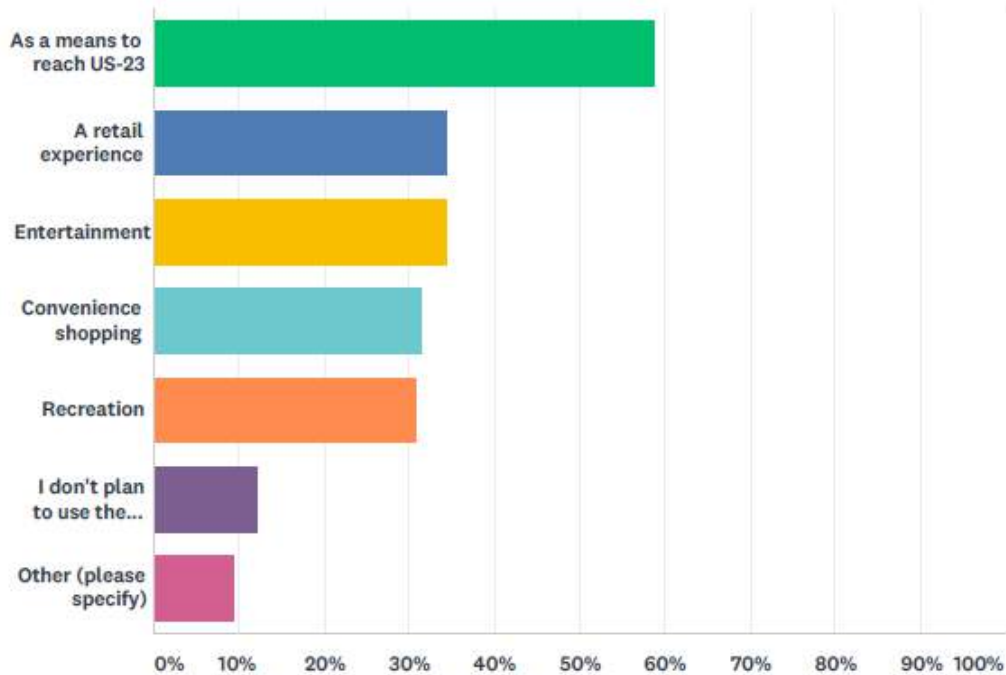
Answered: 214 Skipped: 0



ANSWER CHOICES	RESPONSES	
Condition of roads	71.03%	152
Recreational opportunities	48.60%	104
Entertainment and dining opportunities	47.66%	102
Retail options	35.98%	77
Other (please specify)	32.71%	70
School system	24.77%	53
Lake access	19.63%	42
Employment opportunities	14.49%	31
Affordability of housing	10.75%	23
Housing quality	10.28%	22
Total Respondents: 214		

Q11 How do you envision using the Thompson Road Corridor when it's completed? (Check all that apply)

Answered: 214 Skipped: 0

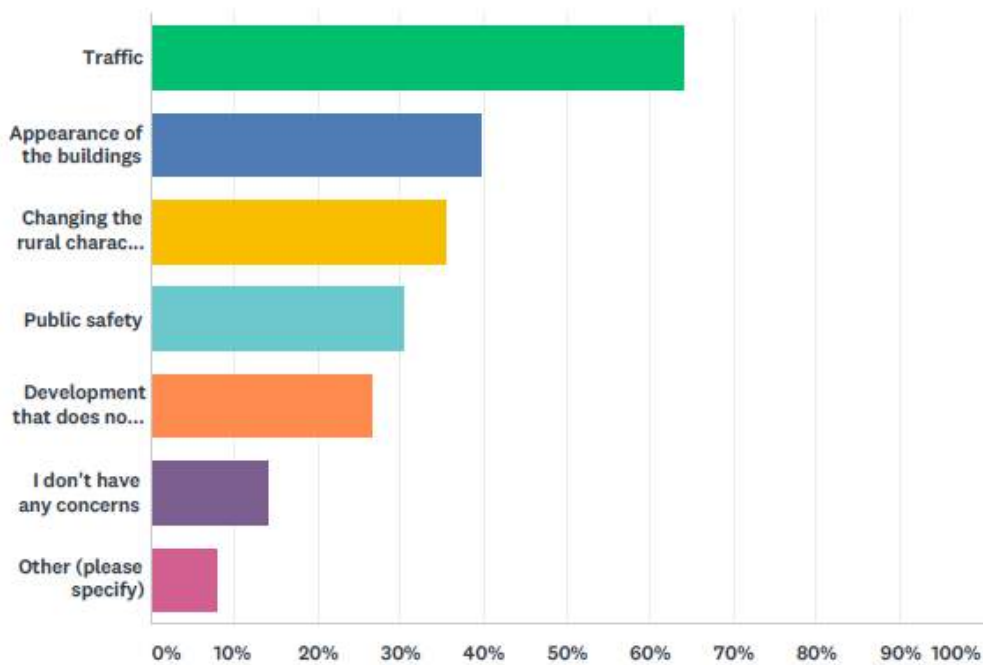


ANSWER CHOICES	RESPONSES	
As a means to reach US-23	58.88%	126
A retail experience	34.58%	74
Entertainment	34.58%	74
Convenience shopping	31.31%	67
Recreation	30.84%	66
I don't plan to use the Corridor	12.15%	26
Other (please specify)	9.35%	20
Total Respondents: 214		

134 / 140

Q12 What are some concerns that you have with developing the Thompson Road Corridor? (Check all that apply)

Answered: 214 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traffic	64.02%	137
Appearance of the buildings	39.72%	85
Changing the rural character of the Township	35.51%	76
Public safety	30.37%	65
Development that does not suit my needs	26.64%	57
I don't have any concerns	14.02%	30
Other (please specify)	7.94%	17
Total Respondents: 214		

135 / 140

Resource Mapping



Residents stuck icons depicting resources (i.e. industrial areas, bicycle paths, pedestrian connections, high density residential, etc.) or wrote on display sized maps at the locations they felt the resources are most needed. Approximately 20 members of the public came to the April 5, 2022 Open House and offered the following uses:

- Grocery store at Thompson and Torrey Roads
- Big Box or Small retail on South Side of Thompson Road, west of US 23
- Storm Water Improvements on Jennings
- Lahring Road Traffic Improvements-round-a-bouts at intersections, turn lanes into subdivisions
- Thompson and Fenton Road– small retail, coffee shops, gas station, and high density residential.
- Bike Pathways on Fenton Road
- Sidewalks and pathway to and from the schools, including Torrey Road from the Middle School to Thompson Road
- Pathways on North Long Lake Road for safety

Open House Comments



During the April 5, 2022 Open House, some attendees provided feedback directly to staff about their thoughts on the Thompson Road Corridor.

Water

The majority of attendees were in favor of the project to bring municipal water to the Township. The most common question asked was when water will be available in their subdivision.

Traffic

Traffic on Thompson Road and the US-23 Interchange, Jennings Road, and Lahring Roads were identified as the areas needing the most improvement for future development.

Safety

Safe access to the schools were mentioned many times. Solutions identified were providing sidewalks, walking paths, or bike pathways along Jennings, Lahring, Torrey, and North Long Lake Roads.

Storm Water

Storm Water management during and after construction projects and lake water quality were identified as major concerns for new infrastructure and development projects.

Goals and Objectives



Goals and Objectives

Goal

Improve the Design and Appearance of the Corridor

Objective

Encourage redevelopment efforts through mixed-use developments and flexible zoning.

Objective

Encourage cluster development as opposed to strip residential or commercial uses along existing roadways and require these new commercial, industrial, and major residential developments are located in proximity to existing or planned infrastructure.

Objective

Require new developments to incorporate necessary extensions through pedestrian and vehicular inter-connectivity between all types of developments

Objective

Encourage walkability principals in design by requiring sidewalks and mixed use pathways where appropriate.

Objective

Promote best practices for access management by reducing curb cuts, encouraging shared driveways, and access drives.

Objective

Utilize buffer areas to separate incompatible land uses, such as commercial and residential uses, to limit potential land use conflicts.

Objective

Control development densities and locations through updated zoning districts and regulations based on the future land use plan.

Objective

Establish site and building design guidelines to ensure that new development is of a high quality, both in appearance and function.

Goals and Objectives

Goal

Improve Utility and Transportation Infrastructure

Objective

Partner with the Genesee County Road Commission, Michigan Department of Transportation and local businesses to improve transportation infrastructure with the construction of complete streets, upgrading and widening roads, and installing round-a-bouts when necessary.

Objective

Improve roads, utilities, and other public infrastructure, including capacity, along the corridor to support quality of life and economic development.

Objective

Repair infrastructure as needed to support current and future uses.

Objective

Ensure that infrastructure is protected to the best means possible

Objective

Add municipal water to the corridor.

Objective

Utilize Best Management Practices and Low-Impact Development Practices in new construction projects that minimizes / controls / diverts surface water runoff.

Goal

Promote Business and Economic Development

Objective

Promote the development of local businesses that reflect the character of Fenton Township, meet the daily needs of Township residents, and are of a size that is in scale with other uses in the vicinity.

Objective

Promote the Town Center District as a vital center for the Township offering necessary goods and services and providing a public gathering place

Objective

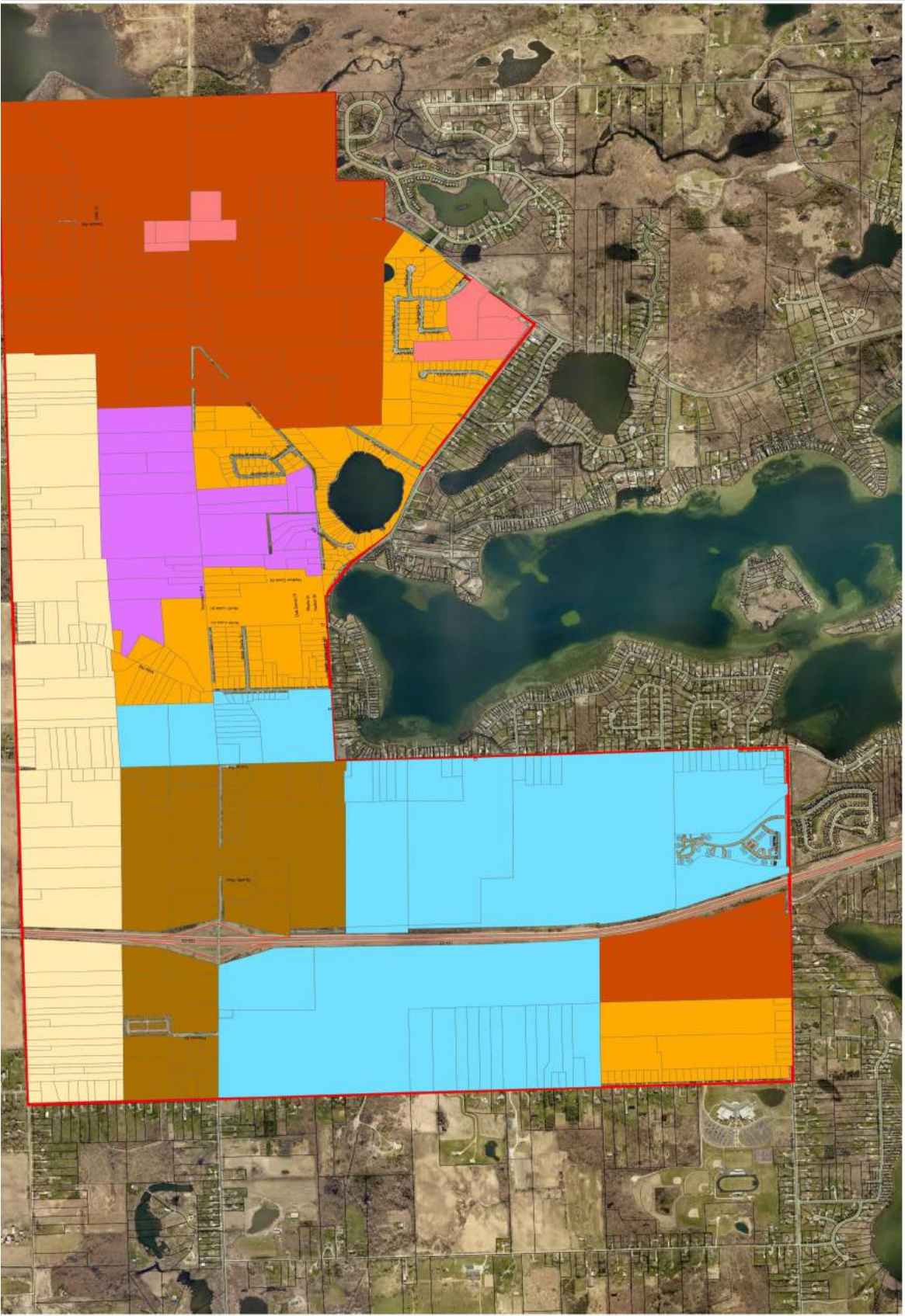
Encourage the attraction of new businesses to Fenton Township to provide the proper variety and mix that will attract customers

Objective

Work cooperatively with the business community to establish a business recruitment program and actively solicit new retailers.

Thompson Road Corridor Future Land Use Plan





- Proposed Future Land Use**
- Community Commercial
 - High Density Residential
 - Highway Service District
 - Low Density Residential
 - Medium Density Residential
 - Mixed Use
 - Town Center District



Thompson Road Proposed Future Land Use

April 2022



Future Land Use Classifications

Low Density Residential

The intent of this Future Land Use District is to provide single-family residences on the largest allowable lot sizes to preserve natural open space and maintain a rural character. The primary use is single-family homes.

Medium Density Residential

The intent of this Future Land Use District is to provide denser housing options and closer proximity to essential services. The primary uses are single-family homes (detached and attached) and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.

High Density Residential

The intent of this Future Land Use District is to provide smaller housing units concentrated near essential services. The primary uses are multi-family housing and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.

Community Commercial

The Community Commercial land use category includes centers that are intended to provide service to the entire community rather than a single neighborhood. They are located at major road intersections, such as Fenton and Thompson Roads

Highway Service District

The intent is to concentrate the uses in the vicinity of the freeway interchange, as it allows the remainder of the corridor to take on a much different form and community character. This area would accommodate auto-oriented and light industrial uses around the interchange.

Town Center District

This Future Land Use District is intended as a focal point for the community with a traditional appearance and a transportation network equally friendly to both vehicles and pedestrians. Uses targeted for the Town Center District are intended for a multi-purpose destination for residents and visitors alike. Uses include civic, retail and service, entertainment, high density residential, and public spaces.

Mixed Use

This area would provide a flexible redevelopment area that provides live/work opportunities with higher density residential mixed with high-tech, research and development style industrial uses, neighborhood commercial, and offices uses.



Location Map



Existing Land Use Map



Existing Land Use



Future Land Use

Ray Road, West of US 23

Existing Land Use

This area consists of long , narrow, single family residential homes. The property along US 23 is vacant/ used for farming. Properties along Ray Road are over 3.5 acres in size. Properties along Jennings Road are .75 to 1.5 acres in size.

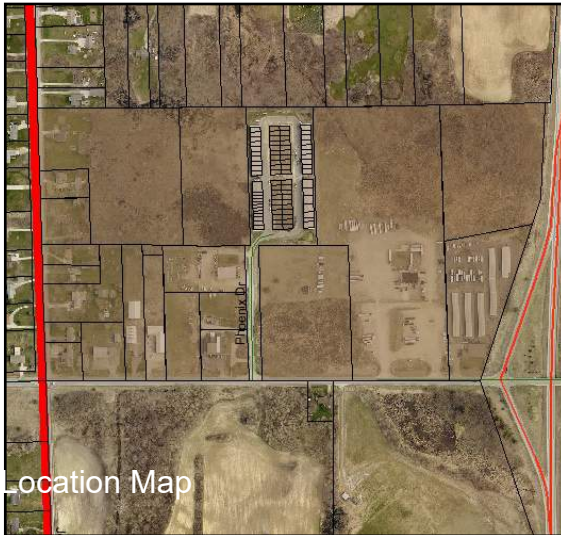
Future Land Use

Low Density Residential

The intent of this Future Land Use District is to provide single-family residences on the largest allowable lot sizes to preserve natural open space and maintain a rural character. The primary use is single-family homes.

Improvements Needed

No improvements are need to implement the Future Land Use goals.



Location Map



Existing Land Use Map



Existing Land Use



Future Land Use

North Side of Thompson Road, West of US 23

Existing Land Use

This area consists of storage facilities and vacant properties along Thompson Road and single family residential homes along Jennings Road.

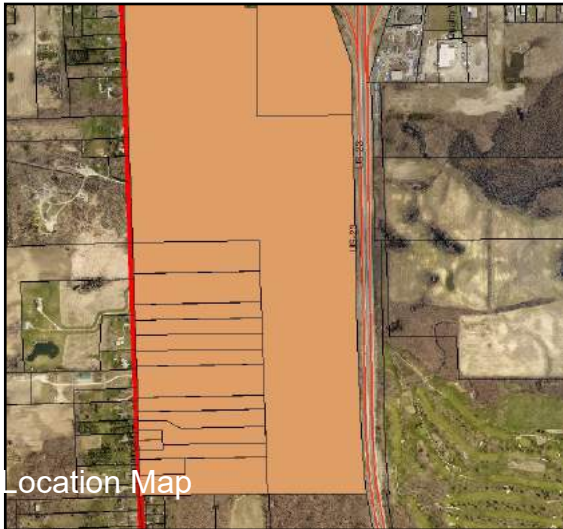
Future Land Use

Highway Service District

The intent is to concentrate the uses in the vicinity of the free way interchange, as it allows the remainder of the corridor to take on a much different form and community character. This area would accommodate auto-oriented and light industrial uses around the interchange.

Improvements Needed

Future development of Thompson Road will require improvements to the US 23 interchange, widening of Thompson Road Bridge, upgrading Thompson Road, and sewer capacity upgrades.



South Side of Thompson Road, West of US 23

Existing Land Use

The property long Thompson Road is vacant. There are single family residential homes long Jennings Road that range from 5 to 10 acres in size.



Future Land Use

Town Center District

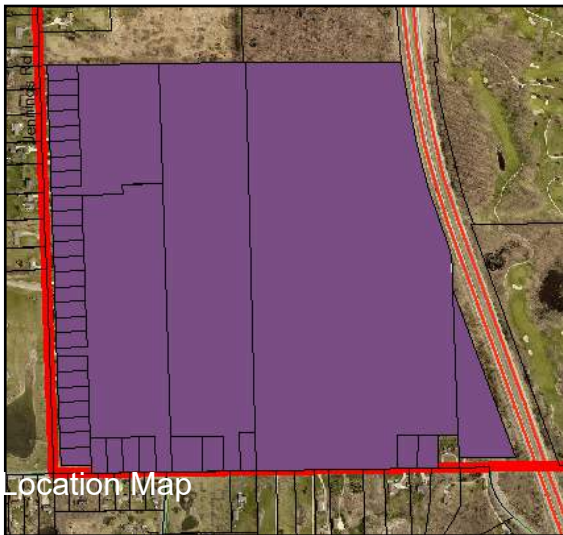
This Future Land Use District is intended as a focal point for the community with a traditional appearance and a transportation network equally friendly to both vehicles and pedestrians. Uses targeted for the Town Center District are intended for a multi-purpose destination for residents and visitors alike. Uses include civic, retail and service, entertainment, residential, and public spaces.



Improvements Needed

Future development of Thompson Road will require improvements to the US 23 interchange, widening of Thompson Road Bridge, upgrading Thompson Road, and sewer capacity upgrades.





Location Map

North Side of Lahring Road, West of US 23

Existing Land Use

This area includes single family residential homes along Jennings Road, typically about 0.5 acres in size. There is currently a large vacant lot along Lahring Road that has been proposed for a 224 unit age restricted community.



Existing Land Use Map

Future Land Use

High Density Residential

The intent of this Future Land Use District is to provide smaller housing units concentrated near essential services. The primary uses are multi-family housing and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.

Medium Density Residential

The intent of this Future Land Use District is to provide denser housing options and closer proximity to essential services. The primary uses are single-family homes (detached and attached) and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.

Other appropriate uses include township, county, and state parkland, woodlands, wetland, and sensitive environmental areas.



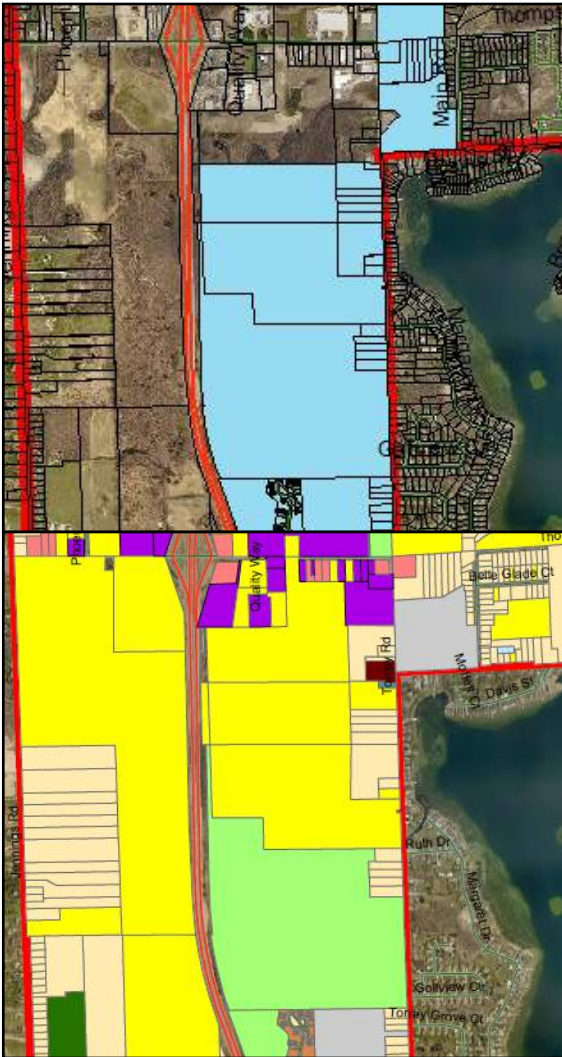
Existing Land Use

Improvements Needed

New residential subdivisions will require upgrades to the existing sewer system.



Future Land Use



Torrey Road

Existing Land Use

Torrey Road includes an auto service station, a golf course, industrial uses, single family residential homes, and Lake Fenton Middle School. There large, vacant parcels available along US 23 and at the northeast corner of Thompson Road and Torrey Road.

Future Land Use

Town Center District

This Future Land Use District is intended as a focal point for the community with a traditional appearance and a transportation network equally friendly to both vehicles and pedestrians. Uses targeted for the Town Center District are intended for a multi-purpose destination for residents and visitors alike. Uses include civic, retail and service, entertainment, high density residential, and public spaces. Traditional industrial uses, such as heavy manufacturing or auto repair should be discouraged in the Town Center District.



Improvements Needed

New developments may require improvements to the existing sewer capacity.



Thompson Road, East of US 23

Existing Land Use

Thompson Road generally consists of older industrial buildings with commercial uses near US 23.



Future Land Use

Highway Service District



The intent is to concentrate the uses in the vicinity of the free way interchange, as it allows the remainder of the corridor to take on a much different form and community character. This area would accommodate auto-oriented and light industrial uses around the interchange.

Redevelopment along the south side of Thompson Road should include the construction of an access drive to reduce the number of access points to Thompson Road.



Improvements Needed

Future development of Thompson Road may require improvements to the US 23 interchange, widening of Thompson Road Bridge, upgrading Thompson Road, and sewer capacity upgrades.

	<p>Ray Road, East of US 23</p> <p>Existing Land Use</p> <p>This area consists of single family residential homes and agricultural lands. Lots range from 2 to 25 acres, with lots typically around 10 acres in size.</p>
 	<p>Future Land Use</p> <p>Low Density Residential</p> <p>The intent of this Future Land Use District is to provide single-family residences on the largest allowable lot sizes to preserve natural open space and maintain a rural character. The primary use is single-family homes.</p>
	<p>Improvements Needed</p> <p>None</p>



Fenton Road and Thompson Road

Existing Land Use

The area around the Fenton Road and Thompson Road intersection consists mostly of low density, single family homes and are areas of vacant land.



Future Land Use

High Density Residential

The intent of this Future Land Use District is to provide smaller housing units concentrated near essential services. The primary uses are multi-family housing and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities. High density developments must include municipal water and should not have access to Ray Road.

Community Commercial

The Community Commercial land use category includes centers that are intended to provide service to the entire community rather than a single neighborhood. They are located at major road intersections, such as Fenton and Thompson Roads



Improvements Needed

New developments may require improvements to the existing sewer capacity and improvements to the Fenton Road, Thompson Road intersection.





North Long Lake Road

Wiggins Road

Existing Land Use

This area consists of a mix of industrial properties along Thompson Road, vacant properties, mobile homes, and single family residential homes.



Future Land Use

Medium Density Residential

The intent of this Future Land Use District is to provide denser housing options and closer proximity to essential services. The primary uses are single-family homes (detached and attached) and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.



Mixed Use

This area would provide a flexible redevelopment area that provides live/work opportunities with higher density residential mixed with high-tech, research and development style industrial uses, neighborhood commercial, and offices uses.



Improvements Needed

New developments may require improvements to the existing sewer capacity.



North Long Lake Road

Fenton Road

Existing Land Use

This area consists of single family residential homes and commercial property at the North Long Lake Road and Fenton Road intersection.



Future Land Use

Medium Density Residential

The intent of this Future Land Use District is to provide denser housing options and closer proximity to essential services. The primary uses are single-family homes (detached and attached) and complementary uses for residential developments such as places of worship, schools, child day care, and recreational facilities.



Community Commercial

The Community Commercial land use category includes centers that are intended to provide service to the entire community rather than a single neighborhood. They are located at major road intersections, such as Fenton and North Long Lake Road.



Improvements Needed

New developments may require improvements to the existing sewer capacity.

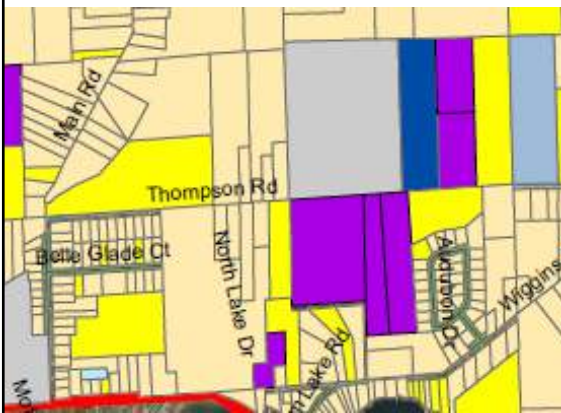


Thompson Road

Main Street to West of Fenton Road

Existing Land Use

This area consists of light manufacturing, office and Mott Community College.



Future Land Use

Mixed Use

This area would provide a flexible redevelopment area that provides live/work opportunities with higher density residential mixed with high-tech, research and development style industrial uses, neighborhood commercial, and offices uses. High quality buffer zones would be necessary between old and new developments.



Improvements Needed

Future development of Thompson Road may require upgrading Thompson Road, and sewer capacity upgrades.

Thompson Road Corridor Action Plan



Action Plan

Short Term Actions

- Provide municipal water to the corridor.
- Update Zoning Ordinance to create overlay districts for the corridor and codify design guidelines
- Partner with the GCRC, MDOT, and local businesses to widen the Thompson Road Bridge and upgrade Thompson Road.
- Require new developments to incorporate necessary extensions through pedestrian and vehicular inter-connectivity between all types of developments
- Low-Impact Development designs for new development projects.



Long Term and Ongoing Actions

- Apply for funding to construct sidewalks and bicycle lanes along major corridors
- Promote the development of local businesses that reflect the character of Fenton Township, meet the daily needs of Township residents, and are of a size that is in scale with other uses in the vicinity.
- Promote the Town Center District as a vital center for the Township offering necessary goods and services and providing a public gathering place
- Encourage the attraction of new businesses to Fenton Township to provide the proper variety and mix that will attract customers
- Work cooperatively with the business community to establish a business recruitment program and actively solicit new retailers.



Thompson Road Corridor Design Guidelines



Design Guidelines

Landscaping



Planting Standards

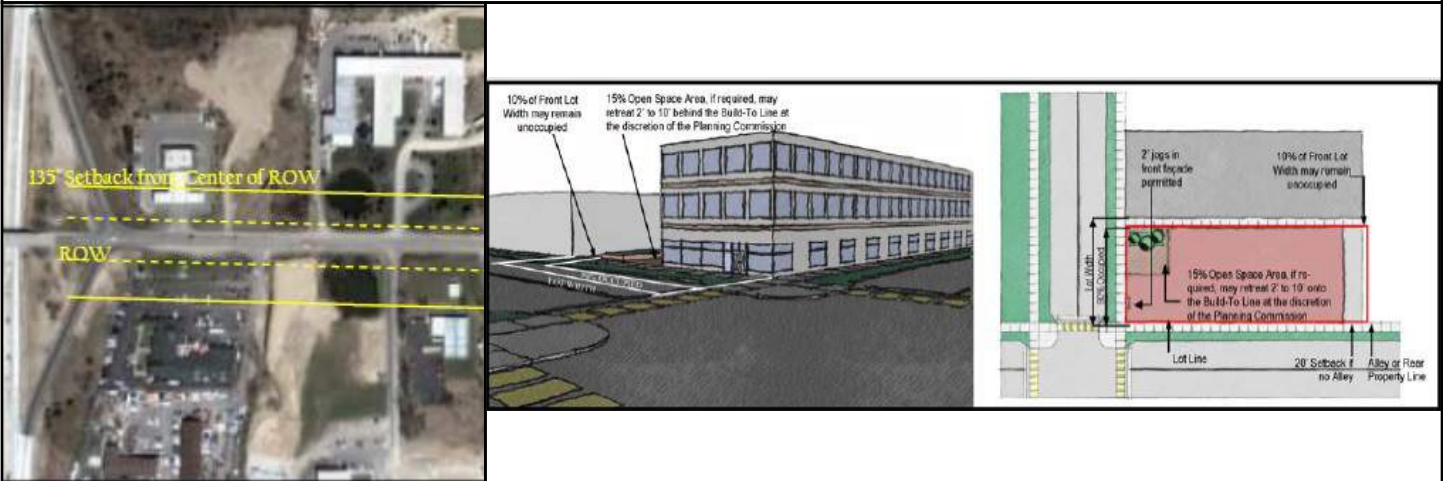
- Native trees, shrubs and native grasses shall be used where possible.
- Plants that are tolerant of a wide range of conditions including salt-spray should be selected.
- Landscape designs should:
 - Create visual impact through massing or groupings of materials;
 - Use plant diversity for long term health of the plants;
 - Use repetition for continuity; Create visual interest by incorporating flowers and seasonal color.
- Plant materials should be used as screens and buffers where appropriate.
- Location of plant materials shall not interfere with signs, overhead utilities or block visibility for motorists.
- Landscape areas must be maintained and irrigated.
- Low Impact Designs including rain gardens should be encouraged.

Non-Residential Uses Adjacent to Residential Uses

- Minimum 50-foot-wide planting areas
- Minimum plantings include 1 canopy tree, 2 evergreen trees, and 4 shrubs per 20 linear feet.
- in addition to plantings, a wall or fence of at least 6 feet in height or a 4-foot earthen berm may be used.
- If a parking lot or loading area is adjacent to a residential use, a 6-foot wall or hedge is required.

Design Guidelines

Building Placement



Highway Service District

- All front yard setbacks should be measured from the centerline of the right-of-way.
- Front yard setbacks from Thompson Road should be between 65 feet and 135 feet from the centerline. Greater setbacks shall be permitted only when smaller liner buildings are placed in front of larger users that meet the setback range requirements.

Town Center District

- All front yard and street yard setbacks should be measured from the centerline of the right-of-way.
- Thompson Road. Buildings shall be setback a from sixty-five (65) feet to one hundred thirty five (135) feet from the road centerline. Minimum side yard setbacks: twenty (20) feet. Buildings at the northwest and northeast corner of Main and Thompson shall have zero street side setback.
- Interior Streets and Drives. Buildings shall be setback a minimum of twenty-five (25) feet from right -of-way or easement. Minimum rear and side yard setbacks shall also be twenty (20) feet.

Design Guidelines

Parking



Highway Service District

- Parking lots shall be setback a minimum of sixty-five (65) feet from the Thompson Road center-line and shall be setback a minimum of ten (10) feet from all other property lines

Town Center District

- Parking lots shall be located in non-street side yards and rear yards only. Where this is not possible, a limit of 2 rows of parking is permitted in the front yard. Front yard parking may be implemented, then additional landscaping would be required to properly screen the parking area.

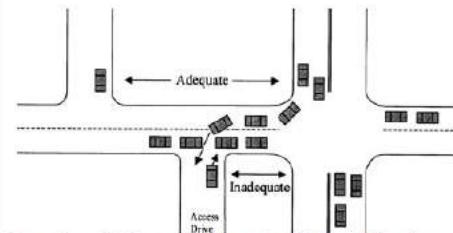
Entire Corridor

- The number of parking spaces required should consider actual need based on use to prevent excessive parking requirements.
- If parking in the side and rear of a property is not feasible, the Planning Commission may consider additional locations if parking is adequately screened from the road.
- Designs should consider Low Impact Development designs, such as permeable pavement, for new parking lots, including for parking spaces in excess of the required amount.
- Shared parking is encouraged between adjacent sites or mixed-use developments on the same site.

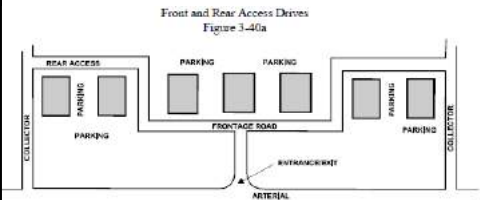
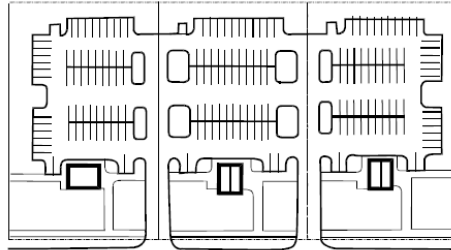
Design Guidelines

Access and Circulation

Figure 3-15 Corner Clearance



Source: Center for Transportation Research and Education, Iowa State University, *Iowa Access Management Guidebook*, October 2000, p. 4.7.

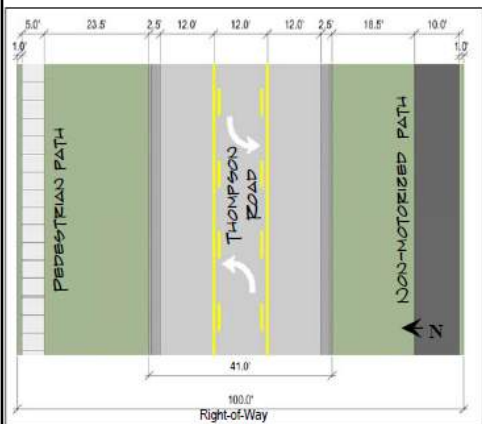


Access and circulation in the Corridor should follow the best practices identified in the MDOT Access Management Guidebook.

- Driveways shall be located to provide adequate sight distance.
- Site access points shall provide for sufficient maneuvering room for vehicular ingress and egress.
- Limit the number of driveways per site.
- Encourage shared access to parcels and consolidate driveways where possible
- Provide alternative access: front and rear access drives
- Widen and add lanes to roads

Design Guidelines

Walkability



- A continuous, 10' wide path should be constructed along the south side of Thompson Road, and a 5' wide path along the north side
- Developments on Thompson Road must connect their internal pedestrian system with Thompson Road.
- Parking should be separated from pedestrian walkways through the use of brick knee walls and landscaping.
- Pedestrian pathways shall be clearly marked to provide safe passage.
- Non-motorized pathways should be planned to connect residential areas to Lake Fenton Schools.
- As redevelopment occurs, the Township may consider the deferment of the construction of new pathways based on future planned infrastructure improvements.

Design Guidelines

Road Design



- Widen the Thompson Road Bridge over US-23 to support future development in the Township
- Thompson Road will need to be reconstructed to an all-season road per AASHTO standards including paved shoulders
- Widen Thompson Road to support future development
- Consider round-a-bouts in the Corridor to relive traffic congestion
- Promote complete street principals that encourage safe design of road ways that include access for all modes of transportation where appropriate.

Design Guidelines

Zoning Ordinance

After adoption of the Thompson Road Corridor Plan, the Township should amend the Zoning Ordinance to implement the recommendations of the Plan. Amendments should include:

- Create an Overlay Zones for the Thompson Road Corridor
- Codify design guidelines, including:
 - Area, Height, Placement Requirements
 - Landscape and Buffer Requirements
 - Access and Circulation
 - Parking Requirements
 - Creation of Transition Zones where limited commercial uses would be permitted on parcels in residential zoning districts that abut commercial uses.