

Future Land Use Plan

Introduction and Basis

The Future Land Use Plan and Map is the physical result of the Master Plan development process. It is designed to serve as a guide for the future development of the Township. The preceding chapters of this Master Plan provide the background or basis on which the Future Land Use Plan is developed. In particular, the Future Land Use Map is based on upon:

- A review and analysis of existing land use conditions;
- Infrastructure capabilities;
- Analysis of demographic data;
- The goals and objectives developed for the Master Plan; and,
- Public participation.

Throughout the Future Land Use development process, emphasis was placed on creating a Future Land Use Plan that achieved the following objectives:

- Centers of desirable growth (development and redevelopment) are identified;
- Strikes the proper balance between land use classifications to promote balanced growth while still preserving existing Township character;
- Ensures a mix of residential housing types that are pedestrian-friendly and help to define neighborhoods;
- Offers appropriate locations and ample opportunities for office, commercial and industrial growth to further the economic vitality of the Township;
- Conveys the desired future growth pattern of the Township.

The Township of Redford Future Land Use Plan consists of the Township-wide Future Land Use Map (**Map 9**), Enhancement Planning Area Maps (**Maps 10 through 15**), and the supporting text description found in this Chapter. The Future Land Use Plan equips Redford Township Planning Commissioners and elected officials with a literal depiction of the desired land uses throughout the community. The Future Land Use Plan represents the vision the Township of Redford has established for itself for the next 15 to 20 years. The Plan will be a useful tool on which to base zoning and capital improvement decisions, and will allow for consistent and sound planning in the community.

As shown on the Future Land Use Map and described below, the Plan classifies Redford Township into 14 future land use categories. **Table 29**



summarizes the extent of the 14 future land use categories in terms of total percentage of the Township. The following text describes each of the categories found on the Future Land Use Map.

Table 29: Future Land Use

Future Land Use Classification	Acres	% of Total
Single-Family Residential	3,240	59.6%
Multiple-Family Residential	101	1.9%
Specialty Housing	53	1.0%
Planned Residential	128	2.3%
Convenience Commercial	21	0.4%
General Commercial	268	4.9%
Regional Commercial	83	1.5%
Office	54	1.0%
Select Off-Street Parking	56	1.0%
Light Industrial	28	0.5%
Intensive Industrial	468	8.6%
Public & Semi-Public	436	8.0%
Recreation	428	7.9%
Non-Public Open Space	72	1.3%
Total Land Without Rights-of-Way	5,435	100.0%
Rights-of-Way	1,761	
Total Land Including Rights-of-Way	7,196	

Future Land Use Categories

Single-Family Residential

This category is dominated by the standard single-family detached home used as a permanent dwelling, and accessory structures, such as garages, that are related to these units. This district would allow for lot sizes as low as 6,000 sq. ft. consistent with a more traditional urban neighborhood density.

Single-family residential land uses comprise the largest percentage of lands in the Township at approximately 60 percent. Continuation of this land use typology is consistent with and helps to reinforce the historical development trends found in the Township of Redford. Thus, the planned areas for single-family development reinforce the traditional neighborhoods and family-focused culture found in the Township.

To a limited extent, and when consistent with the character of the neighborhood, this district could also be configured to accommodate such residential uses as two-family dwellings and residential supporting uses such as parks, schools and churches.

Multiple-Family Residential

This land use category is designed to accommodate most of the existing multiple-family residential developments within the Township, which commonly include duplexes, rental apartments, group living quarters such as independent and assisted living, and convalescent care facilities. However, the Future Land Use Plan also designates strategic areas of the Township for new multiple-family residential development. These locations include both sides of San Jose Street, north of Plymouth Road, and an area between 8 Mile Road and Grand River Road along Negaunee, Indian, Denby, and Fox Streets. In addition to traditional duplexes, rental apartments and senior living facilities, the multiple-family residential category would be appropriate for increasingly popular multiple-family typologies such as townhouses, stacked ranch units, condominium apartments, and live/work units. In total, lands designated as multiple-family residential encompass 101 acres or just below 2 percent of the Township.

Specialty Housing

Historically, the most predominant type of residential development within Redford occurred in the form of single-family detached homes. These detached homes still comprise the largest percentage of residential living units, however, a variety of multiple family options have been developed within Redford, particularly in the form of apartment complexes and senior housing facilities. As described in the Land Use Requirements section of this Master Plan, recent demographic trends within the Township, region and nation, have led to an increasingly diverse population that demands a greater variety of housing options. Not only do these trends necessitate a response by Redford Township to accommodate the changing needs of its current population, they also represent an opportunity for the Township to capitalize on the transformed marketplace and attract new citizens by providing housing that is increasingly in demand. The specialty housing future land use category is designed to achieve this goal.

The specialty housing category would accommodate a variety of housing options that target a specific market segment or “niche” not fully addressed in the Township today. Targeted market segments may in-

clude active seniors, young professionals, the “creative class,” empty nesters, or first time homebuyers. Planned developments might include a mix of housing types including affordable units, townhouses, attached condominiums, live/work units, or lofts. Such developments should offer unique amenities specifically designed for the targeted market segment, such as wireless internet access for live/work units targeted at young professionals.

In total, the specialty housing category encompasses 53 acres or 1 percent of the Township.

Planned Residential

The planned residential future land use category is designed to accommodate residential developments unique in project design and consistent with the characteristics of a particular site and the public health, safety and welfare of the community. A planned residential development allows for innovations and special features in site development, including the location and type of structures, mix of densities, conservation of natural features, allowances for housing serving a range of incomes, conservation of energy, and the efficient use of open space. Planned residential lands are envisioned to include predominantly single-family detached units but may also integrate attached units, townhouses, apartments, live/work units, or senior facilities. Non-residential uses such as parks, schools and churches may also be integrated into planned residential projects.

Lands classified as planned residential are found in two locations in Redford Township: along Breakfast Drive, south of Lyndon Street; and east of Inkster Road, between 7 Mile Road and Grand River Road. Flexibility and variation from the established zoning requirements is necessary for such development, and could be achieved through the planned development project (PDP) option currently allowed in the Redford Township Zoning Ordinance.

Convenience Commercial

The convenience commercial land use classification identifies land areas that are intended for retail and personal service facilities that accommodate the day-to-day convenience shopping needs of neighboring residential areas. Typical establishments of this convenience type may include grocers, mini-marts, florists, dry cleaners, drug stores, hardware stores, bakeries, salons, barber shops, tanning centers, day care centers, repair shops, and coffee shops.

Locations for convenience commercial uses are designated in several areas of the Township, particularly at major road intersections such as Beech Daly Road at Joy Road and Beech Daly Road at 6 Mile Road. In total, convenience commercial uses occupy about 20 acres or less than 1 percent of the Township.

General Commercial

Lands in this category are designed to be occupied by retail uses offering commodities that attract a wider clientele and are traditionally dependent on major thoroughfare traffic. General commercial land uses include general merchandise retailers, supermarkets, health clubs, jewelry stores, restaurants, funeral homes, book stores, dollar stores, office supply, paint supply, home furnishings, retail strip centers, hotels, car washes, gas stations and vehicle sales. Intermixed among these commercial uses, professional service establishments such as financial institutions and medical offices would also be appropriate.

Lands designated as general commercial are most commonly found along the major road frontages of Redford Township. These include Telegraph Road, Grand River Avenue, 8 Mile Road, 7 Mile Road, Plymouth Road and 5 Mile Road. In total, general commercial lands occupy 268 acres or nearly 5 percent of the Township.

Regional Commercial

The regional commercial land use category is defined by those types of retail that cater to the greater metropolitan region, and are traditionally dependent on major thoroughfare traffic. Examples of these use land use types include large retail developments that contain two or more retail/commercial anchors, discount department stores, big-box retailers, large-scale supermarkets, major automotive sales and service, commercial lodging, building material sales, home furnishings, specialty retailers (home theater, outdoor sporting goods), and entertainment establishments (cinemas, indoor golf driving ranges). Often, smaller commercial businesses such as restaurants and banks are integrated into regional commercial developments.

The Future Land Use Plan identifies four target areas to serve as regional shopping destinations. These include: Telegraph Road at West Chicago; Plymouth Road at Inkster Road; Plymouth Road at Telegraph Road; and Grand River Avenue at 7 Mile Road. These destinations are designed to accommodate a variety of shopping and entertainment uses while embodying characteristics crucial to the success of modern shop-

ping centers, such the promotion of a unique shopping experience and the inclusion of distinctive architectural details and site amenities. In total, regional commercial uses occupy 83 acres or 1.5 percent of the Township.

Office

This category would allow for the establishment or continuation of office use such as financial institutions, medical and professional service establishments. This category may include buildings occupied by a single professional business or a larger multi-tenant office building.

Lands designated as Office comprise 54 acres or 1 percent of the Township. Office uses are scattered throughout the Township, predominantly along the major roads. One new area for office development has been identified at the Inkster/8 Mile/Grand River intersection. It should be noted that traditional office uses may also be appropriate within areas designated as commercial use on the Future Land Use Map.

Select Off-Street Parking

As a method of providing additional parking for commercial, office and industrial uses fronting the major corridors of the Township, properties behind such uses have often been purchased and utilized for off-street parking. Therefore, such lands have been identified for continued use in this regard or as new locations for off-street parking. In total, these lands occupy 56 acres or 1 percent of the Township.

Light Industrial

This future land use category is categorized by the existence of wholesale activities, warehouses, light manufacturing, and industrial operations whose external physical effects are restricted to the site, do not produce high levels of noise, vibration, dust, smoke, or pollution, and do not have a detrimental effect on the surrounding areas.

Lands identified for such development include: south side of 8 Mile Road, west of Beech Daly Road; east side of Telegraph Road north and south of 5 Mile Road; and the east side of Inkster Road south of the CSX Railroad. In total, light industrial lands comprise 28 acres or 0.5 percent of the Township.

Intensive Industrial

This land use category is characterized by manufacturing, assembling, fabrication, and processing operation activity areas that are more intensive in nature than light industrial areas. Although intensive industrial uses may produce certain physical effects, it is the intent of this district to limit the impacts of such effects on the environment and adjacent land uses inasmuch as possible.

Intensive industrial land usage is intended for one well established industrial area of the Township along both sides of the CSX Railroad. This industrial area is well served by both road and rail access and features large industrial establishments such as the Detroit Diesel Corporation. In total, this category accounts for 468 acres or 8.6 percent of the Township.

Public & Semi-Public

This category was established to embrace all developed or undeveloped lands owned by various governmental, public, and semi-public agencies and institutions including schools, municipal services, fraternal organizations, utilities and religious uses. Public and semi-public uses are dispersed throughout Redford Township and account for approximately 8 percent of the Township.

Recreation

This category is designed to accommodate all existing public parks and recreation facilities within Redford Township. Future parks and recreation facilities would be appropriate within most areas of the Township, particularly in close proximity to residential neighborhoods. In total, this category encompasses 428 acres or nearly 8 percent of the Township.

Non-Public Open Space

This future land use category is designed to preserve unique natural features, particularly the Upper Rouge River and its tributaries, that are located on private property. Most of the lands identified as non-public open space lie within floodplain areas. Private development within these areas should be restricted to minimize impacts on the natural river ecosystem. Lands identified for the protection of natural open space in this manner occupy 72 acres or about 1 percent of the Township.

Other Recommendations

Select Greenbelt Locations – These greenbelt locations are found in areas of land use conflict, such as where planned general commercial uses are adjacent to planned single-family residential uses. The Future Land Use Plan does not intend for any specific type of greenbelt form, rather many forms might be appropriate based on the type of use to be screened and the land area that can be used for the greenbelt. Typical greenbelt forms include open space setbacks, evergreen screens, berms, and screening walls.

Major Thorofares (120 to 204 foot right-of-way, 4 to 6 lanes) – This roadway system is intended to receive and distribute traffic from both collector streets and local residential streets in the Township. These traffic corridors are surface level roads which also have continuity well beyond the community and, therefore, also carry large volumes of through traffic. Most heavy traffic generators, such as commercial and industrial uses are located along thorofares or have direct access to them.

Collector Streets (86 foot right-of-way, 2 to 4 lanes with on street parking) – This level of roadway is designed and intended to collect traffic from the local streets and distribute them to and from the major thorofare system. Collector streets can serve nonresidential areas as well as residential areas.

Suggested Local Street Alignment – The Future Land Use Plan proposes the development of several new streets. Two of these streets are located within the rail industrial corridor and are intended to improve traffic circulation within the industrial area and to provide improved access to interior land areas. One such road would extend east-west from Beech Daly Road and connect with Dixie Street. Another street would extend east from Inkster Road to San Jose Street. The Plan also proposes several new streets within residential areas. These proposed residential street systems are designed to provide access to interior land areas so that these areas can be developed in an orderly and functional manner.

Areas Within 100-Year Floodplain – The 100-year floodplain areas within Redford Township have been identified on the Future Use Map in an effort to identify potential constraints to land development.

Potential Enhancement Areas: Evaluation Results

Criteria	Potential Enhancement Area										
	DDA	24N	24S	PLY	INK	7MR	GRR	8MR	JOY	CON	
Blight	3	5	10	7	10	10	5	6	1	5	
Urgent Need	10	8	9	9.5	10	10	5	7.5	1	8	
Market Support	8	10	10	10	8	10	10	10	10	9	
Community Support	7.5	3.5	4	9	8	10	10	7	8	5	
Regional Benefit	4	10	10	10	4	8	9	10	3	8	
Job Creation	10	10	10	10	2	7	6	8	2	8	
Env. Contam/ Remediation	3	5	7	3	2	10	3	6	-	7	
Displacement/ Relocation	5	5	5	5	10	5	5	5	1	2	
Available Infra. Capacity	10	9	10	10	5	10	10	10	10	10	
Crime Prevention via Env. Design	1	9	7	3	4	6	3	6.5	-	1	
Image	10	10	8	7	10	10	7	8	5	7	
Cost/Benefit	8	6	7	9	5	5	5	9	9	5	
Total Score	79	90.5	97	92.5	83	101	78	93	50	75	

Key:

DDA - DDA District
 24N - U.S. 24 North
 24S - U.S. 24 South
 PLY - Plymouth Road
 INK - Inkster Road (Residential)
 7MR - 7 Mile Road
 GRR - Grand River/YMCA
 8MR - 8 Mile Road
 JOY - Joy Road West of Beech Daly
 CON - Inkster/Fullerton Connector

Enhancement Planning Areas

Enhancement planning areas were selected within Redford Township for which to provide careful study and analysis and to offer specific improvement strategies. To help the Township in selecting these enhancement areas, a work session was facilitated with the Township Planning Commission where an initial list of candidate areas was generated. Next, screening criteria were established to help evaluate the candidate areas based on community objectives. These criteria included:

- Blight;
- Urgent Need;
- Market Support;
- Community Support;
- Regional Benefit;
- Job Creation;
- Environmental Contamination/Remediation;
- Displacement/Relocation;
- Available Infrastructure Capacity;
- Crime Prevention via Environmental Design (Public Safety);
- Image; and,
- Cost/Benefit.

Candidate areas were evaluated based on a score given for each criterion, and a total score. In the end, the five candidate areas with the highest total scores were selected as the final enhancement planning areas, in addition to the DDA District, which scored lower but was selected for detailed study given its importance to the Township. These enhancement planning areas are as follows:

- Downtown Development Authority (DDA) District;
- 8 Mile Road Corridor;
- 7 Mile Road Corridor;
- Plymouth Road Corridor;

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- Telegraph Road “North” (east side of road, north and south of 5 Mile Road); and,
 - Telegraph Road “South” (northwest corner of Telegraph at Plymouth).

Maps 10 through 15 illustrate the existing conditions, current future land use recommendations (from the 1984 Master Plan), and proposed future land use recommendations for each enhancement planning area. A description of the recommendations for each enhancement planning area is provided below.

Downtown Development Authority (DDA) District

The Redford Township Downtown Development Authority (DDA) District encompasses the historic nucleus of the Township, located at 5 Mile Road and Beech Daly Road. The DDA district limits also extend along 5 Mile Road east toward Telegraph Road. The district is dominated by its mix of commercial and office uses but also features the Township civic complex (Township Hall and Police Department), other public and semi-public uses and residential uses. The district has a compact and pedestrian oriented character with its mix of land uses, minimal front setbacks, and unique streetscape amenities.

The area immediately surrounding the 5 Mile Road at Beech Daly Road intersection is envisioned to maintain its historic commercial, office and civic character. It is the intent of this Future Land Use Plan to enhance the appeal and long-term stability of this area through the promotion of high site design standards and use of landscaping, attractive signage, arcades and plazas, outdoor cafes, decorative paving, pedestrian ways and pedestrian scale lighting. The Plan also encourages the integration of residential uses (apartments above retail, lofts, etc.), cultural and social amenities (art galleries, festivals, outdoor markets, etc.) and entertainment uses (theatres, upscale restaurants, bars, etc.) into this core downtown area to provide a strong sense of place and establish a 24-hour activity district.

The eastern portion of the DDA District, along 5 Mile Road generally between Aubrey Street and Telegraph Road, also features a broad mix of land uses but in a less concentrated manner. The Future Land Use Plan proposes for the north side of 5 Mile Road to continue with general commercial usage. The south side of 5 Mile Road east and north of the Upper River Rouge is planned for specialty housing use. The Plan also proposes the development of a new water feature to be located within the Lola Valley Park property halfway between Beech Daly Road and

Telegraph Road. This feature would serve to further the unique sense of place within the district and to provide an area for passive recreation and to accommodate various civic events.

8 Mile Road Corridor

The south side of 8 Mile Road within Redford Township features a significant number of well established commercial and light industrial establishments. The 1984 Master Plan designated all properties along 8 Mile Road for light industrial use. However, recent trends within the corridor indicate a better potential for commercial development in comparison to light industrial development. This is evidenced by the presence of a shopping center at the northeastern corner of 8 Mile Road and Beech Daly Road. Therefore, the Plan recommends that certain sections of 8 Mile Road, formerly planned for light industrial use, be changed to general commercial use. These include 8 Mile Road between Negaunee and MacArthur and also between Beech Daly and Five Points.

The three blocks at the corner of 8 Mile/Inkster/Grand River are planned for office use, a departure from light industrial use from the 1984 Master Plan. This area has been identified as a significant opportunity for redevelopment, given its advantageous location at the intersection of two state highways. The Plan envisions for this area to be redeveloped as a campus-style environment that would support office, technology and research uses and functions.

The main design elements of the proposed office campus would include: controlled and convenient access; service areas located at the sides and rear of buildings; visitor parking and on-site circulation; screening of outdoor storage, work areas, and equipment; and emphasis on the main building entry and landscaping. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity. Structures should be located on "turf islands", where the office portion of the building does not directly abut paved parking areas. A minimum five to seven foot landscape strip should be provided between parking areas and the office portion of a structure. Building setbacks within this proposed office campus should be proportional to the scale of the structure and in consideration of existing adjacent development.

To support and act as a buffer for the proposed office campus, the blocks between Negaunee Street and Fox Street have been identified for multiple-family residential use.

7 Mile Road Corridor

The 7 Mile Road corridor of Redford Township has historically been occupied by a variety of heavy commercial and light industrial establishments such as auto repair garages and tool and dye shops. However, the recent trend toward the conversion of properties to retail and service commercial uses, coupled with the constraints of small lot sizes and inadequate space for parking, has made it difficult for these intensive commercial and light industrial operations to retain their viability and marketability. Therefore, the Future Land Use Plan proposes a new direction for this corridor that will predominantly accommodate general commercial uses, with a small area for residential redevelopment.

General commercial uses are proposed to extend from Inkster Road to Delaware Street. The 7 Mile Road frontage for the blocks between Delaware Street and Kinloch Street are proposed for specialty housing and multiple-family residential use. Specialty housing types are anticipated to include row houses and live/work units. General commercial uses are planned from Kinloch Street extending east to Grand River Avenue, except for the northwest corner of 7 Mile at Grand River, which is planned for regional commercial use.

Plymouth Road Corridor

The Plymouth Road corridor is a commercially dominated corridor extending east-west through the southern portion of Redford Township. However, along the north side of Plymouth Road, east and west of Telegraph Road, heavy industrial uses are currently found. The majority of the corridor is expected to follow past trends and is designated for either general commercial or intensive industrial use. The most significant recommendation is the redevelopment of the corridor between Hemingway and Kinloch Streets as a combination of convenience commercial and specialty housing use, centered at a proposed town square. The town square is proposed where Southwestern Highway and Fordson Street meet, taking advantage of the original diagonal platting pattern of these two streets.

Telegraph Road “North”

The Telegraph Road North enhancement planning area encompasses the properties fronting the east side of Telegraph Road, north and south of 5 Mile Road. In the 1984 Master Plan, most of these properties were planned for light industrial use. The Future Land Use Plan intends for this area to continue as a light industrial area, with two minor modifica-

tions; the southeast corner of Telegraph Road at 5 Mile Road is proposed to be converted to general commercial use, while the existing cemetery north of Pilgrim Street is now proposed for public & semi-public use.

Telegraph Road “South”

The Telegraph Road South enhancement planning area is found at the northwest corner of Plymouth Road at Telegraph Road. At present, this area consists entirely of light industrial uses, except for the corner of Telegraph at Plymouth, which was recently redeveloped as a gas station with a small multi-tenant retail component. The previous 1984 Master Plan classified the entire area as light industrial use. To accommodate the new commercial development that has already occurred, and to encourage additional commercial development, the Future Land Use Plan shows this area as a mix of general commercial and regional commercial.