

CITY OF BRIGHTON

MASTER



PLAN

ADOPTED AUGUST 20, 2012



City of Brighton

Master Plan

Adopted August 20, 2012

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INTRODUCTION

Once adopted, the Brighton Master Plan is the official policy guide to be used by the City officials to resolve existing and anticipated community development issues identified in this document. Through the text and maps, the Master Plan illustrates the desires of the City toward future growth and development. Further, the Master Plan also promotes continuity in development policy as appointments to the Planning Commission and City Council change over the years.

To ensure that land use and development policies reflect current conditions in the City, it is essential that the Master Plan is periodically evaluated and kept current. Since adoption of the previous Master Plan, Brighton has undergone many changes. To address these changes, the goals, objectives, and policies contained within this Master Plan have been carefully prepared to respond to existing conditions and projected trends to make Brighton an attractive place to live and work.

This document represents an update of the previous Master Plan. Many of the goals, objectives and policies of the previous Master Plan remain relevant and are incorporated into this update as guiding principles with some revisions and additions to respond to changing circumstances. In particular, the emphasis of the Master Plan has changed due to the approaching buildout of the City. A greater emphasis is placed on the quality of the residential neighborhoods and housing stock and the maintenance of the City's high quality of life in this update. Maintenance of infrastructure and redevelopment are also of greater importance in the update than in the previous plan due to the changing circumstances in the City. Despite these changes, the current update has the same overarching purpose as the previous Master Plan, to provide a tool for promoting and maintaining the prosperity and quality of life of the citizens of the City of Brighton.

What is Planning?

Planning is a process which involves the conscious selection of policy choices relating to land use, growth, and development in the community. The Master Plan is the primary City document which sets forth growth and development policies for the future of the community. The City derived its authority for the preparation of a Master Plan from the Municipal Planning Act, P.A. 285 of 1931. Section 6 of the Act states, in part:

“The commission shall make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries, which, in the commission’s judgment, bear relation to the planning of the municipality. The plan, with the accompanying maps, plats, charts, and descriptive matter shall show the commission’s recommendations for the development of the territory, including, among other things, the general location, character, and extent of streets, viaducts, subways.”

How is the Plan to be Used?

The plan serves many functions and is to be used in a variety of ways:

1. The Master Plan is a general statement of the City's goals and policies and provides a single, comprehensive view of the community's desire for the future.
2. The Master Plan serves as an aid in daily decision-making. The goals and policies outlined in the Master Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivisions, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.
3. A third function the Master Plan serves is providing the statutory basis upon which zoning decisions are based. The City and Village Zoning Act (P.A. 207 of 1921, as amended) requires that the zoning ordinance be in accordance with a plan designed to meet the residents' need for natural resources, places of residence, recreation, industry, trade, service, and other uses, and to insure they are situated in appropriate locations. However, it is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map. Zoning is only one of the many legal devices used to implement the Master Plan.
4. The Master Plan attempts to coordinate public improvements and private development. For example, public investments such as road improvements should be located in areas identified in the Master Plan as having the greatest benefit to the City and its residents.
5. Finally, the Master Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

The plan is not a panacea for the numerous conflicting desires of citizens and City officials. It is a long-range statement of general goals and policies aimed at unified and coordinated development of the City. As such, it provides the basis upon which zoning and land use decisions are made.

Master Plan Organization

The Brighton Master Plan is comprised of four (4) sections. The *Background Studies* section discusses current demographics, land uses, historical trends and projections, illustrating the point from which planning must begin. The *Goals and Objectives* section outlines strategies or policies that provide a framework for a final plan. The *Future Land Use Plan* section outlines the expected end results. The *Action Plan* section provides several options to move the plan forward.

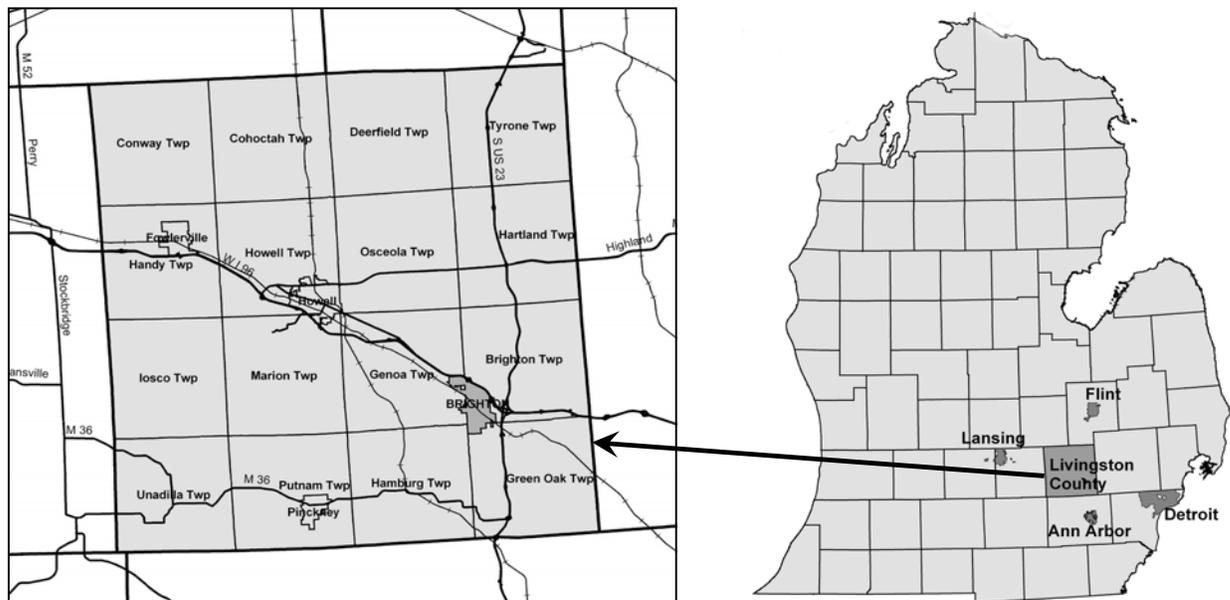
BACKGROUND STUDIES

Background information serves as support for the goals, objectives, and policies of the Master Plan. Past trends, current characteristics, and future expectations of population are all important elements in determining future land use and facility needs. A number of studies were conducted to provide greater insight into existing and predicted future conditions. In addition to the actual number of people, the characteristics of the population are important in determining both Brighton’s development potential and future needs. Information on surrounding communities was also included in the analysis to gain a perspective on Brighton’s role in the southeast portion of Livingston County and the County as a whole.

Location and Regional Context

The City of Brighton is located in the southeast corner of Livingston County along I-96 and US-23, centrally located with respect to the larger communities and economic centers of central and southeast Michigan. The City of Lansing is to the west, Flint is north, Pontiac and the many communities of Oakland County are east, Detroit is to the southeast, and Ann Arbor is south of Brighton. This central location is advantageous for Brighton’s economic prosperity and the general quality of life for its residents. Brighton and the four (4) surrounding Townships comprise forty-six (46) percent of the total population of Livingston County.

Map 1 – Regional Location



Historical Context

Settlement of Brighton began in the early 1830’s facilitated by an American Indian trail, which later became Grand River Avenue. By the mid 1860’s Brighton was a thriving community with commercial, farming, and residential areas. In 1867, the Village of Brighton was incorporated. A railroad was first

established in 1871 and resulted in an influx of new residents, expanded business opportunities, and new industrial development.

During the 1920's and 1930's Brighton became a commercial and service center for the burgeoning resort trade, which developed in the area due to the abundance of natural attractions, such as lakes and forests, in surrounding areas. Interstate 96 and US-23 were completed in the mid to late 1960's on the north and east sides of Brighton, respectively. This brought a large amount of stopover traffic and also attracted commercial development and residential development, which included multi-family housing. As a result, well-established businesses in downtown Brighton began to suffer from congested road conditions and increased competition from new businesses.

New residents to Brighton were also impacted by the congestion and put increased demand on City services. In order to expand the tax base and provide better services to its residents and businesses, Brighton annexed land in adjoining Townships.

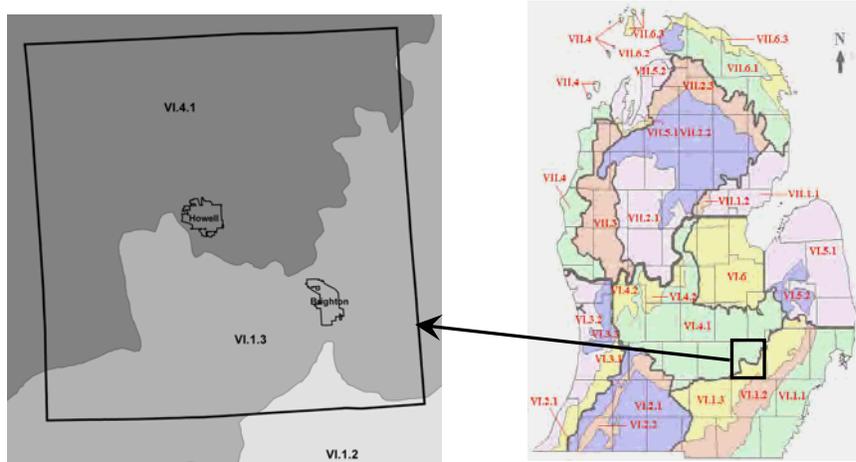
Recently, residential and commercial development in surrounding Townships has been challenging Brighton's historical role as a commercial center. On the other hand, residential growth in the surrounding Townships has increased the importance of Brighton as a service and civic/cultural center for the regional populace, as the surrounding communities do not and can not offer many of the amenities or sense of place found in the City.

Physical and Natural Characteristics

Landscape Ecosystems

The State of Michigan is made up of numerous landscape ecosystems. These ecosystems include abiotic characteristics and biotic components. Livingston County includes three glacier influenced landscape ecosystems; glaciers covered most of Michigan about 13,000 years ago and had a strong influence on the topography and soils that are found today. The City of Brighton is located in an ecosystem area that was between two large lobes of glacier and was strongly influenced by runoff and material dropped from the adjacent glaciers (USGS Northern Prairie Wildlife Research Center 1995, *Regional Landscape Ecosystems of Michigan, Minnesota, and Wisconsin*). Map 2 shows the distribution of the landscape ecosystems within Livingston County and a description of them follows in Table 1.

Map 2 – Landscape Ecosystems of Livingston County



Landscape Ecosystems of Lower

Table 1 – Landscape Ecosystems of Livingston County

Sub-Section	Ecosystem Name	Description
VI.4.1	Lansing	Broad till plain with rich, loamy soils. This sub-section is the largest in Lower Michigan.
VI.1.3	Jackson Interlobate	An interlobate region between three glacial lobes characterized by relatively steep end-moraine ridges surrounded by pitted outwash deposits. Kettle lakes and wetlands are common within the outwash.
VI.1.2	Ann Arbor Moraines	A long, narrow band of fine- and medium-textured end and ground moraine.

Source: USGS Northern Prairie Wildlife Research Center 1995, Regional Landscape Ecosystems of Michigan, Minnesota, and Wisconsin.

Geology and Topography

The existing terrain in and around the City of Brighton was created by the glaciers of the last ice age, which retreated from the region about 13,000 years ago. Brighton is characterized by hilly areas of moraine (glacially deposited boulders, stones, or other debris) with substantial slopes and topography surrounding the central areas of more level outwash deposits found along the routes of South Ore Creek and Grand River and around the various kettle lakes within the city (kettle lakes were formed when buried blocks of glacial ice melted leaving water filled depressions following the retreat of the glaciers). The underlying sandstone bedrock of this area is covered by 250 to 300 feet of glacially deposited material.



South Ore Creek impoundment/outwash plain north of Grand River

Soils

In the Livingston County Soil Survey, the entire City of Brighton is included within the area covered by the Fox-Boyer-Oshtemo soil association. The Fox-Boyer-



A kettle lake wetland southeast of Greimel & Orndorf Roads

Oshtemo association is defined as including areas that are “steep or hilly, well drained, moderately coarse textured and coarse textured soils on moraines.” This soil association designation correlates well with much of what is observed within the City with the exception of the more level outwash areas noted in the previous section. The Soil Survey indicates that the bulk of the soils in the City of Brighton are sandy loams or loamy sands.

Vegetation

The presettlement vegetation of this region commonly included open savannas of black oak, white oak and hickory on the sandy moraines. The outwash areas supported large wetlands of various types, grass and sedge meadows, and swamp forests along major streams and depressions.

Following settlement, the majority of the uplands were cleared for farming, except the steepest end moraines and ridges. These steep areas have typically been maintained as woodlots. Any remaining oak woodlands have likely transitioned from savanna to closed canopy forest due to the suppression of naturally occurring fires.

Wetlands have also experienced major impacts since the presettlement period. Land development for agricultural and other uses has resulted in the rapid eutrophication of many lakes and the degradation of many wetlands. Road construction and ditching have had substantial and systematic effects on many wetlands by radically altering their hydrology (the majority of native wetlands in Michigan were historically fed by groundwater).

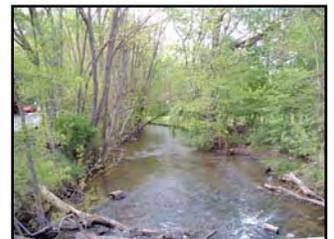


Remnant woodland on ridge near I-96

Wetland vegetation covers approximately four (4) percent and woodland vegetation covers about twelve (12) percent of the land in the City at present.

Water Resources

The City of Brighton contains one major stream and a variety of lakes and ponds. South Ore Creek bisects the community as it crosses from northeast to south west. The creek is a headwater stream of the Huron River and feeds into the Mill Pond and Brighton Lake along its route through the City. The dam at the south end of the Mill Pond has produced two large impoundment areas on South Ore Creek; one between Grand River and the dam (located near Main Street), and another between I-96 and Grand River. The creek is buried under part of downtown for one block, from Main Street to North Street.



South Ore Creek just south of Downtown

Lakes and ponds make up approximately 10% of the land area of the City. Most of these water bodies are isolated and relatively small, depressions left by the glacial activity discussed above. Brighton Lake is the only sizable lake with a portion of its area within the City (approximately 168 acres in surface area, 26 acres within the City).



Swan nesting in a kettle lake wetland

The City receives its drinking water from groundwater, the sources being six wells at two sites. One site is off Challis Road at the northwest corner of the City, the other is on Pierce Street, just south of downtown.

Fish and Wildlife

There is little firm data on the nature, populations and distributions of any wildlife still residing within the City limits. It seems likely that the wooded and wetland areas within the City probably support populations of small animals that are well adapted for living within the fabric of an urbanized environment. In addition, the ponds and wetlands within the City are probably used by migrating birds during their annual trips. Southeast Michigan lies along one of the major flyways for migrating birds and such ponds and wetlands are ideal rest stops for many migrating bird species.



Mallard Ducks in
South Ore Creek

Climate

The climate in Brighton is generally uniform with that of the region. In January, the average high temperature is thirty (30) degrees Fahrenheit, with an average low of fourteen (14) degrees Fahrenheit. In July, the average high temperature in this region is eighty-two (82) degrees Fahrenheit, with an average low of sixty (60) degrees Fahrenheit. The average annual rainfall in this region is 30-32 inches, with average annual snowfall at 40-50 inches.

Natural Features Inventory

The natural features of Brighton, which are shown on Map 3, were determined primarily through the use of photo interpretation. High resolution color aerial photographs (Livingston County 2002) of the City and its surroundings were analyzed to identify areas which appear to have either a dominance of herbaceous wetland vegetation or woodland vegetation. In addition to the aerial photos, the Soil Survey of Livingston County (Soil Conservation Service 1974) and Livingston County GIS hydrology and topography data layers (2005) were consulted to aid in identifying wetlands and water bodies. The criteria used to identify natural feature areas are listed below:

Wetlands

- Presence of emergent vegetation in association with a stream, lake or pond (aerial photographs).
- Presence of wetland soils (Soil Survey).
- Presence of a depression in the land (topographic data).

Woodlands



Exceptional Site #1:
Parker Family
Nature Preserve



Exceptional Site #2:
A kettle lake
wetland southeast
corner of Greimeil &
Orndorf Roads

- Presence of a relatively dense, continuous cover of tree canopy (aerial photos).
- Apparent presence of woodland vegetation in the understory area of the above identified areas (aerial photos). Areas that appeared to have lawn or other groomed landscaping in the understory of the larger trees were not included as woodland.

Streams, Lakes and Ponds

- Presence of substantial bodies of water (aerial photos).
- Presence of lesser streams and drains (Livingston County GIS hydrology and topography layers combined with confirming patterns of vegetation or land use in the aerial photos).

In May of 2005 most of the major wooded and wetland areas on the Natural Features Map were briefly inspected by a natural resources expert in order to get a sense of the type, quality and condition of natural resources in the City.

Wetlands

The majority of the wetlands within the City show the typical influences of the surrounding urban environment. They are dominated by cattails and include areas with strong algae and aquatic vegetation growth. This plant mix indicates the addition of warm, nutrient rich water from surface drainage to the hydrology of a wetland, which were historically more ground water dependent. Given the age of the surrounding land uses it is quite likely that most of these wetlands transitioned to their current condition some years ago. These wetlands still have natural resource value as migratory bird habitat, as habitat for other animals that are more tolerant of the urban impacted conditions and as part of the flood management system of the City. A few of the wetlands are exceptional in one or more aspects and are listed below:

#1 – The Parker Family Nature Preserve: this area contains a mix of upland, lowland, and stream components and is connected to wetlands to the west and south.

#2 – Southeast corner of Greimel and Orndorf Roads: this area is recessed into the terrain and includes upland woods around much of its perimeter, granting it a level of isolation from the surrounding development that most of the other wetlands do not have. This property is currently owned by the City through a land donation.

#3 – South Ore Creek Northeast of Grand River Avenue: this area is exceptional due to its size, association with the creek and the variety of habitat sub areas within it.

#4 & #5 – Cedar Swamps in Southwest Corner of the City: these wetlands are an actual cedar swamp, which means they include shallower areas that support the growth of Eastern White Cedars (a native evergreen tree) as well as other wetland trees and shrubs. This type of wetland, with its varied water depth and vegetation, represents a more diverse



Exceptional Site #3:
South Ore Creek
northeast of Grand
River Avenue



Exceptional Site #4
& 5: Cedar swamp
remnant

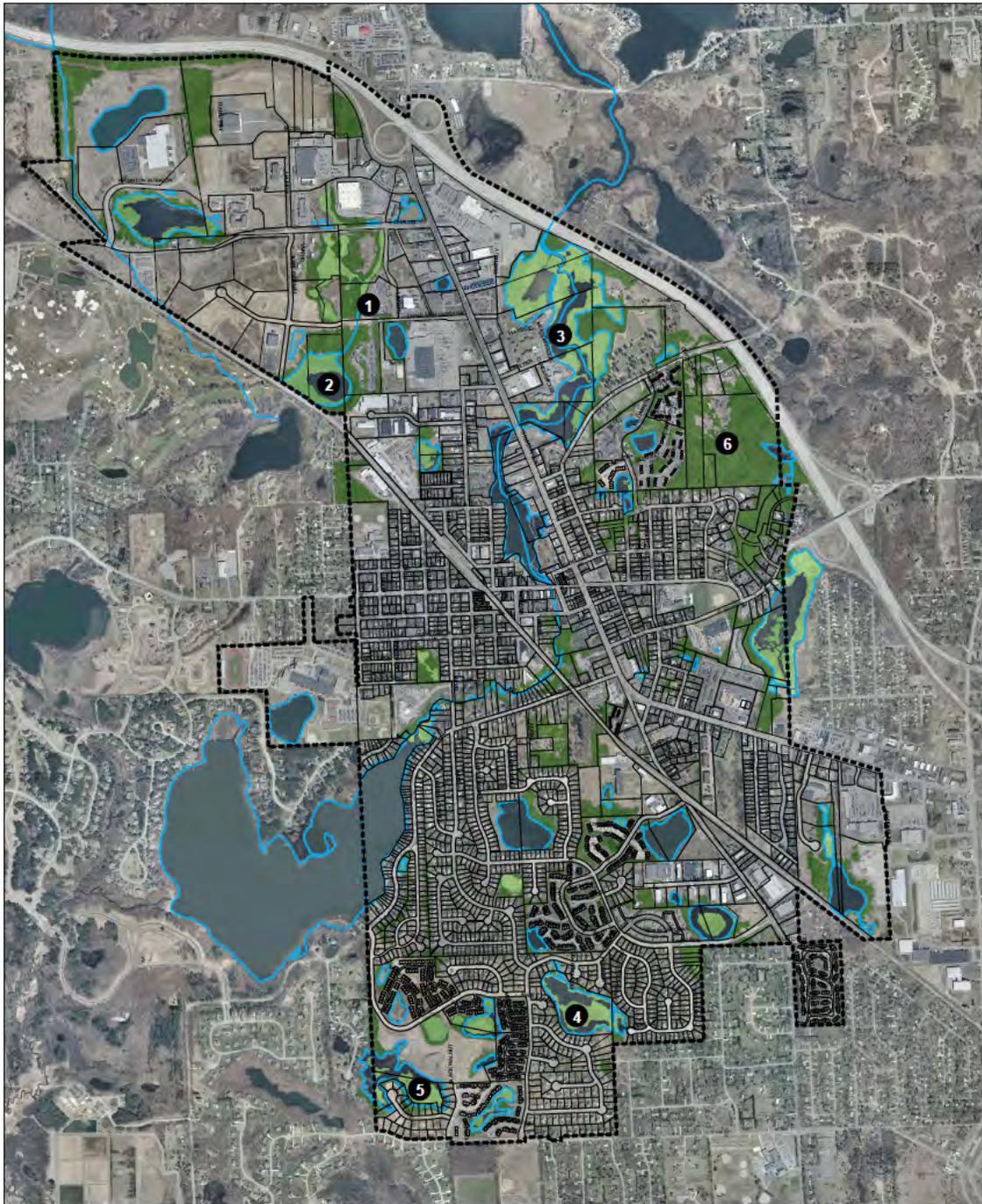
system with a wider range of habitats than the typical cattail marsh found elsewhere in the City. Site #4 is showing signs of urban impact from the surrounding residential development; cattails are coming to dominate the marshy area of the wetland. As of May 2005, site #5 was still largely intact and showed a high level of plant species and structural diversity. Homes were under construction around site #5 at the time of the site visit and could impact the wetland in the future.

Woodlands

The majority of the woodlands in the City are typical of those found within established Cities within the region. They are second, third or later growth stands which include a few moderately large trees and a larger number of smaller trees. The woodlands mainly appear to remain in areas around wetlands and/or in areas with substantial topography. In Brighton, Oaks were common among the larger trees, while black cherry and maple made up much of the smaller and understory trees. Many of the woodlands were full of invasive shrubs (including honeysuckle, buckthorn and autumn olive) in the understory. These shrubs tend to out compete and eliminate native shrubs and non-woody plants from the understory of woodlands.

One of the remaining woodland areas may be relatively exceptional in the size and number of trees present:

#6 – Southwest Corner of Flint Road & I-96: this site has both substantial topography and woodland cover. Given the nature what could be seen from the perimeter of the site and the condo site to the west, which has similar topography and retains a fair number of large trees and woodland cover, it seem safe to assume that some woodlands on this site may be of decent quality and very likely contain a number of landmark (18-24"+) size trees.



Legend

-  Wetland Vegetation
(99 acres, 4.3% of land area)
-  Woodland Vegetation
(280 acres, 12% of land area)
-  Streams and Drains
-  Lakes and Ponds
(237 acres, 10.3% of land area)

Sites of Special Interest

- Wetlands:
- #1 - Parker Family Nature Preserve
 - #2 - SE Corner of Griemel & Omdorf
 - #3 - South Ore Creek NE of Grand River
 - #4 - Cedar Swamp in SW Corner of the City
 - #5 - Cedar Swamp in SW Corner of the City
- Woodlands:
- #6 - SW Corner of Flint Road & I-96

MAP 3



**City of Brighton
Natural Features Map**

MASTER PLAN



Plus Generation Date: 6/27/08
Provided by: Carlisle/Wortman Assoc., Inc.
Community Planners & Landscape Architects
Baremap Information: Livingstone County GIS Management Dept.

Population Trends

The three (3) major factors which determine population growth are births, deaths, and migration. While local government has little control over births and deaths, migration to or from the City can be influenced by employment, housing, local government services, and the general quality of life. Evaluation of population trends and projections in view of current and desired conditions can impact on the intensity and location of future growth.

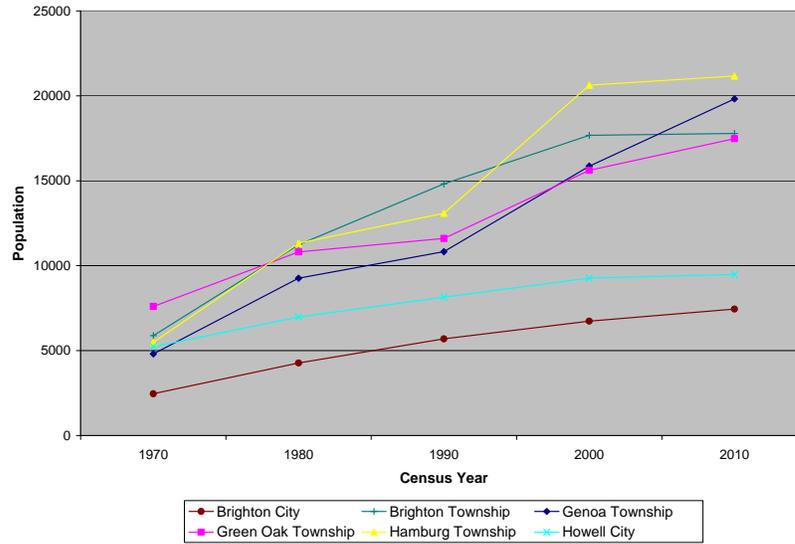
As shown in Table 2 and illustrated in Figure 1, the population in the City of Brighton and the surrounding townships of Brighton, Genoa, Green Oak, and Hamburg have experienced substantial growth since 1970. The City of Howell has experienced relatively moderate growth since 1970. Livingston County's population increased thirty-six (36) percent between 1990 and 2000, the highest of the Southeast Michigan Council of Governments (SEMCOG) seven (7) county regional planning area. The City of Brighton and the four (4) townships listed in Table 2, accounted for approximately forty-six (46) percent of the total population in Livingston County in 2010.

Table 2 – Historical Population, 1970 – 2010

Community	Census 1970	Census 1980	Census 1990	Census 2000	Census 2010	Percent Increase			Percent of County Population (2010)
						1970-2000	1990-2000	2000-2010	
City of Brighton	2,457	4,268	5,686	6,730	7,444	173	18	10.6	4
Brighton Township	5,882	11,222	14,815	17,673	17,791	200	19	.7	9.8
Genoa Township	4,800	9,261	10,820	15,866	19,821	231	47	24.9	10.9
Green Oak Township	7,598	10,802	11,604	15,618	17,476	106	35	11.9	9.7
Hamburg Township	5,481	11,318	13,083	20,627	21,165	276	58	2.6	11.6
Howell City	5,224	6,976	8,147	9,272	9,489	77	13	2.3	5
Livingston County	58,967	100,280	115,645	156,951	180,967	166	36	15.3	

Source: *Historical Population and Employment by Minor Civil Division, Southeast Michigan. SEMCOG. June 2002.*
American Fact Finder - US Census Data. March 2011

Figure 1 – Historical Population Levels



According to the 2010 Census, the City had a population of 7,444 people, an increase of approximately eleven (11) percent since 2000. The decade of greatest growth for the City of Brighton occurred between 1970 and 1980 where the population increased approximately forty-two (42) percent.

As illustrated in Table 3, population growth in the City of Brighton through the year 2030 is expected to be well below surrounding townships. Population growth for Howell is also expected to be slow. Slow growth is indicative of a well established community and is partially due to limited developable land available for residential uses. In contrast, more developable land is available in the surrounding Townships and Livingston County, which are expected to experience higher population growth. Population growth projections can be imprecise but help guide local decision making to assess the effect of growth on current and desired conditions in the City.

Table 3 - Population Projections

Community	Census 2000	Census 2010	2030 Estimate	Percent Increase	
				2000 to 2010	2010 to 2030
City of Brighton	6,701	7,444	9,555	10%	22%
Brighton Township	17,673	17,791	19,001	1%	6%
Genoa Township	15,866	19,821	23,060	20%	14%
Green Oak Township	15,618	17,476	19,415	11%	10%
Hamburg Township	20,627	21,165	23,186	3%	9%
City of Howell	9,272	9,489	12,161	2%	22%
Livingston County	156,951	180,967	210,346	13%	14%

Source: SEMCOG. Community Profiles. www.semco.org.

Population Characteristics

Age Composition

Age composition is one of the more important characteristics of a population. The age groupings provide figures for the number of school-age children, the size of the workforce, and size of the elderly population. This information can be used for school enrollment projections, planning for recreation facilities, special services for the elderly, and other governmental services. In general, Brighton's population is aging while the overall percentage of younger age groups is expected to decline.

As shown in Table 4, approximately twenty (22) percent of the City of Brighton's population was 65 years or older in 2010. By the year 2035, this age group is expected to account for twenty-six (26) percent of the City's total population. In contrast, the percentage of children ages 5 to 17 years old has decreased since 1990. The decline of the 5-17 age group is of particular importance because it suggests that new families are not moving to the City of Brighton. The age group of 18-34 has continued to decrease since 1990 and 35-64 has remained fairly constant from 2000 through 2010 and will remain so through 2035.

Table 4 – Brighton Population by Age Group

Age Groups	1990 Census	Number / Percent of City Total		
		2000 Census	2010 Census	2035 Forecast
Age 0-4	510 / 9%	440 / 7%	382 / 5%	502 / 5%
Age 5-17	960 / 17%	1,011 / 15%	1,032 / 14%	1,394 / 15%
Age 18-34	1,766 / 31%	1,626 / 24%	1,499 / 20%	1,443 / 15%
Age 35-64	1,823 / 32%	2,514 / 38%	2,916 / 39%	3,682 / 39%
Age 65+	627 / 11%	1,110 / 17%	1,615 / 22%	2,453 / 26%
Total Population	5,686	6,701	7,444	9,474

Source: SEMCOG. *Community Profiles*. www.semco.org.

As shown in Table 5, the trend towards a higher proportion of the 65 and older population is expected region-wide. City of Howell may experience the highest increase between 2010 and 2035 at seven (7) percent. By 2035, the City of Brighton and the City of Howell may have the highest percentage of persons 65 and older at twenty-six (26) and twenty-nine (29) percent, respectively.

Table 5 – Region-Wide Age Distribution by 2035

Community	Age Group (%)					Increase (%) of Persons 65 and Older
	0-4	5-17	18-34	35-64	65+	2010 – 2030
City of Brighton	5	15	15	39	26	4
Brighton Township	6	16	17	44	17	5
Genoa Township	5	16	17	43	19	5
Green Oak Township	6	17	24	43	18	6
Hamburg Township	5	16	17	44	17	6
City of Howell	5	14	15	37	29	7
Livingston County	6	16	17	42	20	8

Source: SEMCOG. Community Profiles. www.semco.org.

Educational Level

According to the 2010 Census, residents of the City of Brighton are better educated when compared to 1990. As shown in Table 6, the percentage of residents twenty-five (25) years and older with an Associates Degree or more has continued to increase since 1990.

Table 6 – Educational Level of the Population, 25 and Older

Highest Level of Education	1990 Census	2000 Census	2010 Census*
Did Not Graduate High School	13%	9%	9.2%
Graduated High School	31%	27%	22.6%
Some College, No Degree	28%	22%	22.6%
Associate Degree	7%	11%	7.6%
Bachelor's Degree	15%	19%	26.1%
Graduate or Professional Degree	6%	12%	11.9%
Total Population (25 and Older)	3,720	4,681	5,694

Source: SEMCOG. Community Profiles. www.semco.org.

* Source: U.S. Census Bureau, 2006-2010 American Community Survey - Estimate

Housing Characteristics

The City of Brighton is notable among surrounding communities in regards to both the number of households and household size. As shown in Table 7, the City of Brighton experienced a sixteen (16) percent growth in households from 2000 to 2010. Of the four (4) townships and two (2) cities listed in Table 7, Brighton was ranked third in household growth. The City of Howell was ranked last with four (4) percent growth in households. Genoa Township and Green Oak Township ranked first and second, respectively, with household growth rates of thirty-four (34) and nineteen (19) percent.

Table 7 – Households

Community	Number of Households			
	1990 Census	2000 Census	2010 Census	Increase (%), 2000 to 2010
City of Brighton	2,374	3,103	3,603	16.1
Brighton Township	4,659	5,950	6,415	7.8
Genoa Township	3,709	5,839	7,807	33.7
Green Oak Township	3,892	5,438	6,450	18.6
Hamburg Township	4,435	7,086	7,860	10.9
City of Howell	3,256	3,857	4,028	4.4
Livingston County	38,887	55,384	67,380	21.7

Source: SEMCOG. Community Profiles. www.secog.org

Table 8 reveals a smaller household size trend for the City of Brighton, Livingston County, and surrounding communities from 1990 through 2010. The decrease in household size is also supported by the information presented in Table 9, where the percentage of City of Brighton households without children increased from 1990 at sixty-two (62) percent to 2010 at seventy-eight (78) percent.

Table 8 – Household Size

Community	Household Size (persons/household)			
	1990	2000	2010	2000-2010 Change
City of Brighton	2.40	2.15	2.02	-0.13
Brighton Township	3.17	2.96	2.76	-0.20
Genoa Township	2.91	2.72	2.54	-0.18
Green Oak Township	2.86	2.79	2.69	-0.10
Hamburg Township	2.89	2.88	2.69	-0.19
City of Howell	2.42	2.29	2.25	-0.04
Livingston County	2.94	2.80	2.67	-0.13

Source: SEMCOG. Community Profiles. www.secog.org

Table 9 – Percent (%) of Households Without Children

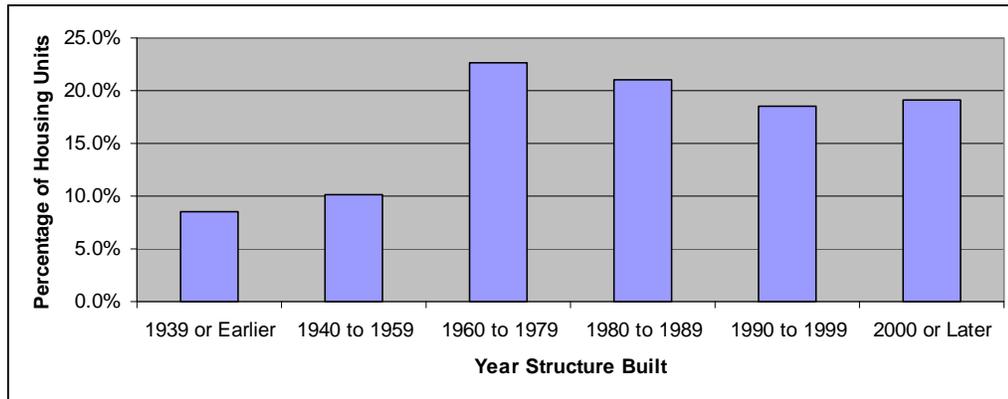
Community	1990	2000	2010	2035
City of Brighton	62	73	78	70
Brighton Township	51	55	64	62
Genoa Township	58	62	68	66
Green Oak Township	60	59	64	66
Hamburg Township	58	55	64	64
City of Howell	66	67	70	71
Livingston County	56	58	64	66

Source: SEMCOG. Community Profiles. www.semco.org.

As shown in Figure 2, the occupied housing stock in the City of Brighton offers a wide range of ages. In general, housing in the City of Brighton is relatively young, with nearly sixty-two (62) percent of the homes being built between 1960 and 1999. Most of the homes (22.7 percent) were built between 1960 and 1979, which corresponds well with the population increase found in Table 2.

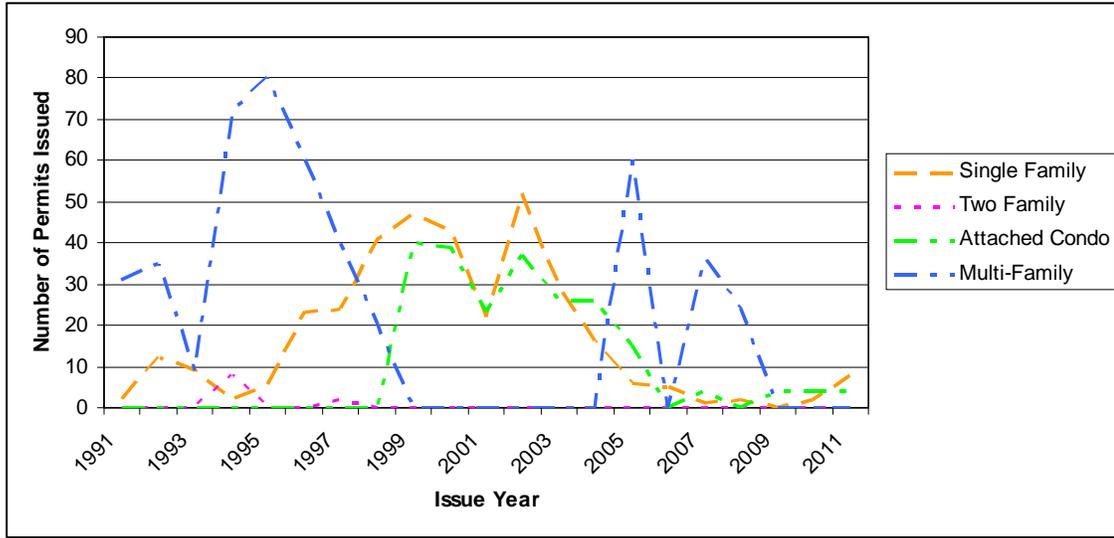
Most of the older homes in the City of Brighton are located near the downtown and this could be a cause for concern if they fall into disrepair. Older homes can contribute positively to the overall character of Brighton and if properly maintained can enhance the image of downtown for visitors entering the City.

Figure 2 – Age of Housing Stock



An analysis of residential building permits offers additional insight into the demand for residential development and growth of a community. Figure 3 graphically illustrates the fluctuations of residential building permits issued in the City of Brighton from 1991 through 2011 (SEMCOG). There has been a general upward trend for building permits for housing that would appeal to families wishing to purchase a single-family home, attached condominium or multi-family. Conversely, permits for two-family housing have remained at zero since 1998.

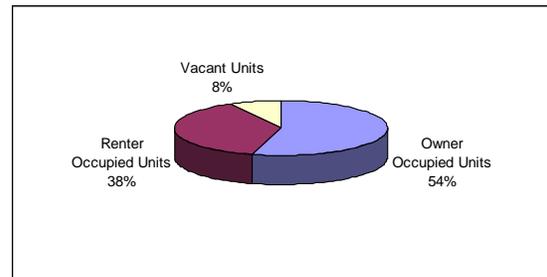
Figure 3 - Historical Residential Building Permits



As shown in Table 10, approximately fifty-four (54) percent of the housing in the City of Brighton was owner-occupied in 2010. Thirty-eight (38) percent was renter-occupied and eight (8) percent was vacant. Owner-occupied housing decreased since 2000, which may be due in part to the housing market collapse in 2008. The median housing value and median contract rent have increased since 2000.

Table 10 – Housing Characteristics

Characteristic	1990 Census	2000 Census	2010 Census
Owner Occupied Units	1,308 (52%)	1,944 (60%)	2,123 (54%)
Median Housing Value (In Dollars)	\$123,580	\$156,400	\$186,600*
Renter Occupied Units	1,066 (42%)	1,159 (36%)	1,480 (38%)
Median Contract Rent (In Dollars)	\$697	\$605	\$775*
Vacant Units	135 (5%)	138 (4%)	302 (8%)
Total Housing Units	2,509	3,241	3,905



Source: SEMCOG. Community Profiles. www.semcog.org.

* Source: U.S. Census Bureau, 2006-2010 American Community Survey - Estimate

Socio-Economic Characteristics

Consideration of the local economic base is included in the planning process in order to ensure that land reserved for commercial and industrial uses is of adequate size and location to meet the aspirations of the community. Economic activities may create job opportunities for local residents and contribute to the improvement of the City’s tax base. However, industrial and large commercial uses must be located in

areas which are compatible with surrounding land uses and adequately served with public utilities, services, and transportation systems.

Employment

As shown in Table 11, 2005 showed 7,090 people were employed in the City of Brighton, which is approximately eleven (11) percent of Livingston County's total. Brighton was third behind the City of Howell, which had 8,406 and Genoa Township, which had 7,430. The number of positions forecasted for each industrial class is expected to increase by 2035 except for manufacturing, which is expected to decrease in overall number of jobs. Employment in the Services industry is expected to experience the greatest increase by 2035 in number of jobs and percentage of total City employment.

Table 11 - Employment by Industrial Class¹

Industrial Class	2005	2035 Forecast
Natural Resources & Mining	0 (0%)	6 (0%)
Manufacturing	1,013 (14%)	758 (6%)
Transportation, Warehousing & Information	118 (2%)	199 (1%)
Retail Trade	1,661(23%)	1,917 (15%)
Finance Activities	626 (9%)	2,251 (17%)
Services	3,463 (49%)	7,594 (59%)
Public Administration	NA	NA
Total Employment	7,090	12,964
Livingston County Total Employment	47,004	87,323

¹ – The data presented in this table represents employment that is covered and not covered by unemployment insurance programs.

Source: SEMCOG. Community Profiles. www.semco.org.

Commuting

Livingston County has a high percentage of residents that commute to adjacent areas for work. The County has more resident workers than jobs and is thus a net exporter of workers via commuting. About 42.5% work in Livingston County and about 57.5% work outside of Livingston County. About 26.8% of City of Brighton residents work in the City. According to the 2010 census, the largest amount of residents have a commute time of 30 to 34 minutes, with the second largest group traveling 45 to 59 minutes.

Household Income

As shown in Table 12 and illustrated by Figure 4, the proportion of households with \$100,000+ incomes has increased since 1990. The percentage of households with incomes below \$34,999 increased from 34% in 2000 to 38% in 2010. The percentage of households with incomes above \$35,000 decreased from 66% in 2000 to 61% in 2010. The estimated households in poverty for 2010 was 260 or 7.4% of the households. The estimated persons in poverty for 2010 was 735 or 9.8% of the population.

Table 12 - Household Income, 1990 - 2010

Income Categories	1990 Census	Percentage of Households	2000 Census	Percentage of Households	2010 Census *	Percentage of Households
Less than \$10,000	200	8	206	7	167	5
\$10,000 to \$14,999	160	7	165	5	204	6
\$15,000 to \$24,999	485	20	279	9	534	15
\$25,000 to \$34,999	331	14	383	13	421	12
\$35,000 to \$49,999	444	18	573	19	549	15
\$50,000 to \$74,999	577	24	611	20	505	14
\$75,000 to \$99,999	191	8	362	12	343	10
\$100,000 to \$149,999	8	0	294	10	624	17
\$150,000 or more	19	1	159	5	165	5

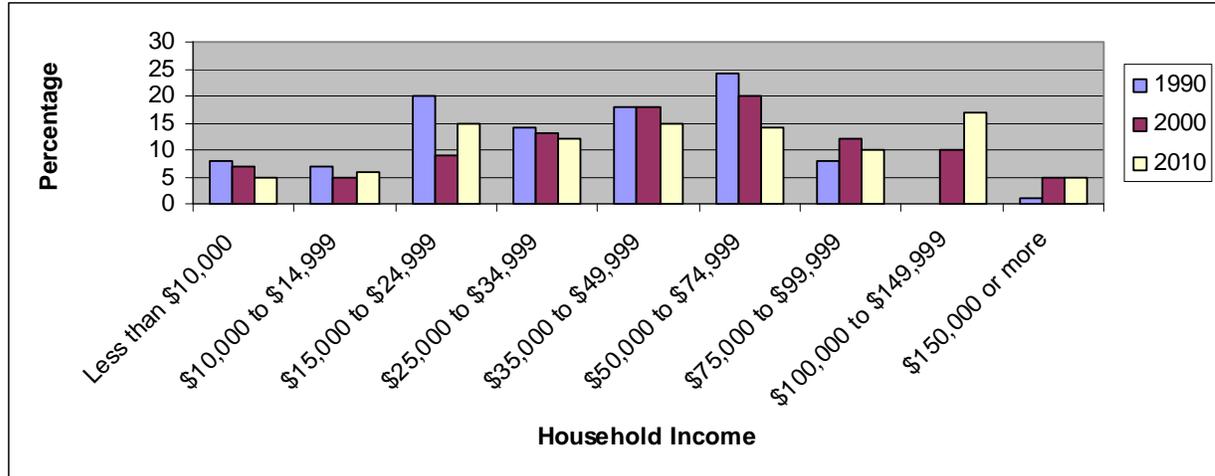
2010 Census Number of Households: 3,603

Median Household Income (In 2010 Dollars): \$46,731

Source: SEMCOG. Community Profiles. www.semco.org.

* Source: U.S. Census Bureau, 2006-2010 American Community Survey - Estimate

Figure 4 – Distribution of Household Income



Tax Base

As shown in Table 13, the value of taxable property in Brighton has decreased from 2008 to 2012. Real property accounts for the bulk of the taxable value in the City from 2008 to 2012. The State Equalized Value (SEV) in Brighton has decreased steadily since 2008; this could be due in part to the housing market collapse in 2008

Table 13 – History of Property Valuations

Year	Taxable Value (\$)			State Equalized Valuation (\$)
	Real Property	Personal Property	Total	
2008	408,851,120	34,776,920	443,628,040	501,194,860
2009	403,572,400	34,391,760	437,964,160	480,063,720
2010	385,065,860	37,715,850	422,781,710	457,258,650
2011	368,989,330	31,428,650	400,417,980	423,176,060
2012	359,932,752	36,277,950	396,210,702	414,460.612

Source: City of Brighton, Assessing Department

The tax base distribution gap between the residential and commercial land uses has steadily closed since 2008. As illustrated in Table 14, approximately forty-eight (48.5) percent of the taxable property in 2011 was classified as residential. This represents a decrease since 2008. The proportion of commercial land uses increased while industrial uses have decreased since 2008.

Table 14 – Taxable Value (\$) by Use

Use	2008	2009	2010	2011	2012	Percent of Total by Year				
						2008	2009	2010	2011	2012
Residential	229,044,840	216,898,820	203,203,340	194,352,980	190,790,252	51.6	49.5	48.0	48.5	48.9
Commercial	151,678,130	159,290,640	158,228,240	155,475,290	152,345,160	34.2	36.4	37.4	38.8	39.3
Industrial	28,128,150	27,382,940	23,634,280	19,161,060	16,797,340	6.3	6.3	5.6	4.8	4.3
Personal Property	34,776,920	34,391,760	37,715,850	31,428,650	36,277,950	7.8	7.9	8.9	7.8	9.3
Total	443,628,040	437,964,160	422,781,710	400,417,980	390,210,702					

Source: City of Brighton, Assessing Department

Community Services

Fire and Police

Fire service is provided by the Brighton Area Fire Authority with ninety (90) employees, with nine (9) full-time, and eighty-one (81) paid on-call/part-time fire fighters. The Brighton Area Fire Authority covers seventy-two (72) square miles in its response district, which covers the City of Brighton, Charter Township of Brighton, and Genoa Township. The Department maintains five (5) fire stations.



Brighton Area Fire Department Station 31

The Brighton Police Department provides service within the City’s limits and has seventeen (17) sworn police officers, including nine (9) patrol officers, four (4) patrol sergeants, one (1) detective, one (1) lieutenant, and one (1) chief. Additionally, the department has three (3) non-sworn part-time reserve officers, one (1) full-time clerical position and one (1) part-time clerical position. The Police Department is located at 440 South Third Street between Washington Street and Brighton Lake Road.

Schools

The Brighton Area School District encompasses all of the City of Brighton, and portions of Brighton, Genoa, Green Oak and Hamburg Townships. The district includes four (4) elementary schools, a 5th/6th grade school, a 7th/8th grade school and one (1) high school within the entire Brighton Area School District. Enrollment for the 2010-2011 school year was roughly 6,800.

The community is also serviced by private and charter schools: St. Patrick School, Charyl Stockwell Academy and Flex Tech High School.

Utilities

Public water and sewer service is provided by the City of Brighton Utilities Department. As shown on Map 4, there are fifty (50) miles of water main, three (3) water storage towers, and two (2) treatment plants. The plants also serve several residential and business customers outside of the city, per established intergovernmental agreements.

Map 5 illustrates the extent of the City's forty-five (45) miles of sewer lines. In addition, there are twelve (12) pumping stations and a treatment plant, which receives and treats 1.4 million gallons of waste sewage daily from City residents and businesses. It also serves several residential and business customers outside of the City, per established intergovernmental agreements.

Refuse and Recycling

The City of Brighton contracts with an outside service for year round curbside refuse and recycling services for all residents.

Historic Resources

Brighton is a city with its own history and sense of place and character derived, in part, from its past. The City contains five (5) registered historic sites. The following are on Michigan's State Register of historic places:

1. Appleton House, 325 Grand River Avenue;
2. Brighton Town Hall, 202 West Main Street;
3. St. Paul's Episcopal Church, 200 West St. Paul Street; and
4. Brighton Village Cemetery (adjacent to St. Paul's Episcopal Church).

The following is on the National Register of Historic Places (NRHP):

1. The Western House, 500 West Main Street.

Community Facilities

The Brighton Community Center located at 555 Brighton Street (near 3rd and Washington) is owned by the City and is available for community events such as but not limited to the local Rotary Club, Boy Scouts, and other private events.

The Brighton Center for the Performing Arts is on the campus of Brighton High School. It was established in 1994 to promote the arts in the Brighton area.

The City of Brighton Arts, Culture and History Center (CoBACH) is located at 202 W. Main Street. It was established in 2009 and includes the Brighton Art Guild, Livingston Players and the Brighton Historic Society.

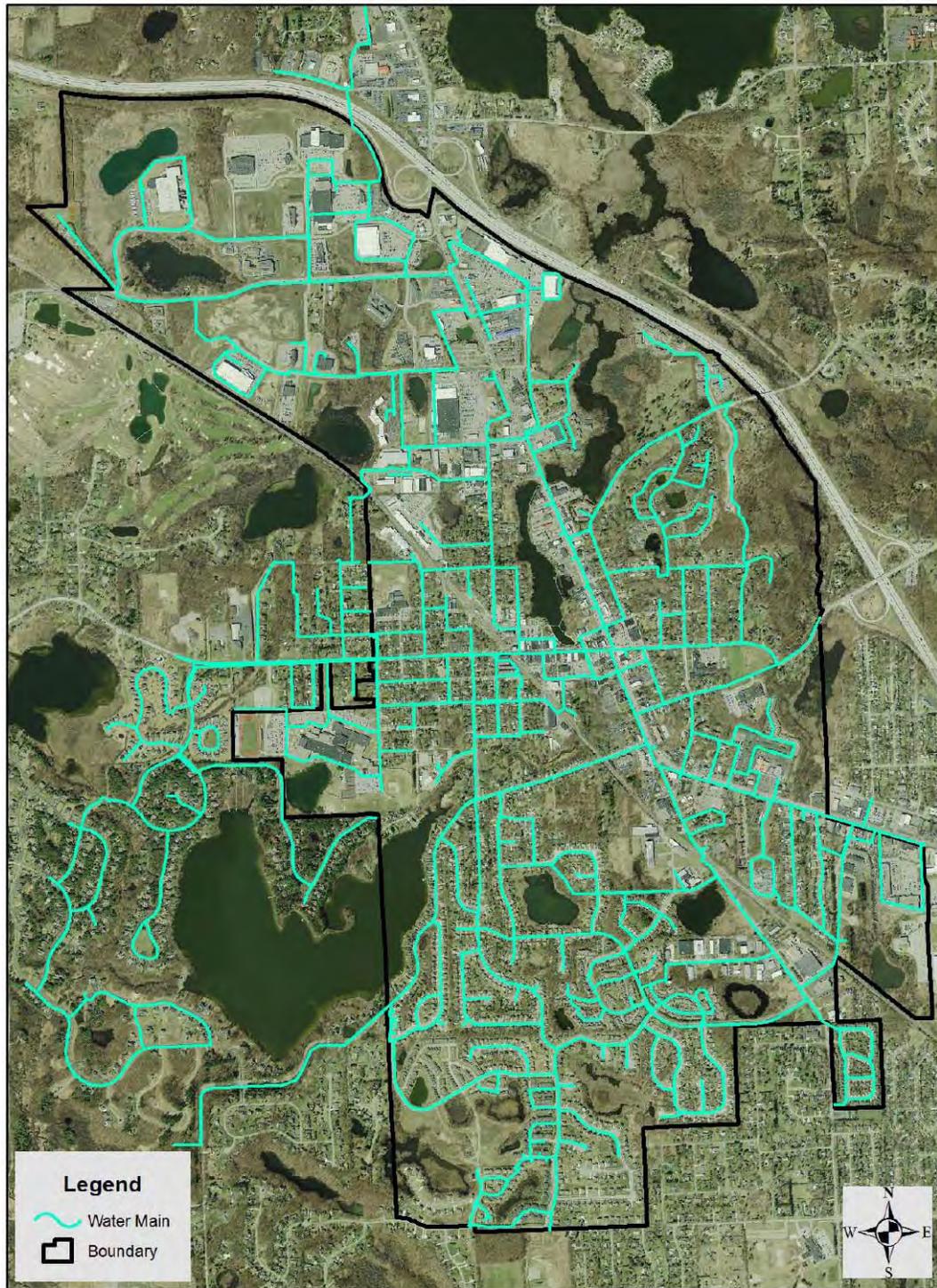
The Brighton Community Education program provides continuing education for all ages at various school facilities within the Brighton Area School District.

The Brighton Senior Center located at 850 Spencer provides a variety of activities including bingo, crafts, and card games. The center also has birthday celebrations and coordinates day trips.

The Brighton District Library located at 100 Library Drive provides library and cultural services to the City of Brighton and residents of the surrounding communities.



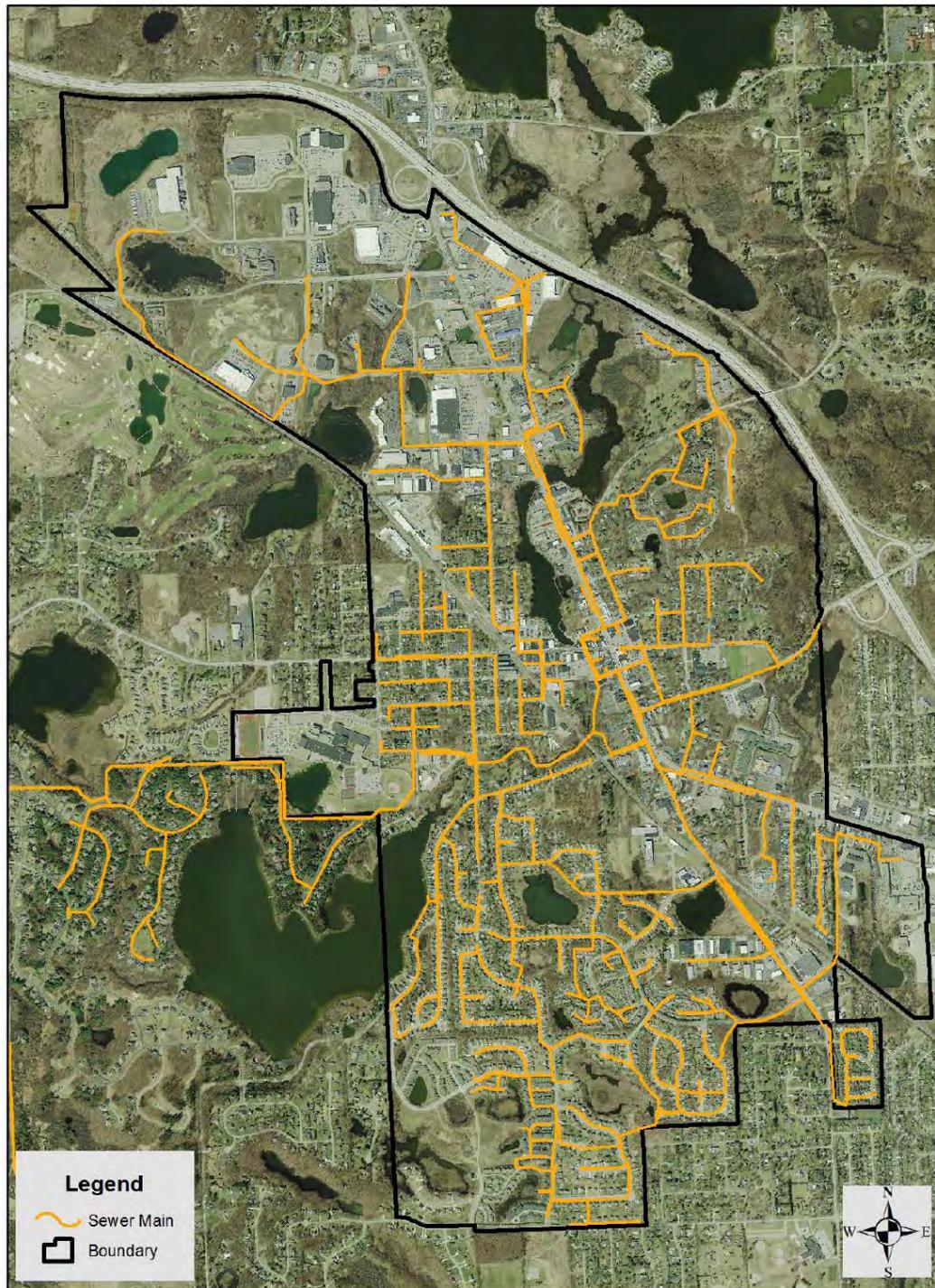
Brighton District
Library



City of Brighton
Public Water Service Area Map
Master Plan Update 2012

MAP 4

Map Created by Livingston County GIS Department



City of Brighton
Public Sewer Service Area Map
Master Plan Update 2012

MAP 5

Map Created by Livingston County GIS Department

Transportation

Roads/Vehicular

The City of Brighton is uniquely positioned along some of the State’s busiest highways and between economic centers in central and southeast Michigan. US-23 lies just to the east of the City and provides access to Ann Arbor and Flint. I-96 runs along the northern border of the City and provides access to Lansing and Metropolitan Detroit.

The National Functional Classification Map (NFC) shows how roads are classified by the State of Michigan in conformance with the funding requirements of the Federal Highway Administration. The road classifications shown on Map 6 are defined below (MDOT, 2005):

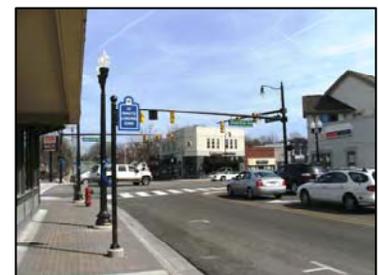
1. Rural or Urban Interstates (Principal Arterials): These generally carry long distance, through-travel movements. They provide access to important traffic generators, such as major airports and regional shopping centers.
2. Rural or Urban Minor Arterials: Similar to the above category, except that they carry trips of shorter distance and to lesser traffic generators.
3. Rural Major or Urban Collectors: These provide more access to property than do arterials. They also funnel traffic from residential or rural areas to arterials.
4. Rural or Urban Local: These roads primarily provide access to property.

Only interstates, arterials, and collectors are considered federal-aid roads and are eligible for federal funds under the National Highway System (NHS) or Surface Transportation Program (STP). Table 15 summarizes the NFC classifications for select roads in or near Brighton.

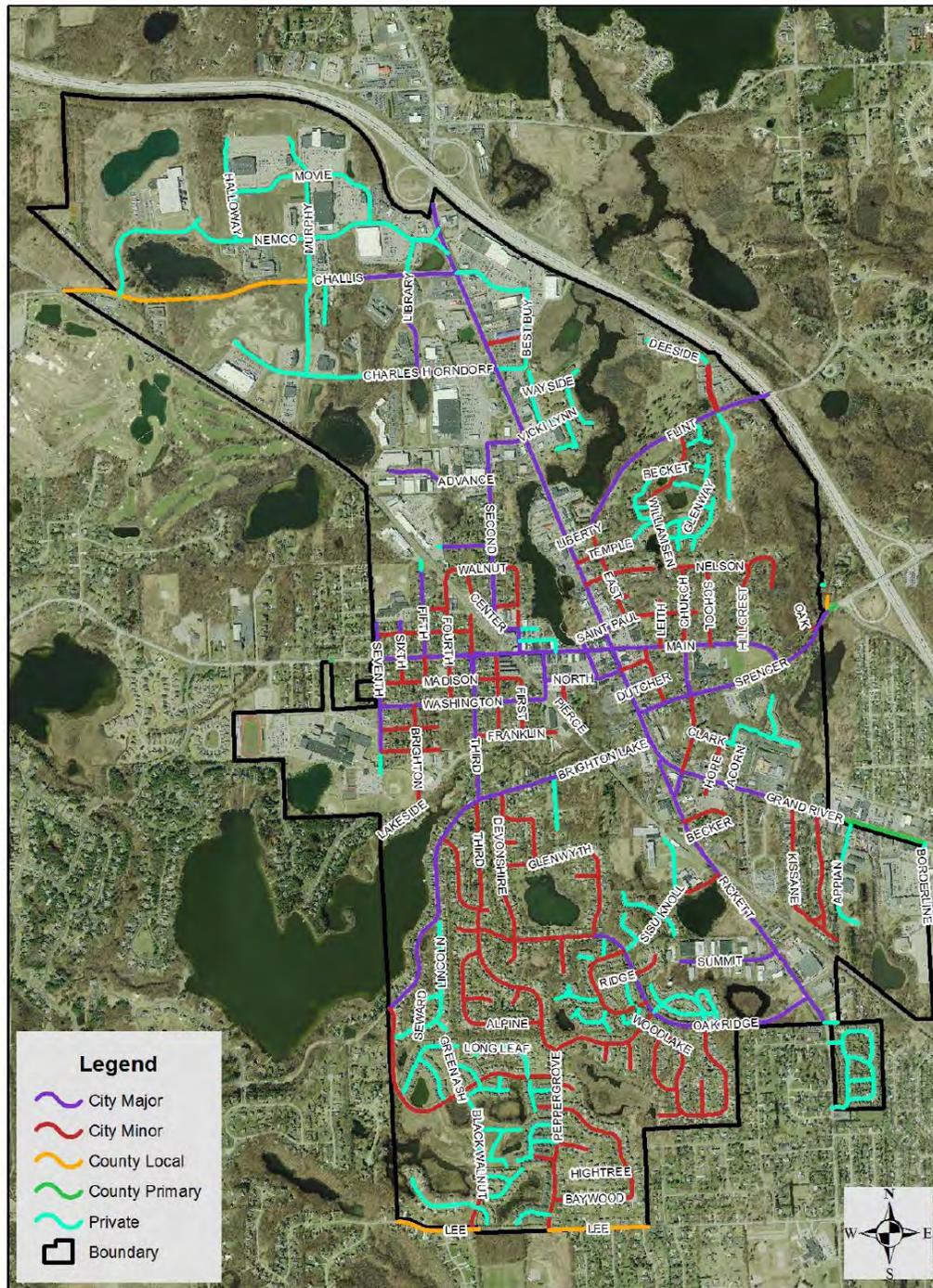
Table 15 – Classification of Select Roads in Brighton

Road Name	Road Classification
I-96	Rural or Urban Interstate (Principal Arterial)
Grand River	Rural or Urban Minor Arterial
Challis Road	Rural Major or Urban Collector
Main Street	Rural Major or Urban Collector
Spencer Road	Rural Major or Urban Collector
Brighton Lake Road	Rural Major or Urban Collector
Rickett Road	Rural Major or Urban Collector
All Other Roads	Rural or Urban Local

Source: Michigan Department of Transportation. 2005.
www.michigan.gov/mdot.



Grand River at
Main Street Intersection



MAP 6



City of Brighton
National Functional Classification Map
Master Plan Update 2012

Map Created by Livingston County GIS Department

Sidewalks/Pedestrian

Beginning in 1998, Brighton has been actively pursuing a “Walkable Communities” agenda to make the City more pedestrian friendly, oriented and accessible. The community began working with Dan Burden on assessing and implementing “Walkable Communities” concepts in 1998 and had him back (in 2003) to update the assessment and help develop plans for future improvements. In addition to substantial additions to the sidewalk network in new development areas and the filling of sidewalk gaps in other areas, the City has pursued a number of other pedestrian oriented projects in the last few years, including:

- Main Street and Grand River intersection improvements
- Raised pedestrian crosswalk and lighting across Main Street in the downtown area
- Increased emphasis in the annual Capital Improvements Budget on sidewalk repairs and gap filling



Lighted Crosswalks on Main Street



Mill Pond Pedestrian Tridge

Local and Regional Recreation

The City of Brighton is uniquely positioned within a region with many recreational amenities. Within the City, the Millpond Area adjacent to the City Hall, the Meijer/SELCRA Skate Park, school and the tridge and sidewalks provide local recreational opportunities. In addition to these assets within the City, there are five (5) state recreation areas and three (3) metroparks within ten (10) miles of the City. These are listed in Table 16.

Table 16 – Regional Recreation Resources

Name of Facility	Approximate Location
Brighton State Recreation Area	1 mile southwest
Island Lake State Recreation Area	1 mile southeast
Huron Meadows Metropark	1 mile south
Kensington Metropark	4 miles east
Hudson Mills Metropark	10 miles southwest
Highland State Recreation Area	10 miles northeast
Proud Lake State Recreation Area	10 miles east
Pinckney State Recreation Area	10 miles southwest

Source: Michigan County Atlas. Universal Map. 1991.

Considered together, the regional recreation resources, City parks and school properties provide a wide range of recreational opportunities within and near to the community.

Background Studies Summary

Brighton is a small, maturing city centrally located in a high growth region between the population and economic centers of central (Lansing) and southeastern (Metro Detroit) regions of Lower Michigan. Due to its central location and maturity, the City of Brighton remains a commercial center and is the prime civic/cultural center for the surrounding communities.

The fabric of the city has been shaped by its historic development along a busy rail line and the Grand River Avenue corridor and the natural features shaped by the glaciers of 13,000 years ago. To this day the City retains its main northwest to southeast orientation paralleling the rail line and Grand River Avenue. In addition, scattered ponds, wetlands, and woodlands exist within the City in areas of topography that have limited development due to wetness or steep slopes.

The City has experienced a period of substantial growth and development in the last few decades, but this is expected to slow in the coming years. In the last decade the population of the City has tended to be increasing in average age, education level, and income level. The increase in age mirrors general changes in the population of the county, state and nation in general, while the increase in education and income levels relative to regional and state averages seems to indicate that Brighton has been successful at attracting and retaining a citizenry of higher social and economic status than the average for the region and state.

GOALS AND OBJECTIVES

Prepare Brighton to be the Best Place to Live:

Goals:

1. Encourage the preservation, maintenance and the renovation of older homes and apartments by property owners, and the redevelopment of housing Downtown for young professionals.
 - Strategy 1.1:* Continue City Capital Investment in established residential neighborhoods with streets, sidewalks, utilities, streetlights, street trees, and related amenities.
 - Strategy 1.2:* Discourage requests for zoning variances and rezonings in residential neighborhoods that would disrupt the look and feel of the neighborhood.
 - Strategy 1.3:* Enforce the housing and zoning codes to assure that code violations and structural problems are corrected before problems become severe.

2. Diversify housing types, sizes, styles and values.
 - Strategy 2.1:* In undeveloped areas suitable for residential housing, encourage owner-occupied single-family homes with an emphasis on housing types that support families with children.
 - Strategy 2.2:* Insist on high quality site plan standards for both condominiums and multiple-family housing developments. Requirements for parking, lighting, roads and infrastructure, protection of natural areas, and provision of open space, pedestrian walkways and parkland are important aspects of quality design and help to preserve property values.
 - Strategy 2.3:* Insist on high quality site development standards for subdivision and site condominium plan approvals. Insure that sound neighborhood design standards are used and that pedestrian access to educational and recreational facilities are provided.
 - Strategy 2.4:* Continue the residential award program for outstanding residential remodeling and decoration.
 - Strategy 2.5:* Review the Zoning Ordinance to insure that City zoning requirements are up to date and reflective of modern living.
 - Strategy 2.6:* Promote a diverse array of residential living types in the Downtown in appropriate locations, including the re-establishment of the housing over the businesses along Main St.

3. Maintain senior citizen housing convenient to services, churches, and community services
 - Strategy 3.1:* Support senior housing/care developments by providing sidewalks, safe pedestrian crossings, and encouraging appropriate commercial retail and services in close proximity.
 - Strategy 3.2:* Encourage expanded activities for senior citizens centered on the Mill Pond area, Downtown, and Community Center.

4. Maintain the small town atmosphere of Brighton

Strategy 4.1: Encourage the continued use of the Downtown for Civic Events, Arts and the Farmer's Market as they help bring the community together and provide a place for socialization.

Strategy 4.2: Design capital improvements that are sensitive to the nature and character of the neighborhoods and surroundings in which they are located.

Strategy 4.3: Encourage pedestrian linkages from neighborhoods to Downtown.

Design Brighton to be the Best Business and Service Center:

Goals:

1. Recognize the value of small businesses and corporations.

Strategy 1.1: Continue open communication with Brighton businesses and the Brighton Area Chamber and encourage comments and suggestions about City services.

Strategy 1.2: Commend and thank business owners for their site and building improvements by continuing the annual awards.

Strategy 1.3: Maintain the practices and actions that have built confidence in the business community that Brighton is a good place to do business.

Strategy 1.4: Work with the Brighton Area Chamber of Commerce, local business leaders, and developers to attract new businesses to the City and encourage the redevelopment of existing sites to enhance vitality.

2. Recognize commercial and industrial development is necessary to maintain a stable source of the revenue for municipal services.

Strategy 2.1: Increase the commercial and industrial tax base to maintain a stable source of revenue for municipal services.

Strategy 2.2: Encourage the development of new businesses and the redevelopment of existing sites.

Strategy 2.3: Maintain high development standards in commercial and industrial areas.

Strategy 2.4: Encourage mixed use development in the City.

Strategy 2.5: Improve the appearance and function of commercial, office, and industrial areas through site plan review.

Strategy 2.6: Update the Zoning Ordinance as needed.

Strategy 2.7: Complement and maintain the existing gateways into the City and finish the gateways at the remaining City entryways.

Strategy 2.8: Re-invest in commercial and industrial areas with infrastructure (streets, utilities, street lighting, sidewalks) and street trees to enhance and/or maintain the viability and aesthetic appeal of these areas.

Strategy 2.9: Utilize the Local Development Finance Authority (LDFA) in appropriate areas.

Strategy 2.10: Partner with the State of Michigan and Livingston County to attract and locate manufacturing and research and development firms to the City.

Strategy 2.11: Encourage the efforts of the Brighton Area Chamber of Commerce to market available commercial and industrial space to interested high quality businesses.

3. Pursue Regional Cooperation for the purpose of consolidating services, improving inter-governmental relationships and participating in the State of Michigan's revenue sharing incentives and programs.

Strategy 3.1: Work cooperatively with adjacent townships to foster the economic development of the Greater Brighton area and continue the practice of entering into intergovernmental agreements with neighboring jurisdictions when there is mutual interest.

Strategy 3.2: Conduct joint public-private sector meetings involving township officials, City officials, and business leaders to review economic development issues and opportunities for the Greater Brighton area.

Strategy 3.3: Offer to extend or join municipal services with neighboring townships when mutual interests are advanced. Periodically review the current City of Brighton extensions of services to areas outside the City.

Strategy 3.4: Cooperate with neighboring jurisdictions to solicit the aid of Federal and State governments for projects which have regional benefits.

4. Strengthen the character and identity of the Downtown as the center for community life and a symbol of Brighton and to maintain its economic viability.

Strategy 4.1: Support and work cooperatively with the Downtown Development Authority (DDA) to insure that Downtown remains healthy and vibrant.

Strategy 4.2: Implement the recommendations of the "Brighton Downtown Blueprint 2003".

Strategy 4.3: Implement the recommendations of the 2009 Downtown Parking Study.

Strategy 4.4: Facilitate communication between business owners, the Brighton Area Chamber of Commerce, and Brighton officials.

Strategy 4.5: Promote the Downtown as a walkable community center.

Strategy 4.6: Expand the sense of Downtown along Grand River.

Strategy 4.7: Re-evaluate the Municipal Complex Plan.

Strategy 4.8: Encourage the continued use of the Downtown for Civic Events, Arts and the Farmer's Market as they help bring the community together and provide a place for socialization.

5. Encourage the redevelopment of the E. Grand River Corridor.

Strategy 5.1: Implement the recommendations of the E. Grand River Ave. corridor studies.

Strategy 5.2: Program E. Grand River Ave. street improvements (including paving, sidewalk, streetscape, and street lighting) in the Capital Improvement Program.

Strategy 5.3: Manage driveway and curb cut access to/from parking requiring shared accesses where appropriate through site plan review.

Strategy 5.4: Encourage quality redevelopment of private property in the Corridor by combining flexible standards consistent building materials through the site plan review process.

Land Use Patterns and Zoning Regulations:

Goals:

1. An economically sound and vibrant Downtown.

Strategy 1.1: Intensify land uses and pedestrian activity in Downtown in accordance with the Downtown Development Authority plans, the Downtown Business District Ordinance and the Brighton Downtown Blueprint 2003 recommendations.

Strategy 1.2: Pursue Capital Improvement Projects which improve pedestrian movements, provide attractive public spaces, and parking lot enhancements in Downtown.

Strategy 1.3: Encourage the location of small-scale retail commercial uses along Main Street, Grand River and adjacent streets which are part of the Downtown core.

Strategy 1.4: Encourage mixed use developments containing residential housing in the fringe areas of the Downtown Business District (DBD) zoned area.

Strategy 1.5: Encourage residential housing in the Downtown, with special emphasis on housing above businesses and offices.

Strategy 1.6: Encourage land use proposals that occur on the edges of the DBD that contain a residential component. The introduction of a residential component within the DBD will advance DBD goals and allow for a transition to occur from more intense land uses within the DBD district to residentially zoned areas.

Strategy 1.7: Encourage mixed use developments, where appropriate to diversify the types of uses in downtown.

Strategy 1.8: Continue the development practices of the Downtown Development Authority and City Council.

Strategy 1.9: Intensify street edge landscaping.

Strategy 1.10: Identify and pursue locations for new municipal parking spaces in downtown.

2. Assure that all development proposals balance the interests of neighboring property owners, the environment and city residents and contribute to quality of life in Brighton.

Strategy 2.1: Insist all development proposals be serviced by City Utilities and Street infrastructure.

Strategy 2.2: Insist on high quality residential buildings for infill residential site development.

Strategy 2.3: Preserve the residential character of neighborhoods.

Strategy 2.4: Through the site plan review process and/or subdivision review process, preserve existing natural features to the extent possible while recognizing the property owners right to reasonably develop the property.

Strategy 2.5: Insist that new developments in undeveloped, underutilized or unsightly areas maintain or exceed standards for sound design, building materials, and curb appeal.

Strategy 2.6: Review redevelopment proposals to assure that customary development standards are adhered to, while recognizing that some flexibility in ordinance requirements may be circumstantially warranted.

Strategy 2.7: Utilize the City's Brownfield provisions in order to spur redevelopment for eligible sites.

Open Space, the Natural Environment, Stormwater Management and Wellhead/Groundwater Protection:

Goals:

1. Protect Brighton's natural resources, including lakes, creeks, ponds, wetlands, groundwater, and trees, contribute substantially to the quality of life.

Strategy 1.1: Inform developers about requirements for state wetlands permits and inland lakes and streams permits. Withhold certificates of occupancy unless compliance with state requirements is demonstrated.

Strategy 1.2: Encourage developers to utilize flexible and non-conventional methods of development (cluster housing, PUD's) to preserve important natural features.

Strategy 1.3: Grant relief from customary development standards, (especially from the standards found in the Land Development manual) when it can be demonstrated that important natural features can be preserved.

Strategy 1.4: To the extent possible, try to preserve and/or create connections between important natural features within and outside the City.

Strategy 1.5: Where practical require open space dedication for new developments which provides usable undeveloped land appropriate for the anticipated residents of the area.

Strategy 1.6: Require developers to identify the location of mature trees of six (6") calipers on the site plan so that approaches for protecting the trees can be considered.

Strategy 1.7: Engage the services of an urban forester and/or Landscape Architect to assure that species of trees and plants proposed for new or existing developments are appropriate to the soils and the physical environment.

Strategy 1.8: Establish a program of tree planting with street trees and along designated corridors and public use areas.

Strategy 1.9: Require developers to replace all large trees that they destroy with new trees incorporated into the site's landscaping plan.

Strategy 1.10: Participate in the Tree City USA program.

2. Protect the Brighton's natural drainage and stormwater systems and its Wellhead Protection Program.

Strategy 2.1: Continue cooperative relationship with County Drain Commission and require applicants for building permits to obtain County soil erosion permits (if applicable) prior to the issuance of the building permit.

Strategy 2.2: Notify the Brighton Area Fire Department of businesses that use, store, or generate hazardous substances.

Strategy 2.3: Utilize site plan review and subdivision regulations to emphasize soil erosion control, preservation of important topographic features, wetlands protection, tree preservation, safe storage of hazardous substances, sound stormwater management, and open space preservation where appropriate.

Strategy 2.4: Implement the stormwater Master Utility Plan.

Strategy 2.5: Utilize best management practices and sound design criteria when designing stormwater systems for new developments and as guidelines for redevelopment projects.

Strategy 2.6: Adopt a Stormwater Management policy which sets forth the conditions under which wetlands and lakes may be used for stormwater detention and retention purposes.

Strategy 2.7: Continue to improve the quality of stormwater and stormwater treatment through innovative efforts on public and private properties.

Strategy 2.8: Maintain the City's stormwater management system.

Strategy 2.9: Maintain a wellhead protection program.

Strategy 2.10: Identify and map sensitive and/or vulnerable groundwater recharge areas and protect them from adverse impacts through site plan review and/or subdivision review.

Strategy 2.11: Consider regulating the type and nature of developments which are allowed to develop in the identified groundwater recharge/sensitive area.

Transportation Routes, Traffic Control, and Pedestrian Linkages

1. Maintain a safe and efficient street network through and around the City of Brighton.

Strategy 1.1: Work with the Michigan Department of Transportation (MDOT) and Livingston County Road Commission to improve traffic flow and street/pedestrian lighting at Grand River Ave. and I-96, Hilton Road and Challis.

Strategy 1.2: Pursue burial of overhead power lines in the Grand River Corridor with any future Grand River Ave. street improvement project.

Strategy 1.3: Continue to plan for street improvements in the Capital Improvement Program.

Strategy 1.4: Continue the Residential Curb and Gutter Program until all dedicated City streets are equipped.

Strategy 1.5: Continue to evaluate City Engineering Standards to insure that street design, especially in residential neighborhoods, is in keeping with the context of the neighborhood.

Strategy 1.6: Continue the practice of allowing on street parking in residential neighborhoods, and evaluate the need for an overnight parking prohibition.

Strategy 1.7: Pursue jurisdictional transfer of Challis Road to the City of Brighton.

Strategy 1.8: Continue to have the Traffic Safety Advisory Board advise Council on traffic safety and traffic management matters.

Strategy 1.9: Partner with neighboring jurisdictions and the Livingston County Road Commission to work toward regional traffic management solutions.

2. Through sidewalk improvements, visual linkages, and landscaping, encourage Brighton residents to walk or bike throughout the City.

Strategy 2.1: Pursue sidewalks in the Challis Road area to allow for pedestrians to access Brighton Towne Square development and other destination points along Challis Road from the City's existing sidewalk network.

Strategy 2.2: Install streetlights and street trees along Challis Road.

Strategy 2.3: Plan for the construction and maintenance of sidewalk improvements through the Capital Improvement Program.

Strategy 2.4: As a part of City street construction projects include, where appropriate, the construction/reconstruction of sidewalks and streetlights.

Strategy 2.5: Plant street trees along residential streets.

Strategy 2.6: Provide improved pedestrian crossings at key intersections in the City.

Strategy 2.7: Improve and extend the pedestrian network of pathways and sidewalks useful for walking and biking, especially linking residential areas with the Downtown.

Strategy 2.8: Maintain the Downtown crosswalks and reinforce the fact that motorists must yield to pedestrians at crossings.

Strategy 2.9: Continue to support and promote and expand the pedestrian orientation of the Mill Pond and Downtown areas.

Strategy 2.10: Investigate the potential for a new pedestrian/bicycle way(s) to connect Downtown with destination points in the all parts of the City.

Strategy 2.11: Plan for and implement the “Tridge” extension on the east side of Grand River Ave, including a Grand River Ave pedestrian crossing at/near Ore Creek. The “Tridge” extension is intended to connect with the Flint Road Sidewalk.

Capital Improvements and Financing Options:

Goals:

1. Provide the capital improvements that are needed to sustain the quality of life in the City of Brighton.

Strategy 1.1: Continue to prepare a capital improvements plan which sets forth project costs and priorities for a six-year period.

Strategy 1.2: Revise and update the capital improvements plan on an annual basis with the input of the Planning Commission, residents and business owners.

Strategy 1.3: Maintain reserve accounts to accumulate funds to cover periodic maintenance on the City’s infrastructure of utilities (water, sewer, & storm), streets, streetlights and sidewalks.

Strategy 1.4: Continue to include in the water and sewer user charges a reserve fund for system maintenance and small improvement projects.

Strategy 1.5: Program residential street repair projects in the Capital Improvement program for those streets in need of repair.

Strategy 1.6: Continue to seek out and implement innovative methods and state/federal aid and/or grant funds for eligible capital improvement projects funding/reimbursement for funding programs.

Strategy 1.7: Continue to utilize utility capital reserve funds as a viable source of appropriate project funding.

Strategy 1.8: Consider an expansion of the Downtown Development Authority (DDA) boundaries to increase revenue to aid in funding projects within the DDA district.

Strategy 1.9: Maintain the excellent bond rating that the has City maintained to keep debt service on bonds as low as possible.

Strategy 1.10: Continue to efficiently utilize the Local Development Financing Authority and Downtown Development Authority funds as a way to pay for appropriate Capital Improvement projects.

Build Out and Sustainability:

Goals:

1. To smoothly transition from a high growth City to one that is sustainable.

Strategy 1.1: Begin developing financial models and revenue streams on a sustainable scenario.

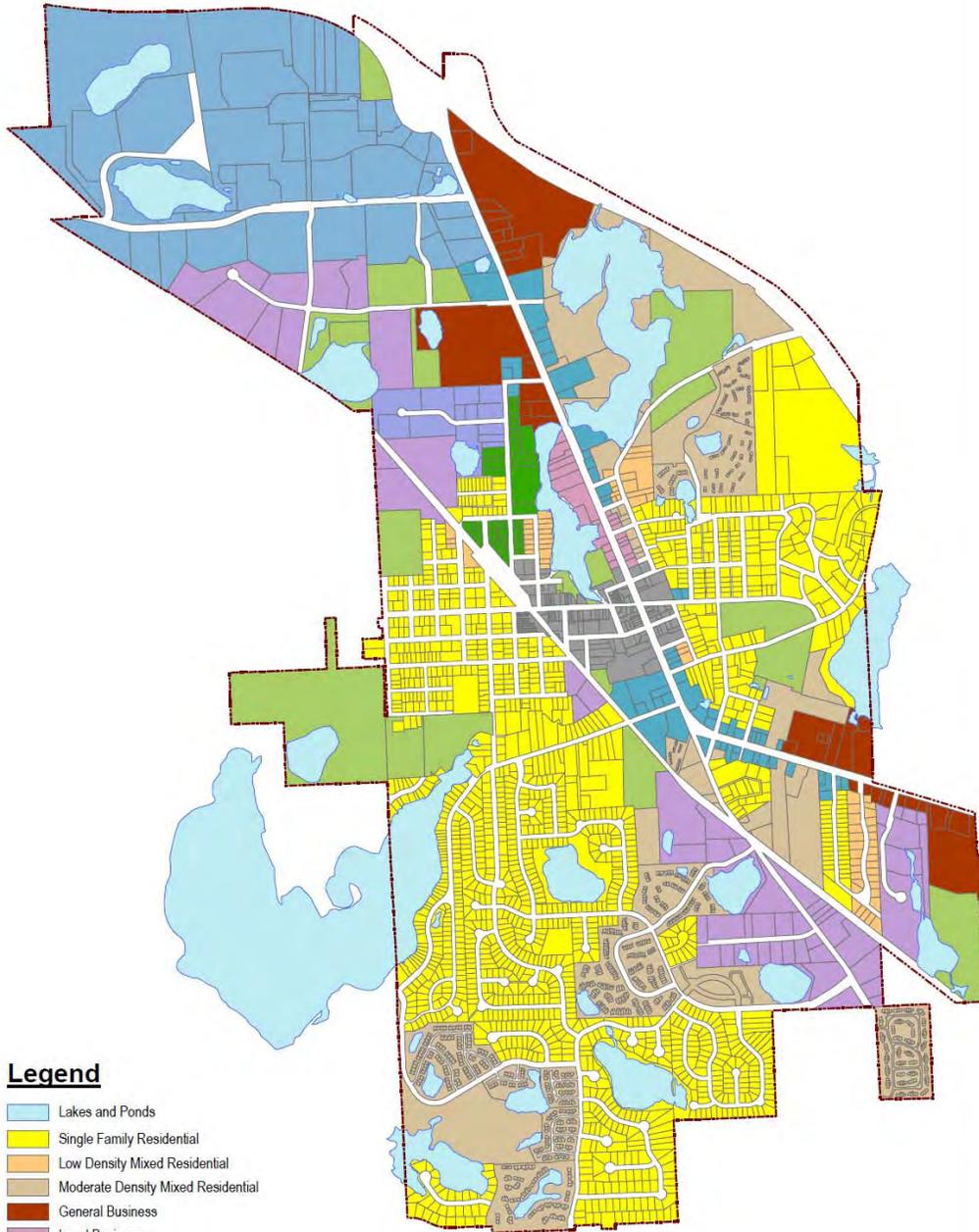
*FUTURE LAND USE
PLAN*

As indicated earlier, the Master Plan is more than a series of maps. Goals and objectives establish a direction. Planning strategies, represented in both graphic and narrative form, identify the more specific manner in which the goals and objectives are to be implemented.

In the course of preparing the plan, several factors were considered: existing land use and development patterns, demographic trends, regional influences, and transportation networks. In addition to these factors, the plan considered the comments and opinions gathered during public meetings as well as meetings with the Master Plan Subcommittee, Planning Commission and City Staff. To this extent, it reflects general policy toward development and redevelopment within the City.

City of Brighton Future Land Use Map

MAP 7



Legend

- Lakes and Ponds
- Single Family Residential
- Low Density Mixed Residential
- Moderate Density Mixed Residential
- General Business
- Local Business
- Mixed Office/Commercial
- High Density Mixed Residential
- Mixed Use
- Downtown
- Mixed Industrial/Research/Office
- Industrial
- Community Service

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Revision Date March 28, 2011

Land Use Plan Categories

In order to guide the development of future land uses throughout the City, distinct land use categories are established. By prescribing the various land use categories to specific areas of the City, a useful long term plan for the development and redevelopment of the City of Brighton can be developed. The sections below provides a description of each of the future land use categories used in the City of Brighton Future Land Use Plan map and a summary table of the Future Land Use Categories by Area.

Residential Land Uses

The preservation and enhancement of the existing neighborhoods within the City is one of the primary goals of this Master Plan. Protection of these neighborhoods from development that is not consistent with or would be disruptive to the existing character of the neighborhoods was one of the main considerations in determining where land uses should be located within the City, particularly in the case of non-residential and high density residential uses.

The maintenance of the small town atmosphere supported by healthy neighborhoods is important to the community's character. To this end the City is interested in providing a diversity of housing types, sizes, and values; with an emphasis on owner-occupied units that would be attractive to families with children.

Single Family Residential

This area is designated to provide an environment of predominantly lower-density, single family detached dwellings, along with other related facilities such as parks and schools. Single family residences should be developed at a density of not greater than two and a half (2.5) to four (4) units/acre. This density corresponds to the minimum lot areas currently required by the City's A1, A2 and R1 zoning districts.

Low Density Mixed Residential

This area is designated to allow a low density residential environment including single family detached dwellings, duplexes and smaller scale multiple family developments. Condominium and other multiple family residential uses in the Mixed Residential areas would allow up to a maximum of five and a half (5.5) dwelling units/acre. The final density for sites designated Mixed Residential should be determined by consistency and compatibility with neighboring buildings and density. This density corresponds to that permitted by the City's R-3 zoning district. The designated areas are frequently existing Mixed Residential areas. In some cases this designation is used in single family residential areas that appear to be in transition, but where a residential use is still considered desirable.

Moderate Density Mixed Residential

This area is designated to allow a medium density residential environment such as condominiums/attached single family residences, townhouses, and apartments. Residential areas under this land use designation should be developed at a density not greater than six and a half (6.5) dwelling units/acre. This density corresponds to that permitted by the City's R-4 zoning districts. Condominium/Multiple Family Residential serves as a transition between non-residential districts and lower density residential uses. In some areas it is part of a local mixed use pattern.

High Density Mixed Residential

This area is designated to allow a high density residential environment such as attached condominiums, townhouses, apartments and senior residences that may serve as a transition between non-residential districts and moderate to lower density residential uses.

Downtown

It is one of the driving goals of the City of Brighton to maintain and enhance the traditional role of the Downtown as the symbolic and activity center of the community. As such, the Downtown should be an active and vibrant district acting as a destination area for cultural, civic and commercial activity within the City. To this end a higher density of mixed land uses that are compatible with these goals and the small town/Main Street character of the area are desirable in this area.

Downtown

This designation is intended to provide for pedestrian accessible mixed uses consisting of the variety of retail, office, residential, and service uses in the Downtown area. This district includes and promotes uses which would provide convenient pedestrian shopping, including areas of continuous retail frontage. Automotive related services, such as drive-throughs, and other uses which tend to hinder pedestrian circulation and the continuity of retail frontage should be prohibited. Residential uses should be encouraged in the Downtown, including high density residential in the core area of downtown to help support the viability of the other uses found there.

Commercial/Industrial Land Uses

The City recognizes and embraces the significant role that local business plays in the health of the community. Local businesses provide the jobs, services and taxes that are key factors that make possible the quality of life and level of City services that make Brighton a desirable place to live. The goal and objectives of this master plan call for high standards for commercial and industrial developments and policies that provide strong support for a vibrant business community.

General Business

This designation is intended for the widest and most intensive variety of retail and service businesses. Businesses can include services meeting the commercial needs of the motoring public. Typical uses in this district include restaurants, drive-through restaurants, auto service establishments, and retail uses serving a regional clientele. The uses within this district are typically auto dependent and benefit from the exposure of high traffic volume thoroughfares. General business land uses are focused to the easterly and westerly portions of the Grand River Avenue Corridor.

Local Business

This designation is intended to allow a broad range of goods and services to be offered, but less intensive uses than those permitted under the general business category. The intent of this designation is to allow for the functioning grouping of commercial enterprises which cater primarily to the surrounding neighborhood, but also could serve a larger trade or service area. This category is intended for areas along Grand River Avenue, where it can serve both “local” and “through” travelers.

Mixed Office/Commercial

This designation is intended to encompass existing and future areas within the City that are or have been transitional in nature. These areas are changing from one set of land uses to another and are located between two more well-defined land use areas. This designation would permit a mix of less intensive office, service and commercial uses. The reuse of existing structures for new uses is a common feature in these areas, though new structures are also possible. In either case, the main goals of this designation are to maintain the existing character of the area they occur in and to provide a physical transition between the differing land uses which lie adjacent to it.

Mixed Use

This land use designation is designed to encompass existing and future areas that provide for a mixture of residential, commercial, office, research, and light industrial uses. Integration of the varied uses through appropriate site and building design is essential to the success of the designated area. Residential uses under this land use category should be dense enough to help support the viability of the other uses in the Mixed Use area. The suggested residential density in this area should be eight (8) to twelve (12) dwelling units per acre.

Mixed Industrial/Research/Office

This land use category is designed to primarily accommodate light industrial, research and office uses of a more industrial character together in mixed use areas. The permitted uses must have external and physical effects that are restricted to the immediate area, having only a minimal effect

on surrounding districts. This land use designation corresponds mainly to the Office Research (OR), Research Manufacturing (RM) and Light Industrial Park (LIP) zoning districts.

Industrial

This designation is intended to allow a variety of light to moderate industrial uses; including warehouses, wholesale activities, and the manufacturing, compounding, processing, packaging and assembly of finished and semi-finished properties. The permitted uses must have external and physical effects that are restricted to the immediate area, having only a minimal effect on surrounding districts.

Community Service

Community Service

This category includes land uses such as public schools, cemeteries, parks and other publicly owned land owned and operated for a public purpose. Only uses of this type which occupy relatively large areas and that are relatively long term in nature are included in this category. Although this category does not correspond to any specific zoning district, it is included in recognition of the special nature and longevity of these uses. The creation of a zoning designation to cover this land use could be considered in the future.

Summary

Table 17 below provides a summary of the Future Land Use Map by area for each land use category. Pure residential categories make up fifty (50) percent of the City's area. This demonstrates the City's commitment to maintaining, and where possible, expanding residential uses. The mixed use categories (Mixed Use, Mixed Industrial/ Research/Office, Mixed Office/Commercial, and Downtown) make up thirty-two (32) percent of the City's total area. These categories incorporate the bulk of the area available for development within the City and demonstrate the flexible and proactive approach the City has toward supporting a healthy and vibrant business community and economy.

Table 17 - Summary of Future Land Use by Area

Land Use	Total Area (acres)	Percent Area
Single Family Residential	601	30%
Moderate Density Mixed Residential	367	18%
Mixed Use	337	17%
Mixed Industrial/Research/Office	214	11%
Community Service	198	10%
General Business	110	5%
Mixed Office/Commercial	52	3%
Downtown	37	2%
Low Density Mixed Residential	16	1%
Industrial	28	1%
Local Business	16	1%
High Density Mixed Residential	17	1%
Total	1,994	100%

ACTION PLAN

The Master Plan is essentially a statement of goals and objectives designed to guide future growth and redevelopment. The Master Plan forms the basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Master Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Master Plan is to be followed.

A variety of programs or administrative tools are available to allow the Master Plan to succeed.

Zoning Requirements

Zoning is the development control that has been most closely associated with planning. Originally zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes. Zoning should be used:

1. To promote orderly growth in a manner consistent with land use policies and the Master Plan;
2. To promote attractiveness in the City's physical environment by providing variation in lot sizes, architectural features and appropriate land uses;
3. To accommodate special, complex or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits;
4. To guide development away from conflicting land uses (i.e., industrial uses adjacent to residential areas);
5. To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan; and
6. To promote the positive redevelopment of underutilized areas of the City.

The Zoning Ordinance and Future Land Use map in themselves should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Certain areas of the City have been designated for a land use classification in the Master Plan which conflicts with either existing zoning or existing land uses. These designations were developed in order to guide the desired development of these areas. Certain areas may benefit from a City-initiated rezoning in order to provide more consistency. Other areas may continue with an existing zoning designation that, although currently conflicting with the Future Land Use designation, may be rezoned in the future once the existing use terminates or conditions change. It is at this time that the land use recommendations will provide guidance as to the proper zoning. The City Planning Commission should further study and make decisions regarding which areas warrant City-initiated rezoning.

Plan Education

Citizen involvement and support will be necessary as the Master Plan is implemented. Local officials should constantly strive to develop procedures that make citizens more aware of the planning and zoning process and the day-to-day decision-making which affects implementation of the Master Plan. A continuous program of discussion, education, and participation will be extremely important as Brighton moves toward realization of the goals and objectives contained within the Master Plan.

Plan Updates

The Plan should not become a static document. The City Planning Commission should re-evaluate and update portions of it on a periodic basis. In accordance with Public Act 265 (2001), which amended the City or Village Planning Act, the City is required to review the Master Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Master Plan. The Master Plan should also be coordinated with the capital improvement plan, other plans or studies in order to provide proper long-range planning.

Coordination with Adjacent Communities

According to Public Act 265 of 2001, the City of Brighton must notify neighboring jurisdictions, the County, the region, and any registered public utility company, railroad, or other governmental entities of the intent to revise its Master Plan. The notified entities are asked to review and make comments on the proposed Master Plan. The County will need to provide comments to the City, including an analysis of the proposed Master Plan as it relates to those of the adjacent communities and the County's plan. Upon receipt of the comments, a public hearing will be held and the plan will be approved by the Planning Commission, or if asserted by the City Council, the City Council may approve the Master Plan.

Recommendations and Implementation

The following sections contain recommendations for achieving the goals and objectives outlined in Chapter 3. The policies developed to realize these goals and objectives were categorized under general headings and presented in a tabular format. For each policy, potential funding sources, responsible party(s), and a timeframe for implementation was provided, where applicable. Additional recommendations, which expand upon the themes of the goal and objectives, are also provided. They were developed to address specific issues that are important to the City of Brighton.

Brighton as a Place to Live – Population and Housing Trends

As shown by the population data presented in the Background Studies, Brighton's population growth has and will continue to be relatively slow when compared to the surrounding townships. Perhaps more important however, is the distribution of age groups within the population. For example, the percentage of older persons in Brighton is rising. This trend is expected to continue. **Furthermore, the younger population, ages 5 to 17 decreased from 2000 to 2010. In addition, the percentage of Brighton households without children will increase to seventy (70) percent by 2035. These trends suggest that new families are not moving to the City of Brighton.**

The diversity and quality of Brighton's housing and neighborhoods are assets that make Brighton an attractive place to live. Most homes were built between 1970 and 1980, which corresponds well with the population growth experienced in the same decade. To promote Brighton as an attractive place to live, City officials must respond to changing population patterns and the resultant changing demands on housing.

Brighton has established a comprehensive set of goals that address population and housing trends. Together these goals should help to promote the City as an attractive place to live. The goals support the maintenance and enhancement of existing neighborhoods including the downtown, respond to the housing needs of seniors, and encourage high-quality residential development. These goals include the following:

1. Encourage the preservation, maintenance and the renovation of older homes and apartments by property owners, and the redevelopment of housing Downtown for young professionals.
2. Diversify housing types, sizes, styles and values.
3. Maintain senior citizen housing convenient to services, churches, and community services
4. Maintain the small town atmosphere of Brighton

These specific goals were evaluated and grouped under two (2) categories: 1) Housing, and 2) Community Enrichment. These categories are provided below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Housing

Brighton has many quality homes of different styles and ages set within desirable neighborhoods. For example, the downtown neighborhoods are very desirable because of the quality older homes and walking distance to downtown. In general, the strategies listed below were developed to preserve and maintain existing homes, diversify housing types, and encourage home ownership.

Strategy	Funding	Responsibility	Timeframe ¹
1.2, Zoning Variances and Rezoning	NA	Brighton	S – L
1.3, Housing & Zoning Enforcement	NA	Brighton	S - L
2.1, Owner-Occupied Housing	NA	Brighton	L
2.4, Residential Awards Program	NA	Brighton	S – L
2.6, Diversify Housing	NA	Brighton	S – L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

- Strategy 1.2:* Discourage requests for zoning variances and rezonings in residential neighborhoods that would disrupt the look and feel of the neighborhood.
- Strategy 1.3:* Enforce the housing and zoning codes to assure that code violations and structural problems are corrected before problems become severe.
- Strategy 2.1:* In undeveloped areas suitable for residential housing, encourage owner-occupied single-family homes with an emphasis on housing types that support families with children.
- Strategy 2.4:* Continue the E.D. Ewing residential awards program for outstanding residential remodeling and decoration.
- Strategy 2.6:* Promote a diverse array of residential living types in the Downtown in appropriate locations, including the re-establishment of the housing over the businesses along Main Street.

Community Enrichment

To maintain the existing population and to attract new residents, particularly families, Brighton must continue to provide high quality community and cultural amenities. The strategies listed below support these efforts.

Strategy	Funding	Responsibility	Timeframe ¹
1.1, City Capital Investment	CIB, MSF	Brighton	S – L
2.2, High Quality Condo/Multi Family	NA	Brighton	S – L
2.3, High Quality Subdivisions	NA	Brighton	S – L
2.5, Review Zoning Ordinance	NA	Brighton	S – L
3.1, Senior Housing Developments	NA	Brighton	S – M
3.2, Expand Senior Activities	NA	Brighton	S – M
4.1, Downtown for Events	NA	Brighton	S – L
4.2, Context Sensitive Improvements	CIB ²	Brighton	S – L
4.3, Pedestrian Linkages to Downtown	CIB, MSF ³	Brighton	S – L

1 – S: Short term, M: Medium term, L: Long term.

2 – Capital Improvement Bond

3 – Major Street Fund

- Strategy 1.1:* Continue City Capital Investment in established residential neighborhoods with streets, sidewalks, utilities, streetlights, street trees, and related amenities.
- Strategy 2.2:* Insist on high quality site plan standards for both condominiums and multiple-family housing developments. Requirements for parking, lighting, roads and infrastructure, protection of natural areas, and provision of open space, pedestrian walkways and parkland are important aspects of quality design and help to preserve property values.
- Strategy 2.3:* Insist on high quality site development standards for subdivision and site condominium plan approvals. Insure that sound neighborhood design standards are used and that pedestrian access to educational and recreational facilities are provided.
- Strategy 2.5:* Review the Zoning Ordinance to insure that City zoning requirements are up to date and reflective of modern living.
- Strategy 3.1:* Support senior housing/care developments by providing sidewalks, safe pedestrian crossings, and encouraging appropriate commercial retail and services in close proximity.
- Strategy 3.2:* Encourage expanded activities for senior citizens centered on the Mill Pond area, Downtown, and Community Center.
- Strategy 4.1:* Encourage the continued use of the Downtown for Civic Events, Arts and the Farmer's Market as they help bring the community together and provide a place for socialization.
- Strategy 4.2:* Design capital improvements that are sensitive to the nature and character of the neighborhoods and surroundings in which they are located.
- Strategy 4.3:* Encourage pedestrian linkages from neighborhoods to Downtown.

Recommendations

In addition to the strategies listed, the general recommendation/policies listed below should help to improve upon Brighton's ability to attract families, increase home ownership, maintain the character of Brighton, and respond to changing demographics.

1. **Maintain and enhance the downtown area for the City of Brighton and ensure that the downtown remains as a key identifiable attribute to the region.** A quality downtown will distinguish the City of Brighton from surrounding township areas and will create a magnet for the region's population.
2. **Ensure that the City of Brighton remains as the cultural hub for Southeast Livingston County.** The City should nurture cultural programs such as the performing arts, educational programs, City sponsored festivals, library functions, etc. These cultural activities will attract the region's population and enhance the City's position within surrounding areas.
3. **The City should work closely in fostering quality community schools.** It is recognized that the City's neighborhood areas and desirability of housing is directly related to the reputation and continued success of area schools.

4. **The City of Brighton should emphasize neighborhood preservation.** This includes maintenance of the City’s housing stock and enhancement of neighborhood areas. The City should vigorously pursue code enforcement, property maintenance requirements, rental housing inspection requirements, street tree plantings, and side walk maintenance in an effort to promote quality neighborhoods.
5. **Encourage a diverse and quality housing stock which provides housing opportunities for all ages.** This would include single family detached dwellings, attached housing, apartments, condominiums, and senior citizen housing. This diversity of housing can allow housing choices for current residents and provide attractive options for residents outside of the City.
6. **Establish appropriate transitional land uses to prevent conflicts and prevent deterioration and encroachment of commercial and residential areas.** It is critical that these currently zoned commercial areas remain commercial and the “bleeding” over of commercial uses be prevented. Maintaining a distinct separation between commercial and single-family residential must be a high priority.
7. **Maintain and enhance the City’s recreation resources.** This includes improvements to the City’s park and open space areas as well as the downtown waterfront, pathways, and greenbelts.
8. **Increase the proportion of owner-occupied housing units in the City.**
A number of strategies can be used to promote owner-occupied housing options that are available to a wider segment of the populace:
 - *Review cluster zoning regulations and promote their use.* Cluster zoning offers the opportunity to economize on infrastructure costs and development costs per lot. Combined with a maximum lot coverage or house size requirement, cluster zoning can result in smaller housing units on smaller lots, giving an opportunity for the creation of more affordable housing.
 - *Revise development regulations to allow for economies in site development costs.* Smaller lot sizes, smaller house sizes and narrower roads are common techniques used to control site development costs. Development regulations, such as those related to aesthetics, should be reviewed for how they impact the price of new housing units.
 - *The Planned Unit Development ordinance could provide an option to link “bonus density” to the provision of moderate priced units within the development as part of the PUD agreement.*
 - *Promote infill development, aiming for new units comparable in value/size to existing neighboring residences.* In addition to being more affordable, these homes would fit into the existing neighborhoods better and help to preserve neighborhood character.

- *Consider a rental housing inspection program.* Ensuring that rental properties in close proximity to owner occupied homes are safe and well maintained will help to prevent the conversion of owner-occupied homes to income properties.

Brighton as a Business and Service Center

As a result of Brighton's unique location along major transportation corridors (I-96, US-23, Grand River Avenue, CSX railroad) in southeast Michigan, Brighton has been and continues to be a center for business activity in the region. Most business land uses in the City are located adjacent to and between these major corridors. However, as the mobility of society has increased and surrounding communities have grown, greater economic opportunities have emerged throughout the region. To maintain its role as a business and service center in the region, Brighton officials have designated many areas of the City for future business development. This is evident in the Future Land Use Plan map and the data presented in Table 17.

Brighton has established a comprehensive set of goals that address the City's role as a business and service center. The goals help to promote business growth, maintain and enhance existing businesses, and promote cooperation with surrounding communities for mutual benefit. These goals include the following:

1. Recognize the value of small businesses and corporations.
2. Recognize commercial and industrial development is necessary to maintain a stable source of the revenue for municipal services.
3. Pursue Regional Cooperation for the purpose of consolidating services, improving inter-governmental relationships and participating in the State of Michigan's revenue sharing incentives and programs.
4. Strengthen the character and identity of the Downtown as the center for community life and a symbol of Brighton and to maintain its economic viability.
5. Encourage the redevelopment of the E. Grand River Corridor.

These specific strategies were evaluated and grouped under three (3) categories: 1) Business Promotion, 2) Business Attraction, and 3) Regional Cooperation. These categories are provided below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Business Promotion

The strategies listed below were developed to promote the business environment in Brighton by maintaining high development standards, strengthening Downtown businesses, and to encourage redevelopment along East Grand River Avenue.

Strategy	Funding	Responsibility	Timeframe ¹
1.2, Awards Appreciation Program	NA ²	Brighton	S-L
2.3, High Development Standards	NA	Brighton	S-L
2.4, Encourage Mixed Use	NA	Brighton	S-L
2.5, Improve Appearance of Buildings	NA	Brighton	S-L
2.6, Update Zoning Ordinance	NA	Brighton	S-L
2.7, Gateway Improvements		Brighton	S-M
2.8, Reinvest in Areas	CIB	Brighton	S-L
4.1, Cooperation with DDA	NA	Brighton	S-L
4.2, Brighton Downtown Blueprint 2003	GF	Brighton	S-L
4.3, Downtown Parking Study	NA	Brighton	S
4.4, Facilitate Communication	NA	Brighton	S-L
4.5, Downtown as Community Center	NA	Brighton	S-L
4.6, Expand Sense of Downtown	NA	Brighton	S-L
4.8, Downtown Events	GF	Brighton	S-L
5.1, Implement East Grand River Recommendations	CIB ⁴	Brighton	S-L
5.2, E. Grand River in CIP	CIB	Brighton	S-L
5.3, Access Management	NA	Brighton	S-L
5.4, Quality Redevelopment in East Grand River Corridor	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

3 – General Fund

4 – Capital Improvement Bond

- Strategy 1.2:* Commend and thank business owners for their site and building improvements by continuing the annual awards.
- Strategy 2.3:* Maintain high development standards in commercial and industrial areas.
- Strategy 2.4:* Encourage mixed use development in the City.
- Strategy 2.5:* Improve the appearance and function of commercial, office, and industrial areas through site plan review.
- Strategy 2.6:* Update the Zoning Ordinance as needed.
- Strategy 2.7:* Complement and maintain the existing gateways into the City and finish the gateways at the remaining City entryways.
- Strategy 2.8:* Re-invest in commercial and industrial areas with infrastructure (streets, utilities, street lighting, sidewalks) and street trees to enhance and/or maintain the viability and aesthetic appeal of these areas.
- Strategy 4.1:* Support and work cooperatively with the Downtown Development Authority (DDA) to insure that Downtown remains healthy and vibrant.
- Strategy 4.2:* Implement the recommendations of the “Brighton Downtown Blueprint 2003”.
- Strategy 4.3:* Implement the recommendations of the 2009 Downtown Parking Study.
- Strategy 4.4:* Facilitate communication between business owners, the Brighton Area Chamber of Commerce, and Brighton officials.
- Strategy 4.5:* Promote the Downtown as a walkable community center.
- Strategy 4.6:* Expand the sense of Downtown along Grand River.
- Strategy 4.8:* Encourage the continued use of the Downtown for Civic Events, Arts and the Farmer’s Market as they help bring the community together and provide a place for socialization.

- Strategy 5.1:* Implement the recommendations of the E. Grand River Ave. corridor studies.
- Strategy 5.2:* Program E. Grand River Ave. street improvements (including paving, sidewalk, streetscape, and street lighting) in the Capital Improvement Program.
- Strategy 5.3:* Manage driveway and curb cut access to/from parking requiring shared accesses where appropriate through site plan review.
- Strategy 5.4:* Encourage quality redevelopment of private property in the Corridor by combining flexible standards consistent building materials through the site plan review process.

Business Attraction

To attract new businesses to Brighton, the City must continue to provide quality municipal services, encourage new business development and redevelopment, and encourage small businesses. The strategies listed below support these efforts.

Strategy	Funding	Responsibility	Timeframe¹
1.1, Communication with Brighton Businesses and Chamber	NA ²	Brighton	S-L
1.3, Maintain Practices & Acts	NA	Brighton	S-L
1.4, Work with Chamber to Attract	NA	Brighton	S-L
2.1, Increase Tax Base	NA	Brighton	S-L
2.2, Redevelop Existing Sites	NA	Brighton	S-L
2.9, Utilize LDFA	NA	Brighton	S-L
2.11, Encourage Chamber Marketing	NA	Brighton	S-L
4.7, Re-evaluate the Municipal Complex	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

- Strategy 1.1:* Continue open communication with Brighton businesses and the Brighton Area Chamber and encourage comments and suggestions about City services.
- Strategy 1.3:* Maintain the practices and actions that have built confidence in the business community that Brighton is a good place to do business.
- Strategy 1.4:* Work with the Brighton Area Chamber of Commerce, local business leaders, and developers to attract new businesses to the City and encourage the redevelopment of existing sites to enhance vitality.
- Strategy 2.1:* Increase the commercial and industrial tax base to maintain a stable source of revenue for municipal services.
- Strategy 2.2:* Encourage the development of new businesses and the redevelopment of existing sites.
- Strategy 2.9:* Utilize the Local Development Finance Authority (LDFA) in appropriate areas.
- Strategy 2.11:* Encourage the efforts of the Brighton Area Chamber of Commerce to market available commercial and industrial space to interested high quality businesses.
- Strategy 4.7:* Re-evaluate the Municipal Complex Plan.

Regional Cooperation

City officials have recognized that it is in their best interest to work cooperatively with surrounding communities for the economic development of the greater Brighton area. This may include intergovernmental agreements when they are of mutual benefit. The strategies listed below work towards these objectives.

Strategy	Funding	Responsibility	Timeframe ¹
2.10 (pg) Partner with State and Livingston County	NA ²	Brighton, Neigh. Communities	S-L
3.1 (pg 46), Intergovernmental Agreements	NA	Brighton	S-L
3.2 (pg) Joint Public-private Meetings	NA	Brighton, Neigh. Communities	S-L
3.3 (pg 47), Extension of Municipal Services	CIB ³	Brighton	S-L
3.4 (pg 47), Projects with Regional Benefits	NA	Brighton, Neigh. Communities	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

3 – Capital Improvement Bond

- Strategy 2.10:* Partner with the State of Michigan and Livingston County to attract and locate manufacturing and research and development firms to the City.
- Strategy 3.1:* Work cooperatively with adjacent townships to foster the economic development of the Greater Brighton area and continue the practice of entering into intergovernmental agreements with neighboring jurisdictions when there is mutual interest.
- Strategy 3.2:* Conduct joint public-private sector meetings involving township officials, City officials, and business leaders to review economic development issues and opportunities for the Greater Brighton area.
- Strategy 3.3:* Offer to extend or join municipal services with neighboring townships when mutual interests are advanced. Periodically review the current City of Brighton extensions of services to areas outside the City.
- Strategy 3.4:* Cooperate with neighboring jurisdictions to solicit the aid of Federal and State governments for projects which have regional benefits.

Recommendations

1. **Continue to utilize City staff and boards, as well as the Chamber of Commerce, DDA and other organizations to get positive word out on local businesses.** One tool that would enable this would be the use of consistent write-ups in a section of the newspaper and/or on cable access that profile new/expanded businesses. The awards appreciation program could be integrated into this or expanded. These would help to get the word out on local businesses and to provide more assurance to the businesses that the City supports them.
2. **Utilize existing or develop action plans specific to each City plan to insure that they are implemented.** These action plans would provide a schedule for the Brighton Downtown

- Blueprint 2003, East Grand River Avenue corridor studies, 2009 Downtown Parking Study, DDA Plan and similar products.
3. **Coordinate with the Greater Brighton Chamber of Commerce to assess the supply and demand of commercial, office and manufacturing space within the Greater Brighton region.** This would provide the City with a regional picture of the present and future distribution of business land uses in order to anticipate the types of projects that will be proposed within the City and surroundings and what types of projects the City may want to attempt to actively attract.
 4. **Continue redevelopment efforts in East Grand River Corridor through implementation of the recommendations of the East Grand River Corridor Study.**
 5. **Promote the viability of the downtown business district by cementing its roll as the cultural center of the City and Region.** The establishment and promotion of a performing arts venue/ art gallery/ arts center should be considered in the downtown area to help keep downtown a key destination area. An active schedule of arts and recreational events should continue to be programmed for the downtown in order to attract regular visitation to the area. This strategy would be complementary to the Strategy of promoting small scale and specialty retail in the downtown, by promoting the downtown as a unique shopping, dining, and entertainment venue.
 6. **Create mixed use areas with higher density residential uses and substantial pedestrian & residentially oriented retail and service use components.** These areas would provide complimentary residential and business uses in close proximity that would help support the long term viability of both.
 7. **Business land use patterns in the downtown should continue to be focused towards mixed use.** This includes small scale retail in combination with housing. The uses should be of a density and type that do not spill over into the adjacent residential areas. Municipal parking should be available so that the residential road network is not impacted by downtown shoppers and/or residents.
 8. **Pursue the recommendation of the 2009 Downtown Parking Study.**

Land Use Patterns and Zoning Regulations

The pattern of land use in Brighton has evolved over the years to include a wide variety of businesses, diverse residential neighborhoods, and public spaces. Brighton's land use patterns have and will continue to be influenced by transportation corridors, economic factors, community character, financing, and natural features. The City's policies, programs, and regulations also affect land use patterns. Although Brighton is nearly built out, there is land available for growth, including vacant areas for new development and underutilized areas for redevelopment.

Generally, there are two aspects that help shape the future of land use in Brighton. The first focuses on land use strategy, which is addressed in the Master Plan. By evaluating the potential influences discussed above, City officials can develop specific policies and determine the future use of land. This becomes the basis for regulations contained in the zoning ordinance, which is the other aspect that shapes land use patterns. Unlike the Master Plan, the city ordinance contains specific requirements and processes, such as the site plan review process, which shape the physical development of the community.

City officials have developed a broad set of goals to ensure compliance with the future land use map supported through site design standards and the protection of the environment. These goals include the following:

1. An economically sound and vibrant Downtown.
2. Assure that all development proposals balance the interests of neighboring property owners, the environment and city residents and contribute to quality of life in Brighton.

These specific strategies grouped under two categories: 1) Land Use Policies, and 2) Site Design Standards. These categories are provided below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Land Use Policies

Brighton officials have developed several strategies that are designed to intensify land uses and pedestrian activity in Downtown as well as protect existing residential neighborhoods and to continue pursuing successful relationships with the private sector.

Strategy	Funding	Responsibility	Timeframe¹
1.1 (pg) Intensify Land Uses & Pedestrian Activity	NA ²	Brighton	S-L
1.2 (pg) CIP Pedestrian Movements Projects	CIB ³	Brighton	S-L
1.3 (pg 48), Small Scale Retail in Downtown	NA	Brighton	S-L
1.4 (pg 48), Mixed Use Development with Housing in Downtown	NA	Brighton	S-L
1.5 (pg 48), Housing Downtown	NA	Brighton	S-L
1.6 (pg 48), Encourage Mixed Use Developments	NA	Brighton	S-L
1.7 (pg) Continue DDA Improvements	NA/CIB	Brighton	S-L
1.9 (pg), New Municipal Parking Spaces	CIB	Brighton	S-L
2.3 (pg 49), Preserve Residential Character	NA	Brighton	S-L
2.7 (pg 50), Redevelop Brownfields	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

3 – Capital Improvement Bond

- Strategy 1.1:* Intensify land uses and pedestrian activity in Downtown in accordance with the Downtown Development Authority plans, the Downtown Business District Ordinance and the Brighton Downtown Blueprint 2003 recommendations.
- Strategy 1.2:* Pursue Capital Improvement Projects which improve pedestrian movements, provide attractive public spaces, and parking lot enhancements in Downtown.
- Strategy 1.3:* Encourage the location of small-scale retail commercial uses along Main Street, Grand River and adjacent streets which are part of the Downtown core.
- Strategy 1.4:* Encourage mixed use developments containing residential housing in the fringe areas of the Downtown Business District (DBD) zoned area.
- Strategy 1.5:* Encourage residential housing in the Downtown, with special emphasis on housing above businesses and offices.
- Strategy 1.6:* Encourage mixed use developments, where appropriate to diversify the types of uses in downtown.
- Strategy 1.7:* Continue the development practices of the Downtown Development Authority and City Council.
- Strategy 1.9:* Identify and pursue locations for new municipal parking spaces in downtown.
- Strategy 2.3:* Preserve the residential character of neighborhoods.
- Strategy 2.7:* Utilize the City’s Brownfield provisions in order to spur redevelopment for eligible sites.

Site Design Standards

The strategies related to site design standards were established to maintain high development standards in order to improve upon the appearance of Brighton as it develops but also to ensure a consistency of appearance throughout the community.

Strategy	Funding	Responsibility	Timeframe¹
1.8, Intensify Street Landscaping	GF ³	Brighton	S-L
2.1, Development Connect to Water/sewer	CIB ⁴	Brighton	S-L
2.2, High Standards for Condos and Site Condominiums	NA	Brighton	S-L
2.4, Preserve Existing Natural Features	NA	Brighton	S-L
2.5, Maintain or Exceed Standards for New Development	NA	Brighton	S-L
2.6, Review Redevelopment Proposals	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

3 – General Fund

4 – Capital Improvement Bond

- Strategy 1.8:* Intensify street edge landscaping.
- Strategy 2.1:* Insist all development proposals be serviced by City Utilities and Street infrastructure.
- Strategy 2.2:* Insist on high quality residential buildings for infill residential site development.
- Strategy 2.4:* Through the site plan review process and/or subdivision review process, preserve existing natural features to the extent possible while recognizing the property owners right to reasonably develop the property.

- Strategy 2.5:* Insist that new developments in undeveloped, underutilized or unsightly areas maintain or exceed standards for sound design, building materials, and curb appeal.
- Strategy 2.6:* Review redevelopment proposals to assure that customary development standards are adhered to, while recognizing that some flexibility in ordinance requirements may be circumstantially warranted.

Recommendations

1. **Expand the usability of the Planned Unit Development (PUD) option, and create and utilize progressive zoning techniques including Residential PUDs, ordinances pertaining to infill development and redevelopment, and similar procedures.** These options should be geared toward encouraging developers to create unique and viable projects, which may include a mix of uses, extension of the downtown character in appropriate areas, protection of homes in others, increase of tax base, and generally, the preservation of the traditional character of the City. These tools can be important in overcoming limitations due to dimensional constraints of existing sites or constraints due to the effects of prior development on the site.
2. **Review and improve site plan review standards to meet the needs of the City and to adhere to State standards.** Continue to review these standards and update where necessary. Furthermore, require strict compliance with all site plan review standards, unless an effective reduction and compromise would provide a more beneficial result in projects using the PUD or similar option.
3. **Develop Context Sensitive Design (CSD) Standards and Zoning requirements for main road corridors.** Place making and pedestrian comfort are a legitimate concern for this area. CSD designs should include pedestrian-friendly or aesthetically pleasing elements such as tree-planted medians, boulevards, on-street parking, and narrower street widths.
4. **Develop residential zoning standards that allow for an age transition while also promoting and supporting family style housing.** The growing senior population in the City is a concern as more families move outward. Options should be explored that allow for innovative housing to meet the needs of families caring for aging parents while also raising their children. Accessory dwelling units in the form of an attachment or a detached flat should be considered. This can be accomplished in the established neighborhoods surrounding the downtown with smaller flats being permitted.
5. **Create and maintain environmental protection thru site plan review and ordinance amendments.** Standards in these ordinances should include tree protection and replacement, use of wetland and stream setbacks, preservation of steep slopes, preservation of important view-sheds, and similar environmental concerns.

6. **Infill developments must contribute to the fabric of the community in terms of design.** New buildings developed within the built environment areas must be compatible with existing structures. Respect to the surrounding architecture must be of primary importance. Zoning regulations and design standards should consider scale, proportion, window openings, exterior materials and color.
7. **Pursue multiple methods for Open Space Preservation within the City.** As mentioned above, regulations for protecting wetlands, streams, floodplains, groundwater recharge areas, and trees should be pursued and could be effective in preserving important open space areas containing natural features. The use of cluster and PUD ordinances for residential and non-residential development will help preserve open space and can offer options for coordinated open space preservation on adjacent properties through the site plan review process. The City may also seek to promote voluntary conservation easements on key areas of open space through work with private land owners through the purchase of development rights, tax incentives, or other methods.
8. **Retain the Rickett Road corridor as a mixed use and multiple family transitional area.** It would be more appropriate to consider additional owner-occupied, multiple family development along Rickett Road if the development or redevelopment of the planned mix of light industrial, research and office uses does not turn out to be supported by the market. The increase in owner-occupied units would meet one of the other important goals of this Master Plan.

Open Space, the Natural Environment, Stormwater Management, and Wellhead/Groundwater Protection

As previously mentioned, Brighton has relatively few natural features but these areas nonetheless positively contribute to Brighton's overall quality of life. As noted in this document, the City contains some quality wetlands and woodlands that should be protected. Approximately ten (10) percent and twelve (12) percent of the land is wetlands and woodlands, respectively.

Although the majority of the wetlands in the City have suffered the effects of urban development, they still provide essential functions. These functions include migratory bird habitat, habitat for other animals that are more tolerant of the urban impacted conditions, and as part of the overall flood management system of the City. Of the wetlands shown on the Natural Features map, five (5) of the wetlands are exceptional in one or more aspects.

Similar to the wetlands, urban development has reduced the amount and quality of Brighton's woodlands. The woodlands are second, third or later growth stands which include a few moderately large trees and a larger number of smaller trees. In addition, many of the woodlands are full of invasive shrubs. Despite the generally lower quality of the City's woodlands, the wooded area in the southwest corner of Flint Road and I-96 may be relatively exceptional in the size and number of trees present.

Brighton officials recognize that protection of the few natural resources present is necessary to maintain the overall quality of life of the community, maintain stormwater control, and to protect groundwater resources. To that end, they have developed the following goals:

1. Protect the City of Brighton’s natural resources, including lakes, creeks, ponds, wetlands, groundwater, and trees, that contribute substantially to the quality of life.
2. Protect the City of Brighton’s natural drainage and stormwater systems and its Wellhead Protection Program.

The strategies associated with the above goals were evaluated and grouped under three categories: 1) Groundwater Protection and Stormwater Management, 2) Natural Feature Preservation, and 3) Tree Protection. These categories are provided below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Groundwater Protection and Stormwater Management

The policies below recommend the development of a wellhead protection program and a City-wide stormwater management system. Together, these strategies should protect sensitive areas and groundwater resources.

Strategy	Funding	Responsibility	Timeframe ¹
1.1 (pg) Inform Developers of Wetland Permits	NA ²	Brighton	S-L
2.1 (pg 51), Coordination With County Drain Commissioner	NA	Brighton	S-L
2.2 (pg) Notify BAFD of Hazardous Substances	NA	Brighton	S-L
2.3 (pg 51), Wetland Protection	NA	Brighton	S-L
2.4 (pg) Stormwater Master Utility Plan	NA	Brighton	S-L
2.5 (pg 51), Utilize Best Management Practices for Stormwater Systems	NA	Brighton	S-L
2.6 (pg 51), Adopt Stormwater Management Strategy	NA	Brighton	S-M
2.7 (pg 51), Improve Quality of Stormwater	NA	Brighton	S-L
2.8 (pg 52), Maintain Stormwater Management system	NA	Brighton	S-L
2.9 (pg 53), Maintain Wellhead Protection Program	NA	Brighton	S-M
2.10 (pg 53), Locate Sensitive or Vulnerable Groundwater Recharge Areas	NA	Brighton	S-M
2.11 (pg) Regulate Development in Sensitive Areas	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

Strategy 1.1: Inform developers about requirements for state wetlands permits and inland lakes and streams permits. Withhold certificates of occupancy unless compliance with state requirements is demonstrated.

- Strategy 2.1:* Continue cooperative relationship with County Drain Commission and require applicants for building permits to obtain County soil erosion permits (if applicable).
- Strategy 2.2:* Notify the Brighton Area Fire Department of businesses that use, store, or generate hazardous substances.
- Strategy 2.3:* Utilize site plan review and subdivision regulations to emphasize soil erosion control, preservation of important topographic features, wetlands protection, tree preservation, safe storage of hazardous substances, sound stormwater management, and open space preservation where appropriate.
- Strategy 2.4:* Implement a stormwater Master Utility Plan.
- Strategy 2.5:* Utilize best management practices and sound design criteria when designing stormwater systems for new developments and as guidelines for redevelopment projects.
- Strategy 2.6:* Adopt a Stormwater Management policy which sets forth the conditions under which wetlands and lakes may be used for stormwater detention and retention purposes.
- Strategy 2.7:* Continue to improve the quality of stormwater and stormwater treatment through innovative efforts on public and private properties.
- Strategy 2.8:* Maintain the City’s stormwater management system.
- Strategy 2.9:* Maintain the wellhead protection program.
- Strategy 2.10:* Identify and map sensitive and/or vulnerable groundwater recharge areas and protect them from adverse impacts through site plan review and/or subdivision review.
- Strategy 2.11:* Consider regulating the type and nature of developments, which are allowed to develop in the identified groundwater recharge/sensitive area.

Natural Feature Preservation

The below strategies could be used to minimize potential adverse environmental effects of new development.

Strategy	Funding	Responsibility	Timeframe¹
1.2 (pg 51), Encourage Non-Conventional Development Methods (Cluster, PUD)	NA ²	Brighton	S-L
1.3 (pg 51), Practice Flexibility in Standards to Protect Natural Features	NA	Brighton	S-L
1.4 (pg 51), Preserve and Create Connections of Natural Features	NA	Brighton	S-L
1.5 (pg) Open Space Development	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

- Strategy 1.2:* Encourage developers to utilize flexible and non-conventional methods of development (cluster housing, PUD’s) to preserve important natural features.
- Strategy 1.3:* Grant relief from customary development standards, (especially from the standards found in the Land Development manual) when it can be demonstrated that important natural features can be preserved.
- Strategy 1.4:* To the extent possible, try to preserve and/or create connections between important natural features within and outside the City.

Strategy 1.5: When practical, require open space dedication for new developments which provides usable undeveloped land appropriate for the anticipated residents of the area.

Tree Protection

Brighton contains limited woodland areas, but the individual trees found throughout various neighborhoods are important to the overall character of Brighton. The following strategies address the maintenance of existing trees and efforts to increase the number of trees in the City.

Strategy	Funding	Responsibility	Timeframe ¹
1.6 (pg) Require Tree Surveys	NA ³	Brighton	S-L
1.7 (pg 52), Engage Services of Urban Forester or Landscape Architect	GF ²	Brighton	S-L
1.8 (pg 52), Street Tree Planting Program	GF	Brighton	S-L
1.9 (pg) Tree Replacement	NA	Brighton	S-L
1.10 (pg 52), Tree City USA Program	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – General Fund

3 – Not Applicable

Strategy 1.6: Require developers to identify the location of mature trees of six (6”) calipers on the site plan so that approaches for protecting the trees can be considered.

Strategy 1.7: Engage the services of an urban forester and/or landscape architect to assure that species of trees and plants proposed for new or existing developments are appropriate to the soils and the physical environment.

Strategy 1.8: Establish a program of tree planting with street trees and along designated corridors and public use areas.

Strategy 1.9: Require developers to replace all large trees that they destroy with new trees incorporated into the site’s landscaping plan.

Strategy 1.10: Participate in the Tree City USA program.

Recommendations

- 1. Conduct a more extensive inventory of Brighton’s natural features, possibly through the Michigan Natural Features Inventory (MNFI) group.** Map this information and prioritize areas to be protected through a Natural Feature Overlay District. This district provides special standards for natural feature preservation on an ecosystem basis while accommodating development. For example, the wooded area in the southwest corner of Flint Road and I-96 may be relatively exceptional in the size and number of trees present and should be protected.
- 2. Develop a Stormwater Management Plan** that includes the City’s philosophy guiding the approach to stormwater management, water quality and quantity goals for stormwater discharge into natural systems, impervious surface mitigation and

minimization strategies, natural feature preservation goals to improve infiltration of stormwater into natural systems (woodlands, wetlands, riparian corridors), and a riparian buffer regulations to preserve lake, pond, wetland and/or streamside vegetation.

Transportation Routes, Traffic Control, and Pedestrian Linkages

Brighton's street network provides for the safe and efficient movement of people and goods within and through the community. Adequate roads are essential to the conduct of commerce and daily activities. As such, the automobile will likely continue to be the dominant mode of transportation in Brighton. Although less prominent than the automobile, accommodations for pedestrians and bicyclists are also important to enhance the connectivity of Brighton's neighborhoods to the downtown and the overall quality of life.

There exists a strong interrelationship between the road system and land use patterns. The pattern of land use will strongly influence traffic volumes along a given road. Likewise, the adequacy of a road may determine the type of adjacent land development that occurs. Therefore, roads will play an important role as the City goes forward.

The goals for Brighton's transportation network are very comprehensive and can serve as decision making guides for the improvement of both vehicular and pedestrian transportation in Brighton. They also assist City staff in their efforts to coordinate Brighton's priorities with those of the Livingston County Road Commission and the Michigan Department of Transportation (MDOT). These goals include the following:

1. Maintain a safe and efficient street network through and around the City of Brighton.
2. Through sidewalk improvements, visual linkages, and landscaping, encourage Brighton area residents to walk or bike throughout the City.

The specific strategies were evaluated and grouped under two (2) categories: 1) Road Construction, Improvements, and Design, and 2) Pedestrian Circulation, Linkages, and Streetscape. These categories are discussed below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Road Construction, Improvements, and Design

Brighton has a well-defined street network; however, some roads may require improvements as new development occurs within the City and surrounding region, due to the City's emphasis on pedestrian walkability, road widening is considered very undesirable. The strategies listed below have been developed to ensure consistency of the road system, safety for motorists and pedestrians, and to maintain the character of downtown and neighborhoods.

Strategy	Funding	Responsibility	Timeframe ¹
1.1, I-96 Improvements	CIB ² , State	Brighton	M - L
1.2, Bury Utilities/Grand River	CIB, State	Brighton	M - L
1.3, Street Improvements in CIP	CIB	Brighton	L
1.4, Curb and Gutter Program	CIB	Brighton	L
1.5, Street Design Standards	GF ³	Brighton	L
1.6, On-street Parking	CIB	Brighton	L
1.7, Challis Road Transfer	NA	Brighton	S - L
1.8, Traffic Safety Board Advise	NA	Brighton	S - L
1.9, Partner for Traffic Solutions	NA	Brighton	S - L

1 – S: Short term, M: Medium term, L: Long term.

2 – Capital Improvement Bond

3 – General Fund

- Strategy 1.1:* Work with the Michigan Department of Transportation (MDOT) and Livingston County Road Commission to improve traffic flow and street/pedestrian lighting at Grand River Ave. and I-96, Hilton Road and Challis.
- Strategy 1.2:* Pursue burial of overhead power lines in the Grand River Corridor with any future Grand River Ave. street improvement project.
- Strategy 1.3:* Continue to plan for street improvements in the Capital Improvement Program.
- Strategy 1.4:* Continue the Residential Curb and Gutter Program until all dedicated City streets are equipped.
- Strategy 1.5:* Continue to evaluate City Engineering Standards to insure that street design, especially in residential neighborhoods, is in keeping with the context of the neighborhood.
- Strategy 1.6:* Continue the practice of allowing on street parking in residential neighborhoods, and evaluate the need for an overnight parking prohibition.
- Strategy 1.7:* Pursue jurisdictional transfer of Challis Road to the City of Brighton.
- Strategy 1.8:* Continue to have the Traffic Safety Advisory Board advise Council on traffic safety and traffic management matters.
- Strategy 1.9:* Partner with neighboring jurisdictions and the Livingston County Road Commission to work toward regional traffic management solutions.

Pedestrian Circulation, Linkages, and Streetscape

Brighton has a quality system of pedestrian amenities throughout most of the City. Examples include tree-lined streets, pedestrian scale lighting, traffic calming measures, and the tridge. The strategies listed below have been developed to improve and expand upon the existing pedestrian system to provide a safe and well-connected pedestrian network.

Strategy	Funding	Responsibility	Timeframe ¹
2.1 (pg 54), Sidewalks on Challis Road	CIB ²	Brighton	M
2.2 (pg 54), Streetlights & Street Trees on Challis	CIB, MSF ⁴	Brighton	S – M
2.3 (pg) Sidewalk Improvements in CIP	CIB	Brighton	S – M
2.4 (pg 54), Pedestrian Lighting	CIB	Brighton	S – M
2.5 (pg 55), Sidewalks and Streetlights	CIB, MSF	Brighton	S – M
2.6 (pg) Improved Pedestrian Crossings	GF ³	Brighton	S - L
2.7 (pg) Improve/extend Pedestrian linkages	CIB/GF	Brighton	S - L
2.8 (pg 54), Maintain Downtown Crosswalks	GF	Brighton	S - L
2.9 (pg 55) Support Mill Pond and Downtown	CIB	Brighton	S – M
2.10 (pg) New Linkages	CIB/GF	Brighton	S - L
2.11 (pg 55), Tridge Extension	CIB	Brighton	S – M

1 – S: Short term, M: Medium term, L: Long term.

2 – Capital Improvement Bond

3 – General Fund

4– Major Street Fund

- Strategy 2.1:* Pursue sidewalks in the Challis Road area to allow for pedestrians to access Brighton Towne Square development and other destination points along Challis Road from the City’s existing sidewalk network.
- Strategy 2.2:* Install streetlights and street trees along Challis Road.
- Strategy 2.3:* Plan for the construction and maintenance of sidewalk improvements through the Capital Improvement Program.
- Strategy 2.4:* As a part of a City street construction projects include, where appropriate, the construction/reconstruction of sidewalks and streetlights.
- Strategy 2.5:* Plant street trees along residential streets.
- Strategy 2.6:* Provide improved pedestrian crossings at key intersections in the City.
- Strategy 2.7:* Improve and extend the pedestrian network of pathways and sidewalks useful for walking and biking, especially linking residential areas with the Downtown.
- Strategy 2.8:* Maintain the Downtown crosswalks and reinforce the fact that motorists must yield to pedestrians at crossings.
- Strategy 2.9:* Continue to support and promote and expand the pedestrian orientation of the Mill Pond and Downtown areas.
- Strategy 2.10:* Investigate potential for a new pedestrian/bicycle way(s) to connect Downtown with destination points in the all parts of the City.
- Strategy 2.11:* Plan for and implement the ‘Tridge’ extension on the east side of Grand River Ave, including a Grand River Ave pedestrian crossing at/near Ore Creek. The ‘Tridge’ extension is intended to connect with the Flint Road Sidewalk.

Coordination with Other Studies and Programs

In addition to coordinating efforts with the Livingston County Road Commission and MDOT, Brighton must also ensure that recommendations from the East Grand River Corridor Study, Brighton Downtown Blueprint 2003, the Dan Burden/Walkable communities study, the Capital Improvements Plan, the

Downtown Parking Plan, the review of the I-96 interchange and any other study or program correspond and complement each other.

Access Management

In general, access management principles are used to reduce traffic congestion, preserve the flow of traffic, improve traffic safety, prevent crashes, preserve existing road capacity and preserve investment in roads by managing the location, design and type of access to property. It is a multidimensional approach to limit and consolidate access, while promoting a supporting street system and unified access and circulation systems for development or redevelopment. The result is a roadway that functions safely and efficiently for its useful life, and a more attractive corridor. Access management principles can also be used to meet the needs of pedestrians and bicyclists. Successful implementation of access management techniques requires cooperation between property owners, local land use authorities, and local, county and state authorities in order to provide safe access to private property and protect the public's investment in roads.

While a full access management plan/study is beyond the scope of the Master Plan, it is clear that certain areas of the City require more attention to access management issues. In particular, the entire length of Grand River Avenue within the City should be carefully analyzed for opportunities to remove or combine curb cuts. In addition, existing and proposed curb cuts on streets intersecting with Grand River Avenue, and areas known to produce high traffic volumes, should also be analyzed for opportunities to remove or combine curb cuts. The City should require curb cut closures through the site plan review process, where feasible. The City should also pursue voluntary and cooperative efforts with current land owners to improve the access management situation at existing developments. A full access management study of the entire Grand River Avenue corridor within the City should be considered in order to help target limited resources to improving the function of the road where it is most impaired by poorly configured access drives.

Development of Paper Streets

A number of platted, but undeveloped streets exist within the City, particularly in the Hillcrest area. Pressure for infill development is likely to occur along these paper streets as developable land become less available in the City. Each of these streets should be catalogued and reviewed as to whether the City should proactively vacate them to avoid them attracting undesirable and inappropriate development proposals. If some of the paper street are determined to be viable and desirable locations for further infill development alternate standards may need to be developed so that they may be developed consistently with their surroundings.

Regional Transportation

As demonstrated in the Background Studies chapter, the City is centrally located and adjacent to four (4) rapidly growing Townships. Although Brighton is an established city, there remain areas within the City that could be developed as future residential and commercial land uses. As a result of this potential

growth in the region, the road network in Brighton could be negatively impacted. Therefore, to maintain the quality of life of existing and future Brighton residents and to maintain its role as a business and cultural center in the region it is important to identify and evaluate potential regional influences that may affect Brighton's road network and to develop mitigation strategies.

There are several roads that provide access to Brighton's commercial areas downtown and along Grand River. Some of these roads pass through Brighton into adjacent Townships while others are not within the City at all, but nonetheless are important routes. As Brighton and the surrounding Townships develop the amount of traffic on these roads will likely increase. In general, there are two (2) types of development that would have the most impact on these roads: residential and commercial. Residential development typically occurs over a longer period of time and can increase traffic levels more slowly. Commercial development, on the other hand, occurs relatively quickly and can dramatically increase traffic flow along local roads, particularly if the developments are large. The following sections discuss the impacts that residential and commercial development within Brighton and surrounding communities may have on local roads.

Flint Road

Flint Road is currently a two (2) lane road that extends east from Grand River Avenue near the downtown and over I-96 into Brighton Township. Currently, Flint Road provides access into downtown for Brighton neighborhoods east of Grand River as well as to neighborhoods east of I-96. The property along Flint Road is primarily residential in character including multi- and single-family residences. The recent and projected residential growth in this area may increase the access to downtown Brighton from Flint Road.

Challis Road

Challis Road is currently five (5) lanes from Grand River west to the City's border with Genoa Township, it then tapers down to two (2) lanes. As the available land north of Challis Road may be developed with high density residential, office, and commercial, the traffic load will increase but may be accommodated by the five (5) lanes. While the road may be able to handle increased traffic, the Challis Road/Grand River Avenue intersection could be negatively impacted. In addition, congestion along Grand River Avenue could worsen and the proper functioning of the I-96 interchange could decline. Furthermore, if land west of Brighton in Genoa Township is developed as residential and/or commercial, Challis Road would be a convenient route to access to Grand River Avenue and I-96, further compounding traffic problems.

Currently, there is only one (1) I-96 interchange between Brighton and the City of Howell. A new interchange is proposed for Latson Road and I-96. This new interchange could have an impact on the traffic levels and patterns at the Grand River and I-96 interchange. A traffic study should be performed after the completion of the Latson Road and I-96 interchange. This traffic study should focus on traffic levels and patterns at the Grand River and I-96 interchange, Challis Road and Grand River.

Rickett Road

Rickett Road is a two (2) lane road that intersects Grand River Avenue at an odd angle between Church and Brighton Lake Roads and extends south into Green Oak Township. Rickett Road is a major north-south route that provides convenient access to Brighton from areas south of the City. The recent and planned growth of large commercial land uses south and southwest of Brighton in Green Oak Township, along with background increases in traffic, could result in an increase of traffic on Rickett Road, which may negatively impact the intersection at Grand River Avenue as well as the residential uses in this area. Improvements to accommodate and mitigate the affects of increased traffic could include, turn lanes or improved signalization. The front setbacks along the industrial area on Rickett Road may make widening difficult and should not be considered. When needed, a detailed traffic study of Rickett Road and the intersection with Grand River Avenue and Church Street should be considered to identify additional mitigation measures.

Lee Road

Lee Road is an east-west route that is outside of the City's limits for most of its length. It is a relatively short road that runs from the US-23 interchange in Green Oak Township on the east into a residential neighborhood in Hamburg Township to the west. Despite its length, the road is very important given the access it provides to US-23 and intersections with major north south routes such as Whitmore Lake Road and Rickett Road.

Spencer Road

Spencer Road begins at Grand River near downtown and continues east into Brighton Township and intersects with Old Whitmore Lake Road. It also has a full access interchange with I-96 and provides direct access to Grand River Avenue and the downtown area from the freeway.

Grand River Avenue

Congestion is already a problem on north Grand River Avenue near the I-96 interchange and north into Brighton Township. Currently, there is only one (1) I-96 interchange between Brighton and the City of Howell. A new interchange is proposed for Latson Road and I-96. This new interchange could have an impact on the traffic levels and patterns at the Grand River and I-96 interchange. A traffic study should be performed after the completion of the Latson Road and I-96 interchange. This traffic study should focus on traffic levels and patterns at the Grand River and I-96 interchange, Challis Road and Grand River.

In summary, due to the existing and anticipated growth within Brighton and surrounding Townships, traffic is likely to increase along major routes into and near the City. To alleviate problems associated with increasing traffic volumes, a combination of road improvements or access management techniques

will need to be implemented. Furthermore, the regional nature of these problems will require coordination with surrounding Townships to alleviate traffic problems in Brighton as well as in surrounding communities.

Pedestrian Connections

As noted above, the City of Brighton has established specific policies to improve overall pedestrian accessibility. These policies include the enforcement of design elements contributing to walkability including the dominance of sidewalks over parking, improved crossing visibility, etc. It is particularly important to provide residential development in Brighton access to downtown businesses and convenient access to the entire community. In the previous paragraphs, emphasis was given to improving the existing road network. Given the potential residential growth in surrounding townships, equal consideration should be given to the expansion of pedestrian connections into adjacent communities to ensure that Brighton maintains and strengthens its role as a business and cultural center.

The City of Brighton has worked to improve pedestrian connections through out the city. The City should continue to maintain the existing sidewalk system. This would involve the maintenance of existing sidewalks and the replacement of sidewalks, when necessary. The City should also require sidewalks through the site plan review process, where feasible. The maintenance of the existing sidewalks and the installation of new sidewalks will allow the City to provide pedestrian access to the surrounding townships.

Capital Improvements and Financing Options

Planning and budgeting capital improvements such as road improvements, sewer and water facilities, and large equipment purchases are major responsibilities for officials of the City of Brighton. These improvements are visible to residents and usually have a direct effect on housing and business location choices, quality of life, and Brighton’s character.

The goal for capital improvements and financing will help guide Brighton officials when deciding on specific projects to improve the community and evaluating funding mechanisms. The goal is the following:

1. Provide the capital improvements that are needed to sustain the quality of life in the City of Brighton.

The specific strategies were evaluated and grouped under three categories: 1) Funding Sources, 2) Residential Funding, and 3) General Budgetary Issues. These categories are discussed below in tabular form and reference specific strategies, funding sources, responsible party(s), and a generalized timeframe for implementation.

Funding Sources

The following strategies address several potential revenue sources to fund capital improvement projects. These include federal and/or state aid, grants, expansion of the DDA, an increased commercial/industrial tax base, and utilizing the LDFA.

Strategy	Funding	Responsibility	Timeframe ¹
1.3, Continue Reserve Fund for Water and Sewer System Maintenance and Improvements	NA ²	Brighton	S-L
1.4, Utilize Utility User Charges	Utility Reserves	Brighton	S-L
1.6, Obtain Grants or Other Aid to Fund Capital Projects	NA	Brighton	S-L
1.7, Utilize Utility Capital Reserve Funds	Utility Reserves	Brighton	S-L
1.8, Expansion of DDA Boundaries	NA	Brighton	S-M
1.10, Utilize LDFA and DDA Funding for Capital Improvement Projects	LDFA ³ , DDA ⁴	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

3 – Local Development Finance Authority

4 – Downtown Development Authority

Strategy 1.3: Maintain reserve accounts to accumulate funds to cover periodic maintenance on the City’s infrastructure of utilities (water, sewer, & storm), streets, streetlights and sidewalks.

- Strategy 1.4:* Continue to include in the water and sewer user charges a reserve fund for system maintenance and small improvement projects.
- Strategy 1.6:* Continue to seek out and implement innovative methods and state/federal aid and/or grant funds for eligible capital improvement projects funding/reimbursement for funding programs.
- Strategy 1.7:* Continue to utilize utility capital reserve funds as a viable source of appropriate project funding.
- Strategy 1.8:* Consider an expansion of the Downtown Development Authority (DDA) boundaries to increase revenue to aid in funding projects within the DDA district.
- Strategy 1.10:* Continue to efficiently utilize the Local Development Financing Authority and Downtown Development Authority funds as a way to pay for appropriate Capital Improvement projects.

Residential Funding

The overall intent of the following strategy is to continue to funnel investment into older, established residential areas of the City. These investments include sidewalk improvements, street trees, street repair, and street lights.

Strategy	Funding	Responsibility	Timeframe ¹
1.5, Residential Street Repair in CIP	CIP ²	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Capital Improvement Bond

- Strategy 1.5:* Program residential street repair projects in the Capital Improvement program for those streets in need of repair.

General Budgetary Issues

The strategies provided below support the continuance of the Brighton’s Capital Improvement Program and the maintenance of reserve accounts for periodic improvements to the City’s infrastructure.

Strategy	Funding	Responsibility	Timeframe ¹
1.1, Prepare Six-Year Capital Improvements Plan	NA ²	Brighton	S-L
1.2, Revise and Update CIP on Annual Basis	NA	Brighton	S-L
1.9, Maintain Bond Rating	NA	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – Not Applicable

- Strategy 1.1:* Continue to prepare a capital improvements plan which sets forth project costs and priorities for a six-year period.
- Strategy 1.2:* Revise and update the capital improvements plan on an annual basis with the input of the Planning Commission, residents and business owners.
- Strategy 1.9:* Maintain the excellent bond rating that the City maintained to keep debt service on bonds as low as possible.

Recommendations

1. **Continue to develop and implement the Capital Improvements program and funding through the City’s budget process.**
2. **Continue improving residential neighborhoods with work/installation of curb and gutter, streets, sidewalks, street lights and street trees.**
3. **Continue encouraging developer support of capital improvements projects, where appropriate.** Also continue encouraging extension, improvement and installation of infrastructure that services developer projects, on an as needed basis.

Build Out and Sustainability

The City has experienced a period of substantial growth and development in the last few decades. This is expected to slow in the coming years as the remaining vacant or underutilized land in the City is developed. As the City approaches the state of being completely built-out, City officials must adjust their philosophies and policies to maintain the quality of life and municipal services enjoyed by residents, business owners, and visitors. A continued emphasis on the history and sense of place that makes Brighton unique in comparison to the surrounding Townships should be one of the primary basis in going forward.

In an effort to respond to these eventual changes, Brighton has developed a goal to address the transition to a built-out community and to maintain the high level of services. The goal is the following:

1. To smoothly transition from a high growth City to one that is sustainable.

The strategy developed to accomplish this goal is found in the table below. The table references the specific strategy, funding source, responsible party, and a generalized timeframe for implementation.

Strategy	Funding	Responsibility	Timeframe ¹
1.1. Begin developing financial models and revenue streams on a sustainable scenario.	NA ²	Brighton	S-L

1 – S: Short term, M: Medium term, L: Long term.

2 – NA: Not Applicable

Strategy 1.1 Begin developing financial models and revenue streams on a sustainable scenario.

Recommendations

1. **Promote flexibility in development and redevelopment projects.** As an example, the use of the PUD provides the City greater flexibility and more control over developments or redevelopments to ensure greater compatibility of design and use. An amendment to the current

- ordinance would be required to provide the PUD option to land owners and developers. The PUD ordinance is recommended for this use because it is a proven and legal method for achieving goal based regulatory flexibility in site development.
2. **Maintain and improve infrastructure services through the capital improvement program.**
 3. **Improve and market the city as a destination.** Continue to fill sidewalk gaps to provide linkage to neighboring communities. This will allow the city to improve and market itself as a destination to people participating in recreation, like biking or running. The City should continue to work within the Southeast Livingston County Recreational Authority to ensure that the recreational needs of its residents are met and to position itself as a destination for recreation within the region.
 4. **Continue enforcement of the City's regulations.** The enforcement of local ordinances and the Property Maintenance Code to help support the sustainability of the existing building stock.
 5. **Consider residential density bonuses for areas of infill or redevelopment.**
 6. **Continue the use of Conditional Land Transfer Agreements (P.A. 425) to promote desired development patterns around the perimeter of the City.** Conditional Land Transfer Agreements are considered a less politically charged and confrontational method of land acquisition for a municipality. These agreements permit the sharing of tax revenues from the agreement area between municipalities. The agreements are normally used when one municipality needs to extend utilities or services into an adjacent community to make economic development of the agreement area viable. These agreements may be used for industrial, commercial or housing development.
 7. **Continue the extension of utilities and other services outside the City limits when it provides a clear benefit to the City.** These benefits could come in the form of fees or taxes (per P.A. 425 agreements as discussed above) and/or by promoting other goals of the City.
 8. **Carry out a detailed analysis of the impacts of buildout on City revenue and expenses and plan for methods to maintain services following buildout.** An full and detailed financial assessment should be made of revenue associated with growth in the City (i.e. fees/permits/growth in taxes), expenses associated with growth (i.e. inspections/development review/expansion of utilities & services/record keeping), and long-term expenses (i.e. the operation and maintenance of utilities) to determine how these will be reduced during buildout and the net effect on the City budget. This study would require full access to the detailed financial records of the City and should be carried out by or under the direction of the Financial Director of the City. Plans should be made to adjust staffing and capital expenditures in coming years to accommodate the projected changes in demands on the City. In addition, should the net effect on the budget prove negative, new sources of revenue (such as P.A. 425 agreements) or tax increases may need to be considered to maintain services at the desired level.

9. **Revisit the Master Plan Goals, and strategies as the community approaches build out to adjust for the fact that growth will be limited in the future.** This should be part of the periodic review of the Master Plan that is required under State law, which shall be done minimally every five years.

In summary, the City of Brighton should be cognizant of the tax revenue implications of various land use decisions. Focusing on future sustainability, difficult decisions will need to be made in relation to City services and available revenue. The City Administration should continue to monitor fiscal policies and be aware of the limited availability of land area in a community which is approaching build out.

APPENDICES

Downtown Plan (1988)

Implementation Section

IMPLEMENTATION

The ultimate worth of any Plan is measured by the extent to which it is implemented. Responsibility for implementing the plan must be shared by the public and private sector. Although much of the actual authority and capacity for implementation rests with the City, many improvements must be made by the private sector. There are a variety of tools available to bring about the recommendations made in this Plan. The extent to which they are used will depend largely on City policy. This chapter discusses those tools, describing their major function, general intent, and overall effectiveness as applied to central business district development. The following tools are discussed:

1. regulatory measures
2. financial incentives
3. public/private partnerships
4. improvement priorities
5. project costs

Regulatory Measures:

Zoning -

Zoning is probably the most commonly used legal device available for implementing community land use plans. It is regarded as an essential means of ensuring that the land uses are properly situated in relation to one another, providing adequate space for each type of development. In a central business, zoning can be used effectively not only to control the location of uses but also to ensure the availability of adequate parking, provide for public open spaces, control signage, and foster better design. Thus, zoning permits the City to influence the quality as well as the type of development for the public good.

A master plan has no legal status by itself for the regulation of development, but must rely for its implementation upon the policy decisions of the City Council and Planning Commission in providing needed public improvements and in establishing and administering regulatory measures with respect to the proposed use of private lands. Zoning is the tool by which this is accomplished.

Zoning is the regulatory tool that will be used to implement the plan recommendations. It is essential, therefore, that the zoning regulations be consistent with the goals and recommendations of the plan.

An evaluation of the City's current zoning ordinance (and sign ordinance) revealed a number of inconsistencies with the plan as well as a few other areas of concern. These are described below.

The downtown business district is zoned C-2 General Business, a classification shared with much of the strip development along Grand River. These are two very different types of business districts - auto vs. pedestrian, linear vs. cluster, individual parking vs. shared parking, etc.

The uniqueness of these two types of business districts is blurred by governing them with a single set of zoning regulations and does not permit the control or flexibility needed in each case. While yard and setback standards, for example, may not be appropriate in the CBD, they should be imposed along Grand River. The same permitted uses, as another example, are not necessarily appropriate in both districts, i.e., drive-in restaurants, car dealerships, etc. in the CBD. Similarly, residential uses should be encouraged in the CBD in the upper floors of retail shops, offices, etc. but should not be permitted along a commercial strip.

The City's Zoning Ordinance could be amended to be more restrictive in the types of uses allowed in a defined downtown district, such as Main Street from First Street to Grand River Avenue. Zoning could be

horizontal, allowing only retail uses on the first floor but a greater variety of uses on the upper level in this new district.

Parking needs also vary. In the downtown district, individual businesses should not be subject to the same standards as businesses in other areas of the City. The difference is that downtown parking is shared and customers walk from place to place rather than drive. Therefore, parking requirements in the CBD can be reduced. Parking requirements, in general, should be reviewed. Some examples, shopping centers, offices, banks and retail in the CBD, appear to be excessive in relation to accepted standards.

Signage requirements also merit review. As with the zoning districts, the same sign regulations apply to both the CBD and highway-oriented commercial areas. The uniqueness of these two types of business districts should be especially apparent in signage. For example, pole signs are not appropriate in a CBD because of setbacks and the pedestrian orientation, whereas canopy or hanging signs are ineffective along a busy highway strip. Sign sizes, too, should be reviewed.

The zoning ordinance should also be adapted to include some access management features for Grand River Avenue, such as adequate placement and spacing of driveways. This will help maintain the capacity of Grand River Avenue and create a more aesthetically pleasing corridor. Landscaping requirements should also be revised, including adding the plant list provided in the appendix of this report.

Financial Incentives:

While the era of bountiful state and federal grant programs seems to be history, there are still a few programs which do offer the hope of financial assistance to implement the Plan.

Community Development Block Grant -

The Small Cities Community Development Block Grant (CDBG) Program was authorized under Title I of the Housing and Community Development Act of 1974. The Act had the effect of combining all of the various categorical grants previously administered by the Department of Housing and Urban Development (HUD) into one, more flexible program. The program replaces such individual grants as Urban Renewal, Model Cities, Open Space, Historic Preservation, Community Facilities and other similar grant and loan programs.

The CDBG Program is of importance to implementation of the Central Business District Plan because it provides a source of funding for such projects as business district improvements, economic development and planning. Projects which foster local economic development are especially attractive prospects for the block grant program.

Land and Water Conservation Fund -

Financial assistance under the Land and Water Conservation Fund is available to states and their political subdivisions for planning, acquiring and developing a wide range of outdoor recreation areas and facilities. The program is administered by the Department of Natural Resources, and is financed by the Federal Government from: (1) the sale of surplus Federal property; (2) user fees at national parks; and (3) tax on motor boat fuels. Grants provide up to 50 percent of the cost of eligible projects such as land acquisition, urban parks and playgrounds, nature interpretative areas, fishing piers and boat launching ramps.

In recent years the funds available from this source have steadily declined though some money is still available. This source is relevant to the CBD as a means of improving the area around Mill Pond.

Michigan Recreation Trust Fund -

This state-sponsored program also provides grants for acquisition and development of recreation lands. Its restrictions are much like the

Land and Water Conservation Fund; but considerably more money is available. To be eligible for this funding, projects must first be identified in an up-to-date community parks and recreation plan.

Low interest Improvement Loans -

This involves establishing a loan fund to provide low interest loans to building owners for relatively low cost renovation projects.

Public/Private Partnerships:

Joint ventures between the City and private property owners in the business district are important implementation tools. Two principal means exist to aid the cooperative spirit -- special assessment districts and tax increment financing.

Special Assessment District -

Locally financed improvements can be accomplished through this means which may include some cost sharing by the City and the balance of the cost spread among property owners who benefit from the improvement. Examples of such improvements could include sidewalks, driveway openings or closings, public parking, lighting, landscaping, and common use areas. Special assessments can be used to support on-going maintenance as well as initial development.

Tax Increment Financing -

Similar to a special assessment district, this approach allows the City to designate an improvement district (most likely the central business district) and apply future increases in the district's property tax revenues to payment for public improvements made to attract new private investment within the district. For example, parking expansion might be provided with tax increment financing if additional tax base sufficient to pay the costs of that parking would be expected as a result. Acquisition and clearing of sites for redevelopment could also be funded by tax increment financing. Recent court decisions have upheld the validity of this technique in Michigan cities.

Focus Groups -

Many retailers have found that input from customers can enhance their business. The DDA should consider forming a "downtown focus group" including residents of Brighton and the surrounding townships to better understand why people do or don't shop in the downtown, and what actions could increase retail sales. Selection of members for this on-going committee should include some residents who don't typically shop downtown. Participation could be encouraged through gift certificates for downtown businesses, etc.

Improvement Priorities:

The City Planning Commission and Downtown Development Authority should set a course of action and establish priorities for the various recommendations and improvements identified in the Plan. One means of doing this is through the use of a Capital Improvements Program.

The Capital Improvements Program is a means of planning ahead for major public construction and land acquisition activities. The program usually covers a period of 5 to 10 years. The typical Capital Improvements Program is 6 years with the first year being the capital improvement budget. The Capital Improvements Program lists all major projects, their cost and their priority for implementation. Priorities may be based on cost, availability of financial assistance, number of people to benefit, relationship to planning goals, etc. The highest priority projects are then included in the one year capital improvement budget and six year Capital Improvement Program. Other lower priorities may be retained on what is called the capital improvement schedule which may cover as much as 20 years.

The Capital Improvement Program is useful to public agencies, private utilities and private citizens and investors. It allows agencies to coordinate their activities and provides the general public and business district property owners with a view of what they can expect in the future.

PROJECT COSTS

While no detailed design has yet been undertaken for the downtown improvements, some very general cost estimates have been prepared to illustrate the scope of future changes. The following figures do not include costs for acquisition of right-of-way or other private properties.

First/Second St. Realignment - New road with landscaping and lighting.	\$125,000
First and Main traffic signal - Traffic engineering study for, and installation of, new traffic signal with pedestrian signals.	28,000
Mill Pond Walkway (gazebo to City Hall) - New concrete walk with railing, lighting, landscaping and water overlook.	<u>85,000</u>
Gazebo Area Improvements - Relocate gazebo and regrade slope.	<u>45,000</u>
Grand River Entryway Treatments (2) - Entry signs with landscaping.	20,000
Main Street Improvements (Hyne to West) - Street trees, special paving at corners, special lighting	105,000
Mill Pond Entry Improvements - Special paved area with lighting and landscaping. Fountain in pond.	<u>78,000</u>
Old Town Hall Area Street Improvements - Special paving and town clock.	<u>49,000</u>
St. Paul St. Parking Lot - Vacate St. Paul and construct parking lot.	<u>105,000</u>
Alley Improvement (south of St. Paul) - Pave alley, screen lot and add landscaping.	<u>50,000</u>
Squire Lot Redesign - Restripe lot and add landscaping.	10,000
North/West Street Lot Redesign - Restripe lot and screen from roadway.	35,000
Designate Old Kent Bank's Main Street Lot as Public and add screening - Add landscape and a screen wall.	5,000
Develop Parking Lot at North St./Pierce St. - New parking lot with lighting and screening.	113,000
Develop Parking Lot at North St./East St. - New parking lot with lighting and screening	110,000

Project Costs, continued

Mill Pond Walkway (Balance of project) - New concrete walk with railing, seating and lighting	<u>80,000</u>
Main Street Improvements (R.R. to Hyne) - Special paving areas, street trees, and lighting	83,000
Main Street Improvements (West to Gr. River) - Special paving areas, street trees, and lighting	<u>25,000</u>
Main Street Improvements (Gr. River to Leith) - Street trees and repair sidewalks	14,000
Sefa's Parking Lot Screen - Screen fence with landscaping	60,000
New Library/Community Center Complex	1,000,000
Modify Traffic Signal (Main/Grand River & North/Grand River) - Traffic engineering study and retiming/modifications of traffic signal(s)	5,000
Grand River Improvements (Beaver to St. Paul) - Road widening with landscaping and sidewalks	190,000
Grand River Improvements (St. Paul to Main) - Sidewalk repair, and street tree planting	26,000
Grand River Improvements (Main to North) - Sidewalk repair, and street tree planting	16,000
Grand River Improvements (North to 300 ft. south) - Sidewalk repair, and street tree planting	9,000
Alley Improvements south of Main (West to Hyne Street) - Screen adjacent parking lot and add landscaping	45,000
Alley Improvements south of Main (Hyne to R.R.) - Pave alley, screen parking areas, and add landscaping	30,000
Alley Improvements north of Main (1st to Pond) - Pave alley, screen parking areas, and add landscaping	85,000
Develop Parking Lot at n.e. corner of North/West - New lot with lighting and screening	70,000
Redesign/Expand Municipal Complex Parking Lot - Expand lot and screen from Mill Pond.	125,000
GRAND TOTAL	2,826,000

Preliminary Sketch Estimates
for
Selected Brighton Facades Improvements

These costs are based on preliminary architectural design sketches. The actual cost of construction can vary significantly from these initial figures.

Storefronts

Brighton Barbers	\$ 2,500 - 4,000
Meir Photo	\$ 5,000 - 7,500
Schafers Music Store	\$ 1,000 - 2,000
His House Books	\$10,000 - 12,000
Silver Lead Paint Company	\$ 7,000 - 10,000
Fashion Depot Shoes	\$20,000 - 30,000
Millers Sport Shop	\$30,000 - 50,000
Hair and Company	\$20,000 - 40,000

Rear Entrances

Yum Yum Tree	\$ 2,500 - 4,000
Old Main Unlimited	\$ 2,000 - 2,500
Connie's Uni-Sex	\$ 1,500 - 2,500
Row's Garden Florist	\$ 3,000 - 5,000
Hartland House	\$ 3,000 - 5,000
Miller's Sport Shop	\$ 2,000 - 3,000

Downtown Blueprint 2003

Implementation Sequence Section



VII. IMPLEMENTATION SEQUENCE

This document contains numerous actions recommended for revitalizing Downtown Brighton. This chapter shows the recommended actions which should be carried out during the **first year** of the enhancement effort.

At the end of each year, the implementation sequence should be updated. And, within five to six years, consideration should be given to updating the entire ***Brighton Downtown Blueprint 2003***, depending on the level of program accomplishments realized.



Year-1 Implementation Sequence Brighton Downtown Blueprint 2003

Partnership and Management Actions

1. Formal adoption by the City Council of the *Brighton Downtown Blueprint 2003* as the official guide for the further economic enhancement of Downtown Brighton.
2. DDA oversees implementation of *Blueprint*, in partnership with Merchants Association, Chamber, and City.
3. Undertake external and internal communications actions, as per recommendations of *Blueprint*.

Public Space & Infrastructure Enhancement Actions

1. Complete a streetscape plan for Downtown project area and implement planned improvements as funds allow.
2. Design and erect wayfinding signs.
3. Complete Municipal Complex Project at the earliest possible date.
4. Design and install directional and locational public parking signs, in association with the wayfinding system.
5. Support Brighton Police Department's efforts to continue employing foot, bike, and vehicle patrols in Downtown and enforce pedestrian right-of-way yield law.
6. Employ Crime Prevention Through Environmental Design standards in all streetscape, public parking, and building improvements.



Year-1 Implementation Sequence Brighton Downtown Blueprint 2003 (Continued)

Private Real Estate Enhancement Actions

1. Update facade study.
2. Examine design guidelines; update as needed.
3. Establish standards for new infill construction.
4. Continue provision of design assistance.
5. DDA assembles, packages, and transfers property when needed.
6. Develop vacant lots on Main Street with compatible infill structures, rather than pocket parks.

Downtown Mixed-Use Hub Enhancement Actions

1. Cluster specialty retail, food, and art related businesses on Main Street.
2. Undertake streetscape and public safety improvements at Grand River and Main.
3. Place appropriate businesses in Downtown, as per **Blueprint** recommendations.
4. Consider height and parking requirements modifications to induce more housing development in Downtown, as per recommendations of **Blueprint**.

Marketplace Solidification Actions

1. Downtown business owners work to solidify position of businesses in the marketplace, as per recommendations of **Blueprint**.
2. Merchants Association updates and reproduces *Downtown Brighton Shopping and Dining* guide, when appropriate.



Year-1 Implementation Sequence Brighton Downtown Blueprint 2003 (Continued)

Marketplace Solidification Actions (Continued)

3. Downtown business owners continue cooperative advertising.
4. Design and implement Downtown image campaign.
5. Downtown businesses remain open until at least 7 to 8:00 pm Monday through Saturday, with reasonable Sunday hours.

Reinforce Downtown's Position as THE Focal Point Actions

1. Expand Millpond uses, as per *Blueprint*.
2. Continue holding special events in Downtown, with Main Street closings as needed and appropriate.

E. Grand River Corridor Study (2003)

Action Plan

V. Action Plan

This section of the corridor study provides specific applications of the strategies outlined above that forward the goals and objectives of the plan. The proposed actions involve specific changes to particular locations or properties.

Land Use

Future Land Use Plan

In order to create a high quality commercial corridor and community gateway some of the parcels in the corridor need to be directed toward new land uses. This shift in land use will be crucial in determining the long term success of the corridor. A Future Land Use Map 6 is provided that incorporates the proposed changes.

Proposed Land Use Changes:

- Conversion of 803, 811 and 817 East Grand River from Single Family Residential to Commercial Service. These are older homes, some of which have been converted to rental units. They would be more consistent with the goals and objectives of this plan if they were renovated and converted to office or small commercial uses.
- Conversion of 834 and 930 East Grand River from Single Family Residential to Commercial Service. These are isolated, older houses surrounded by Commercial and Multiple Family uses. Due to the sizes of the parcels they would be more viable as office or small commercial uses and would contribute more to the corridor if renovated and converted from their current uses.
- Conversion of 909 East Grand River from Multiple Family Residential to Commercial Service. This is a small, older apartment building on a parcel in front of the Brighton Park Shopping Center. The conversion of this property would contribute to development of the large commercial node anchored by the Brighton Park Shopping Center.
- Conversion of the property between 940 and 1020 East Grand River from Vacant to Multiple Family Residential. Which has been recently approved. This property is flanked on the east and west by residential uses and would contribute to substantial concentration of multiple family housing within the corridor. This provides local customers for the business of the corridor and a larger user base for the pedestrian improvements included in this plan. It does not dilute the commercial flavor of the corridor because the property has a relatively small frontage on E. Grand River.
- Conversion of property between 1023 and 1071 East Grand River from Doctor's Office and Vacant to Commercial Service. The conversion of this property would contribute to development of the large commercial node anchored by the Brighton Park Shopping Center.

- Conversion of 1071 E. Grand River from Utility to Commercial Service. The conversion of this property would contribute to development of the large commercial node anchored by the Brighton Park Shopping Center.
- Conversion of two vacant properties north of 1071 E. Grand River to Commercial Service. The conversion of this property would contribute to development of the large commercial node anchored by the Brighton Park Shopping Center.
- Conversion of 9830 E. Grand River from Industrial to Commercial Service. This property is currently very industrial in use and appearance and does not match the vision of a high quality commercial corridor promoted by this plan.

Proposed Zoning Plan

Some changes in the zoning of properties within the study area will be necessary in order to promote the proposed land use changes, site design guidelines and unifying elements that this corridor plan envisions. These changes fall into two categories: changes to the base zoning of key properties and the creation of new requirements for development within the corridor in the form of an overlay district (See Proposed Zoning Map).

Proposed Zoning Changes:

- Rezone the two small R4 zoned properties south of 702 and 710 E. Grand River from R4 to C3 and R1. With this rezoning the two properties will have zoning in conformance with their uses and become part of larger neighboring zoning districts. This will eliminate a remnant zoning district from the zoning plan and is consistent with the proposed land use plan for the corridor.
- Rezone 841 and 909 E. Grand River from C3, Limited Business District to C1, Community Shopping Center District. These properties may then be redeveloped as part of a commercial district anchored by the Brighton Park Shopping Center District and permit the use of common drives and parking.
- Rezone 930 E. Grand River from R4, Multiple Family Residential to C3, Limited Business District. This would allow the viable redevelopment of this small property from an isolated single family residential use to a commercial use that would contribute more to the corridor. The property is too small to be viably developed as Multiple Family Residential.
- Rezone 1020, 1024, 1036, 1046, 1050 and 1080 E. Grand River from C2, General Business District to C3, Limited Business District. These properties occupy the buffer zone between residential land uses to the immediate south and E. Grand River. The purpose of the C3 district is to buffer residential areas and provide for transitional development that is consistent in scale and massing to traditional residential areas.
- Rezone 1071 E. Grand River and the two small parcels to the north from R4, Multiple Family Residential to C1, Community Shopping Center District. These properties may then be redeveloped or developed as part of a commercial district anchored by the Brighton Park Shopping Center.
- Rezone the properties behind (south) of 9830, 9836 and 9852 E. Grand River from C2, General Business District to I-A, Light Industrial. This change would bring the zoning of these properties into conformance with their current uses and provide a transition zone between the C2 district along E. Grand River and the larger LIP, Light Industrial Park District to the south. The

I-A and LIP districts provide a location for heavier land uses that would not be appropriate along E. Grand River in its role as a commercial gateway into the community.

Overlay District

An overlay district (E. Grand River Overlay District) should be created to ensure the consistent application of the desired standards for development and redevelopment within the corridor. This district should include any parcel with frontage on E. Grand River between Spencer Road and Borderline Drive. The additional requirements for this district should include the unifying elements from the section below.

Unifying Elements

One of the stated goals of this study is to provide unified design elements within the corridor in an effort to build an identity for the entire corridor study area. These elements which include landscaping, signage, site lighting, building architecture, and architectural features must be coordinated and applied uniformly to all private properties and public areas in order to achieve this goal.

Key Public Features

A small number of publicly created and maintained features should be created at key locations within the corridor to anchor the corridor design and demonstrate the standards for the unifying design elements. The recommended location and nature of these features follows(See Key Public Features Map):

- **E. Grand River Park**

- Location: in the large (>1 acre) Right Of Way area between Huntington Center and 600 East Grand River multiple tenant building. This location of this site on the outer edge of the curve in East Grand River gives it a high level of visibility for traffic coming from both directions along the corridor. It is in the direct line of site for drivers stopped at the Brighton Lake Road and Church Street stop lights. In addition, it is a key area of activity in the corridor due to the fact that four roads come together in the immediate area (East Grand River, Church, Rickett and Brighton Lake).
- Nature of the Feature: This spot should be developed as the main public feature for the entire corridor and should act as a small public park. A full design for this feature should be developed. The design should include a prominent feature that will stand out to those driving by and a destination or rest stop for pedestrians utilizing the corridor. The prominent feature could be a fountain, large sculpture or dramatic landscape planting and hardscape. As a pedestrian destination or stop it should include shaded, comfortable seating, a drinking fountain, and an attractive setting. A café or coffee shop in the adjacent building would promote this as a pedestrian destination.

- **City/Downtown Border Markers/Monuments**

- Locations:
 - Downtown Markers (both at a high point in the road marking the visual entrance to downtown)
 - 325 E. Grand River, southeast corner of parcel
 - 400 E. Grand River, northwest corner of parcel
 - City Border Markers/Monuments
 - 1071 E. Grand River, southeast corner of parcel, replacing existing sign
 - 9980 E. Grand River, northeast corner of parcel
- Nature of the Features: These features should be signs marking key transitions in the corridor (the city border and entrance into downtown). The design of these signs should be harmonious with the landscape standards of the corridor and set the standard for all signs in the corridor. A two sided sign with its base concealed within a low drystack flatstone or boulder wall is one option. Other options include various types of masonry or fiberglass/plastic molded signs designed to look like masonry or other building materials. The design of the structure and landscaping for these markers should draw on the themes developed for the larger parklike feature described above.

General Right Of Way Elements

The general R.O.W. elements are those design features that will occur all along the corridor in the public right-of-way. These will provide a consistent backdrop for the key public features and renovated private road frontages and help tie them all together. These elements include lighting, street trees and traffic signals.

- **Lighting Options**

- Style: The pole lights currently along E. Grand River are the old tall, silver cobra head type. These should be replaced with something more distinctive and attractive. These new fixtures could be the same style at the downtown and tie the corridor visually to the downtown or they could be selected to be noticeably different in order to help create a distinct district.
- Spacing: The existing pole lights are fairly spaced out due to their great height and strong fixtures. In order for the new pole lights to be a noticeable feature in the corridor they will have to be closer together. As a result the individual lights can be shorter and not as bright. This should help to create a more intimate impression of the corridor, reducing its apparent scale.
- Banners: The new pole lights may have arms mounted on them to hold banners. These are typically used for holiday/seasonal displays and to mark key public events. If banner arms are used there should be mounted only on every other pole and there should be only one arm per pole (on the road facing side) in order to avoid creating an overly busy appearance.
- **Street Trees**
 - A street tree planting plan should be developed for the entire corridor that takes into account the following issues:
 - The consistent use of street trees within the corridor is dependent on the realignment of the sidewalk system to create sufficient planting areas in many places in the corridor.
 - The planting of one species of street tree along the entire one mile length of the corridor would not be wise due to the risk of a single disease or insect infestation wiping out the entire planting (as with the Emerald Ash Borer infestation).
 - The use of small, flowering fruit trees is generally not recommended due to the level of maintenance these trees normally require and because the size of the road calls for trees which grow larger in the long run. The larger trees will provide more shade and help reduce the apparent size of the space, making it more comfortable for pedestrians and more aesthetically pleasing.
- **Traffic Signals**
 - Mast arm style traffic signals like the one at Brighton Park Shopping Center should be used for other signalized intersections in the corridor. This style of signals removes the tangle of overhead lines normally associated with intersections and better matches the corridor, which has almost no overhead utility lines.
 - The signals at Brighton Lake Road, Church Street and Borderline Drive should be converted to mast arm signals.

Site Design Guidelines

These guidelines should help direct the development and redevelopment of sites within the corridor towards the unified and harmonious appearance desired by the community. The aspects of site design that most directly impact appearance and function of the corridor are site layout, architecture, signage, lighting and landscaping. The following guidelines may be used as the basis for developing an overlay zoning district for the corridor that would require the improvements.

- **Site Layout Guidelines**

- **Sidewalks:** Sidewalks are required and must be located in the R.O.W. They should be located with their outside edge one foot from the R.O.W. line where possible. Separate pedestrian access should be provided into the site from the sidewalk.
- **Front Setback:** All parcels within the corridor should be required to maintain a portion of the front setback for landscaping (at least a ten foot wide strip).
- **Parking:** Parking should be located to the side or rear of the building where possible, except for properties in the C1 zoning district. In the C1 zoning district, small berms and other landscape features should be used to reduce the visual impact of parking lots and the lots should be broken up by substantial landscape islands.

- **Architectural Guidelines**

- Buildings constructed closer to the road (typically in the C2 and C3 zoning districts) should have the height, massing and style of residential architecture. This is consistent with the reuse of existing residential structures within the corridor and much of the newer office and commercial space developed toward the western end of the corridor.
- Buildings in the C1 and R4 zoning districts are typically larger and set back farther from the road. These structures should be designed with facades that break up the apparent mass of the structure and make use of higher quality exterior finish materials to be visually consistent with the development closer to the road. Outlot style development fronting C1 and R4 developments that is designed similar to the guidelines for the C2 and C3 zones would be a desirable alternative to the standard arrangement.
- Standards for exterior materials similar to those used for Huntington Center and other developments at the western end of the corridor should be more broadly applied to commercial buildings in the corridor. Converted residences should use the standards of good maintenance and restoration for their exteriors and additions or modifications should be consistent with the architectural style of the house.

- **Signage Standards**

- Monument style ground signs should be used in the frontage areas of business where space allows. In the case of existing structures with minimal setbacks wall signs will have to be permitted, but the size and appearance should be regulated and reviewed.
- The style of the monument signs should follow that of the City markers mentioned in the Key Features section above.

- **Lighting Standards**

- Parking lot pole lighting visible from E. Grand River should follow the same standard as the City adopts for the road, though it may be shorter or have lower power bulbs as appropriate to site.

- **Landscaping Guidelines:** A certain consistency in the road frontage landscaping of parcels in the corridor would greatly enhance the goal of unity of appearance.
 - Plantings: A plant list and style of planting should be developed as part of the E. Grand River Park design and the design of the Markers mentioned in the Key Features section. Key elements of this plant list and style would be replicated in the frontage landscaping of the parcels along the corridor.
 - Hardscape: Hardscape elements should be developed as part of the E. Grand River Park design and the design of the Markers mentioned in the Key Features section. Key elements of the hardscape style chosen would be replicated in the frontage landscaping of the parcels along the corridor.

Pedestrian Use/Access

Improving pedestrian use of and access to the corridor are key goals of this plan. In order to attract pedestrians to the corridor improvements need to be made that improve the safety and comfort of pedestrians and that provide better access from surrounding residential areas. Some of the changes addressed in the unifying elements section will contribute to improving the pedestrian's experience of the corridor, but there remain substantial infrastructure projects needed to achieve the pedestrian related goals and objectives of this plan (see Pedestrian Improvement Plan).

- **Sidewalk Realignment:** There are many spots along the corridor where the sidewalks do not run along the right-of-way line. In some cases the sidewalks run within 2-3 feet of the road. Where possible, given existing building setbacks, the sidewalk should be relocated as close to the right-of-way line as possible. This improves the separation between pedestrians and vehicle traffic and makes room for new light poles and trees between the sidewalk and road, both of which improve the actual and perceived safety of pedestrians.
- **Sidewalk to Safety Path Conversion:** The five foot wide sidewalks in the corridor should be widened to create a safety path system that can safely accommodate walkers, runners, bicyclists, roller bladers and other pedestrian uses. Safety paths are normally at least eight feet wide and some cases as wide as twelve feet.
- **Crosswalks:** Pedestrian safety at road crossings may be increased by improving the profile of crosswalks. This may be done by increasing the contrast between the crosswalk area and the surrounding pavement. This contrast may be achieved in a number of ways including textured paving, colored paving, and use of pavers.
- **Connections to Surrounding Areas:** These additions to the sidewalk/safety path system provide access to surrounding residential areas and add alternate travel paths to, from and within the area that pedestrians tend to prefer for recreational use.
 - New Sidewalk:
 - The north side of E. Grand River outside of the City limits lacks sidewalk entirely. This acts as a barrier for pedestrians/potential customers from the large residential area in Brighton Township just north of the corridor. Without a sidewalk on this side of the road a pedestrian crosswalk at the intersection with Borderline Drive, necessary to get pedestrians to the Grand Crossing Shopping

Center, is unlikely to be built. The City should work with the County to extend the proposed R.O.W. improvements down to Borderline Drive.

- The south side of E. Grand River in front of 9880 and 9980 E. Grand River lacks sidewalk, this will have to be added as well if a crosswalk at Borderline Drive is to be constructed.
- Mini-Greenway: Pedestrian connections to areas north and south of the corridor could be improved by creating safety paths that run through the vacant properties near the center of the corridor. These paths could be built on easements acquired by the city or as part of the eventual development of the properties in question.
 - North Branch (property between 1025 and 1070 E. Grand River): This path should travel north through the wetland property and link up with Spencer Road. A branch from the path might go to the east and link up to the large residential neighborhood in Brighton Township that lies north of the corridor.
 - South Branch (property between 940 and 1020 E. Grand River): This path should travel south to the railroad line then along the railroad easement northwest to connect with the sidewalk along Rickett Road.

Access Management

The management of curb cuts and vehicular access to E. Grand River is key to the safety of drivers and pedestrians within the corridor. Driveways that have poor visibility or are too close to one another or intersections create dangers for all users of the corridor and can impair the efficient movement of people and vehicles. The policies described in the strategies section should be applied to all new development. The following changes should be pursued to improve the existing access situation:

- 305-325 E. Grand River: Consider creation of an alley access to the parking between Spencer and Dutcher for these four properties. This would eliminate three driveways from a short block in one of the road segments with elevated accident levels.
- 710 E. Grand River: Consider promoting shared access through the western entrance for St. Patricks (714 E. Grand River). This would eliminate a curb cut in one of the road segments with elevated accident levels.
- 711 & 719 E. Grand River: Consider promoting shared driveway and/or shared parking lot allowing both access to E. Grand River and Hope Street. This would eliminate a curb cut in one of the road segments with elevated accident levels.
- 822 E. Grand River: Consider promoting shared access through the eastern entrance to St. Patricks (816 E. Grand River). This would eliminate 822's curb cut, which is very close to the driveway for 834 E. Grand River.
- 834 E. Grand River: Consider promoting the elimination of this residence's driveway and creation of access through the driveways of either 822 or 898 E. Grand River
- Vacant land between 940 and 1020 E. Grand River: Consider promoting a joint drive to be shared by future multiple family housing on this property and the existing multiple family

housing on 940 E. Grand River. This joint drive could be aligned with the signalized entrance to the Brighton Park Shopping Center, taking full advantage of the signal for traffic control as the traffic level increases with occupancy of the new apartments.

- 1020 E. Grand River: Consider promoting the movement of parking to the rear of this lot and creating driveway access to Kissane Avenue through the parking lot for 1024 E. Grand River. This would eliminate a curb cut and front yard parking.
- 1046 E. Grand River: Consider promoting the movement of parking to the rear of this lot and connecting it to the parking for 1030 E. Grand River to provide access off of Kissane Avenue. This would eliminate a curb cut and front yard parking.
- 1080 E. Grand River: Consider promoting the elimination of the drive off of E. Grand River, the existing driveway off O’Doherty Road should be adequate for this site. The drive on E. Grand River is very close to the intersection and the drive for 9810 E. Grand River.
- 909 E. Grand River: Consider promoting access to this property through the Brighton Park Shopping Center parking lot. This eliminates a curb cut that is to close the one for 841 E. Grand River and directs more traffic to the signalized intersection where it can be better managed.
- 9812 and 9818 E. Grand River: Consider promoting shared access and/or parking between the buildings. This will create one well defined curb cut from a large paved frontage and will eliminate parking in front of the buildings.
- 9830 E. Grand River: Consider promoting elimination of drive off E. Grand River, the access of Appian Way should be adequate. This would eliminate a large undefined paved access and parking in front of the building.
- 9836 E. Grand River: Consider elimination of driveway on the west side of the building. This removes a poorly defined access point.
- 9836 and 9852 E. Grand River: Consider promoting combined access with 9846 (behind). This would reduce three curb cuts that are very close to each other to one.

Most of the proposals above would require that either the City or neighboring land owners establish access easements or shared use and maintenance agreements for driveways and parking.

Unifying Elements - Details

The following details can be used in the site planning of each of the properties within the corridor study area:

Landscaping

Greenbelt landscaping within the study area can provide perhaps the greatest impact of any one design element. Properly chosen and installed, landscaping can break-up large expanses of asphalt, screen unsightly views, and provide a natural appearance to passing motorists. The corridor plan provides a general landscape concept for the entire E. Grand River road frontage. The following planting schedule is recommended within these areas and generally conforms to the overall plan.

Implementation Recommendations - Next Steps

A sometimes complex relationship exists between the City, State, Utility Providers, and property owners within the study area. Each of the above has a responsibility in carrying out various portions of the recommendations contained within this study. Communication is essential between each of the "players" if the goals are to be accomplished.

After project priorities are agreed upon, a capital program should be developed which outlines needs and sources to accomplish the stated priorities. Once project phasing and funding are approved, the design, engineering, bidding, and construction of the various elements would take place.

Three of the project groups, access management, pedestrian access, and design elements should be considered a top priority. The City can take either a passive or active role in the accomplishment of these project groups. In a passive role, the responsibility of completing these projects would rest with the individual property owners. Timing of these projects would then be accomplished as property owner makes improvements to their sites which then trigger the site plan approval process. Access management is included, but would require coordination with the City.

A more active role would include City initiation of a tree planting program and/or a formal streetscape project. A streetscape project would incorporate many of the study recommendations contained in this report including landscaping, lighting, and pedestrian access. Grant funding may be available for parts of a streetscape project.

The proposed roadway improvements to East Grand River Avenue will require a substantial financial commitment by the City. Preparation of a capital program which identifies funding sources and a timetable for project implementation will be required.



The Southeastern Livingston County Recreation Authority (SEL CRA) has, through regional demographics, public input, and community initiatives, identified the following goals to meet the regions recreation needs:

Authority Excellence

Provide the region with recreation authority excellence by managing SEL CRA in a fiscally responsible manner to deliver high quality services to participants and their municipalities.

Excellent Recreation Services and Programs

Provide the region with excellent recreation services and programs that promote healthy-active lifestyles and reflect the needs of its communities.

Collaboration and Partnerships

Provide premium recreation services that meet the regions needs through collaboration and partnerships.

Community Support and Awareness

Increase community support and awareness establishing SEL CRA as an essential service in promoting healthy active lifestyles, economic and community stewardship, and regional growth.

Connectivity through Trails and Pathways

Collaborate with Livingston County, municipalities and regional recreation providers to enhance non-motorized connectivity throughout the region promoting destination areas.

Facilities and Resources

Acquire, maintain and enhance park facilities and natural resources to provide high quality recreation areas for the region.

Goals, Objectives and Action Plan

SELCRA

Authority Excellence

Objective:

Provide the region with recreation authority excellence by managing SELCRA in a fiscally responsible manner to deliver high quality recreational services to participants and their municipalities.

Action Plan:

Authority

- Develop a strategic plan to guide its mission and vision statements.
 - * Form a strategic planning committee to identify the organizations vision, identity and outline community needs.
- Pursue independent financial sustainability through sponsorships, grants, cost effective programming and effective management strategies to reduce/eliminate contributions from municipalities.
 - * Develop and implement a sponsorship and advertisement program.
 - * Actively seek local, state and federal grant opportunities.
 - * Work with municipality representatives and Brighton Area Schools to seek a recreation millage for identified recreation needs of the participating communities.
- Actively seek regional merger opportunities with regional recreation organizations and schools to promote effective cost savings and resource management for participating municipalities.
- Assist, support and foster the growth of the SELCRA foundation with fund raising efforts and awareness
- Continue to use technology to reduce cost and promote organizational efficiency.

Staff

- Develop and empower staff to deliver high quality recreation services.
- Align staff positions and resources with the organization's strategic plan and the needs of the community.
- Maintain all current certifications and obtain new certifications as relevant.

Goals, Objectives and Action Plan**SELCRA****Excellent Recreation Services and Programs****Objective:**

Provide the region with excellent recreation services and programs that promote healthy-active lifestyles, community stewardship, economic development and impact, and environmental quality.

Action Plan:

- Deliver high quality, comprehensive recreation programs and services for all ages.
- Staff will follow SELCRA Best Practices guidelines for all programs to enhance program quality and increase participation numbers.
 - * Develop a template for all youth sports programs promoting sportsmanship, training, and volunteer recognition.
- Focus on program core areas including youth and adult sports/programs, activities and special events.
- Continue evaluating programs and maintain a 3.5 customer satisfaction rating to ensure high quality delivery of recreation activities.
- Benchmark program costs with regional providers to keep programs cost effective and affordable for participants.
- Increase opportunities for outdoor recreation programs focusing on community stewardship and social issues.
- Partner with regional recreation providers to increase program offerings.
- Increase program opportunities for the “New Senior” seeking healthy-active lifestyle choices.

Goals, Objectives and Action Plan**SEL CRA****Collaboration and Partnerships****Objective:**

Provide premium recreation services that meet the regions needs through collaboration and partnerships.

Action Plan:

- Establish a network of Regional recreation providers with regional recreation and community stewardship interests.
- Work with regional recreation providers to promote and provide joint program/facility, staffing opportunities, and other shared services.
- Continue to work with school districts and other recreation providers to maximize participation in recreation resources.
- Develop regional partnerships building a support network of champions for SELCRA initiatives.
- Create formal partnership policies with local sports associations and recreation providers.
- Continue to and strengthen the partnership with the Brighton Area Schools in promoting a sense of community and providing community stewardship.

Goals, Objectives and Action Plan**SELCRA****Community Support and Awareness****Objective:**

Increase community support and awareness establishing SELCRA as an essential service in promoting healthy active lifestyles, economic and community stewardship, and regional growth.

Action Plan

- Establish an information network through the municipalities and adopt a recreation awareness campaign highlighting regional opportunities and collaboration.
- Develop a marketing strategy promoting and raising public awareness identifying SELCRA as the regions primary recreation provider.
- Develop a branding strategy promoting SELCRA's identity, programs, and commitment to the community.
- Establish SELCRA as an essential component of the Michigan Municipal Leagues, "Eight Assets of the 21st Century Communities."
- Develop and administer an authority repositioning survey identifying community health, environmental stewardship, stimulating urban rejuvenation, attracting tourists, attracting and retaining business, enhancing real estate values, attracting and retaining retirees, preventing youth crime, and addressing the needs of the unemployed.

Goals, Objectives and Action Plan**SELCRA****Connectivity through Trails and Pathways****Objective:**

Collaborate with the region, municipalities and regional recreation providers to enhance non-motorized connectivity throughout the region promoting destination areas.

Action Plan:

- Develop a needs assessment for non-motorized trails and pathways
- Develop a regional trail and pathway master plan to promote a non-motorized connectivity to the region and points of interest:
- Promote regional connectivity through local, regional and state pathway and greenway initiatives and plans.
 - * Collaborate and assist all municipalities in community and regional connectivity pathway and greenway initiatives.
- Pursue grant funding for the development of trails and pathways
- Promote and administer programs with an emphasis on the improvements of trails connecting points of interest.
- Identify Meijer Park potential pathway projects and assist the City of Brighton on the connectivity of park pathways to the community and points of interest.
- Promote the Southeast Michigan Greenways Plan.

Goals, Objectives and Action Plan**SELCRA****Facilities and Resources****Objective:**

Acquire, maintain and enhance park facilities and natural resources to provide high quality recreation areas for the region.

Action Plan:

- Identify and schedule capital improvements to *SELCRA* assets and resources.
- Develop a needs assessment for Meijer Park and outdoor Brighton Area School facilities utilized by *SELCRA* programs.
- Develop renovation plans for Meijer Park to include, but not limited to: skating and roller hockey structures and surfaces, restroom/concession facility, fencing, pathways and natural areas.
 - * Develop a capital improvement plan to construct a splash pad and pavilion/gazebo at Meijer Park.
 - * Identify possible funding sources for renovations and improvements for Meijer Park.
- Develop park and facility maintenance standards and guidelines and evaluation protocol.
 - * Develop a preventative maintenance program for all parks and facilities.
- Assist schools, municipalities and regional park systems with a play structure inspection program
 - * Staff to obtain Certified Playground Safety Inspector (CPSI) Certification approved by the Michigan Bureau of Children and Adult Licensing, Division of Child Care Licensing.
- Promote Brighton Township's Sunset Park development.
- Promote the redevelopment of the E. Grand River Corridor.
- Will support governmental initiatives that focus on preserving parks and open space.

Goals, Objectives and Action Plan **City of Brighton**



The Michigan Municipal League identified eight essential assets that make communities vibrant places in the 21st Century. Helping Michigan's leaders grow these assets in their own communities serves as the focus of 21c3. Research continues to show that "place-making" matters more than ever, as an increasingly mobile workforce seeks out neighborhoods before finding jobs and opening up businesses. The City of Brighton, Michigan, is committed to enhancing and preserving its community by incorporating, "Eight Assets of the 21st Century Communities," identified by the Michigan Municipal League.



1. Physical Design & Walkability

Millennials and boomers alike seek dense, urban settings where buildings go up rather than out, and where they have easy, walkable access to places where they live, work, shop and play.

2. Green Initiatives

"Thinking Green" is a critical asset of any viable community; it impacts our natural resources, our quality of life, and our financial bottom line.



3. Cultural Economic Development

The knowledge workers of the 21st century are attracted to places that offer a full range of arts, culture and entertainment opportunities that can keep pace with their busy lifestyles and appetite for excitement.

4. Entrepreneurship

The new economy is fueled by small start-ups and entrepreneurs who grow jobs by ones and twos.



5. Diversity/Multiculturalism

Our global economy is fueled by the talent and ingenuity of people not only born here, but from around the world.

6. Messaging and Technology

People communicate differently today than they did last year, five years ago and ten years ago. 21st century communities must keep pace.



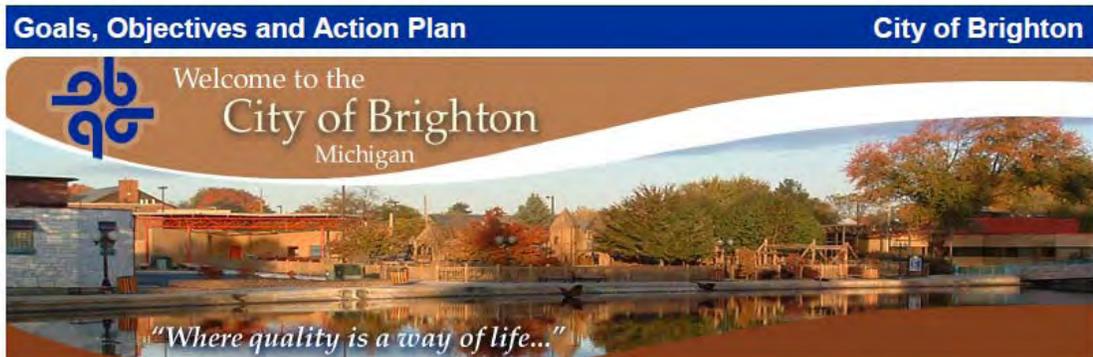
7. Transit

Thriving regions in the U.S. and abroad have effective transit systems, and the knowledge-based workers we need, demand this as part of their lifestyle.

8. Education

Education is key in competing for jobs, including K-12 community colleges, universities and other key anchor institutions.





GOAL 1:

Preserve and enhance residential neighborhoods.

Objective 1a:

Encourage expanded activities for senior citizens centered on the Mill Pond area, Downtown and Community Center.

Objective 1b:

Maintain small town atmosphere of Brighton.

GOAL 2:

Keep Downtown Viable and Healthy

Objective 2a:

Work actively to strengthen the character and identity of Downtown as the center for community life and a symbol of Brighton and to maintain its economical viability.

Objective 2b:

Work with adjacent townships to foster the economic development of the Greater Brighton area and continue the practice of entering into intergovernmental agreements with the neighboring jurisdictions when there is mutual interest.

Objective 2c:

Encourage the redevelopment of the E. Grand River Corridor.

GOAL 3:

Recognize that Brighton’s natural resources, including lakes, creeks, ponds wetlands groundwater and trees contribute substantially to the quality of life.

Objective 3a:

Minimize adverse environmental effects of new development through reasonable regulations and intergovernmental review of coordination procedures

Goals, Objectives and Action Plan	City of Brighton
<p>GOAL 4: Protect, enhance and expand mature trees through forestry management and tree planting programs initiated by the City.</p>	<p>Objective 4a: Minimize adverse environmental effects of new development through reasonable regulations and intergovernmental review of coordination procedures.</p>
<p>GOAL 5: Manage the environmental qualities of the city in harmony with the need for growth.</p>	<p>Objective 5a: Through sidewalk improvements, visual linkages and landscaping, encourage Brighton residents to walk or bike Downtown.</p>
<p>GOAL 6: Explore alternative project funding options including grant funds.</p>	<p>Objective 6a: Continue to seek out and implement innovative methods for funding programs and capital improvement projects.</p> <p>Objective 6b: Seek state/federal aid and/or grant funds for eligible project funding/reimbursement.</p>

ACTION PLAN

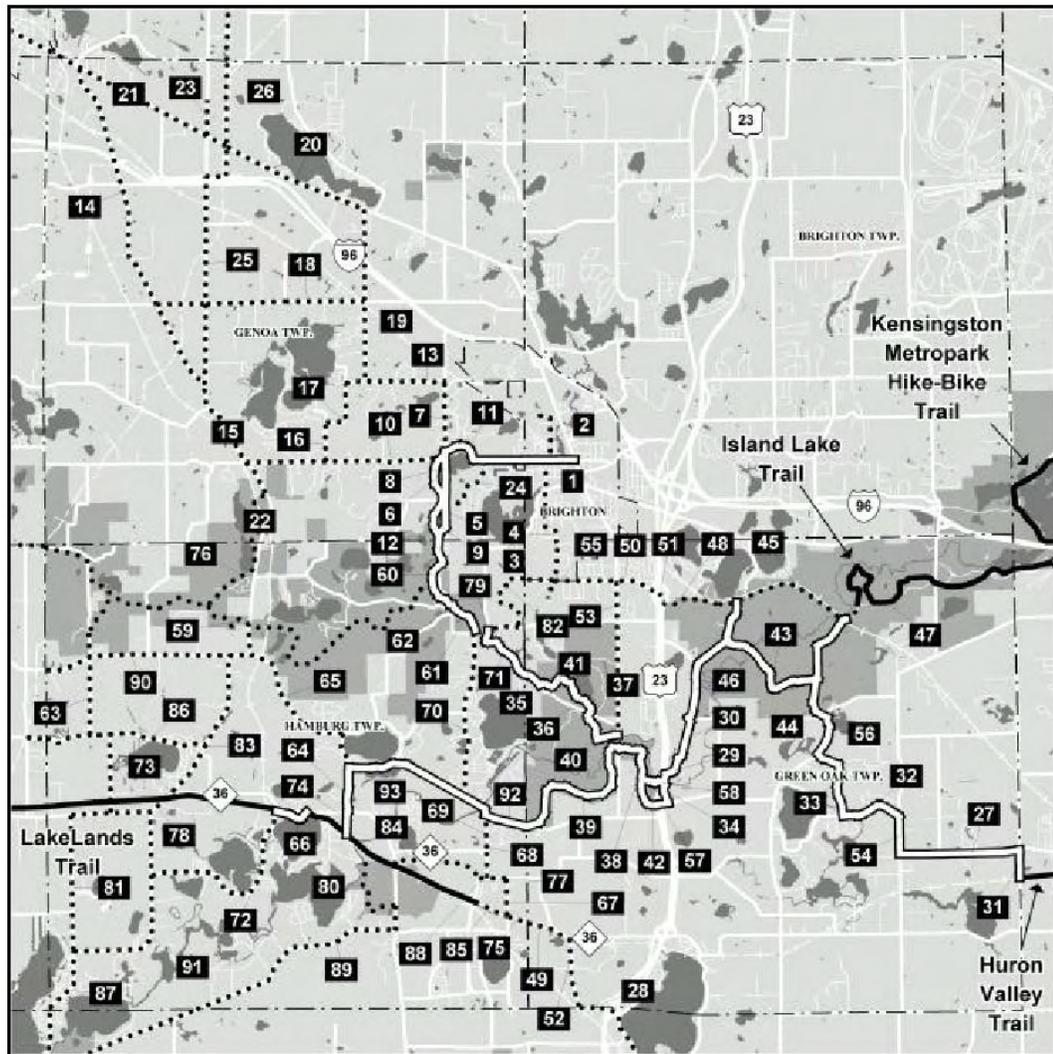
- 1: The City of Brighton does not have a recreation department, staff, plan or budget other than a municipal contribution. Therefore, the City will work with *SEL CRA* to implement the *SEL CRA* action plan as these strategies were developed by *SEL CRA* and the City of Brighton to meet the needs of all four entities.
- 2: The *SEL CRA* Director and City Planner will ensure that the plan is being implemented accordingly.
- 3: The *SEL CRA* Director will provide quarterly updates to the City of Brighton regarding progress.



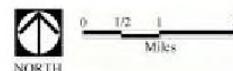
Southeast Livingston Greenways Plan and Summary Report, Southeast Livingston Greenways

Initiative, 2000.

Priority Corridors and Segment Map and Key



*Priority Corridors
and
Segment Key*



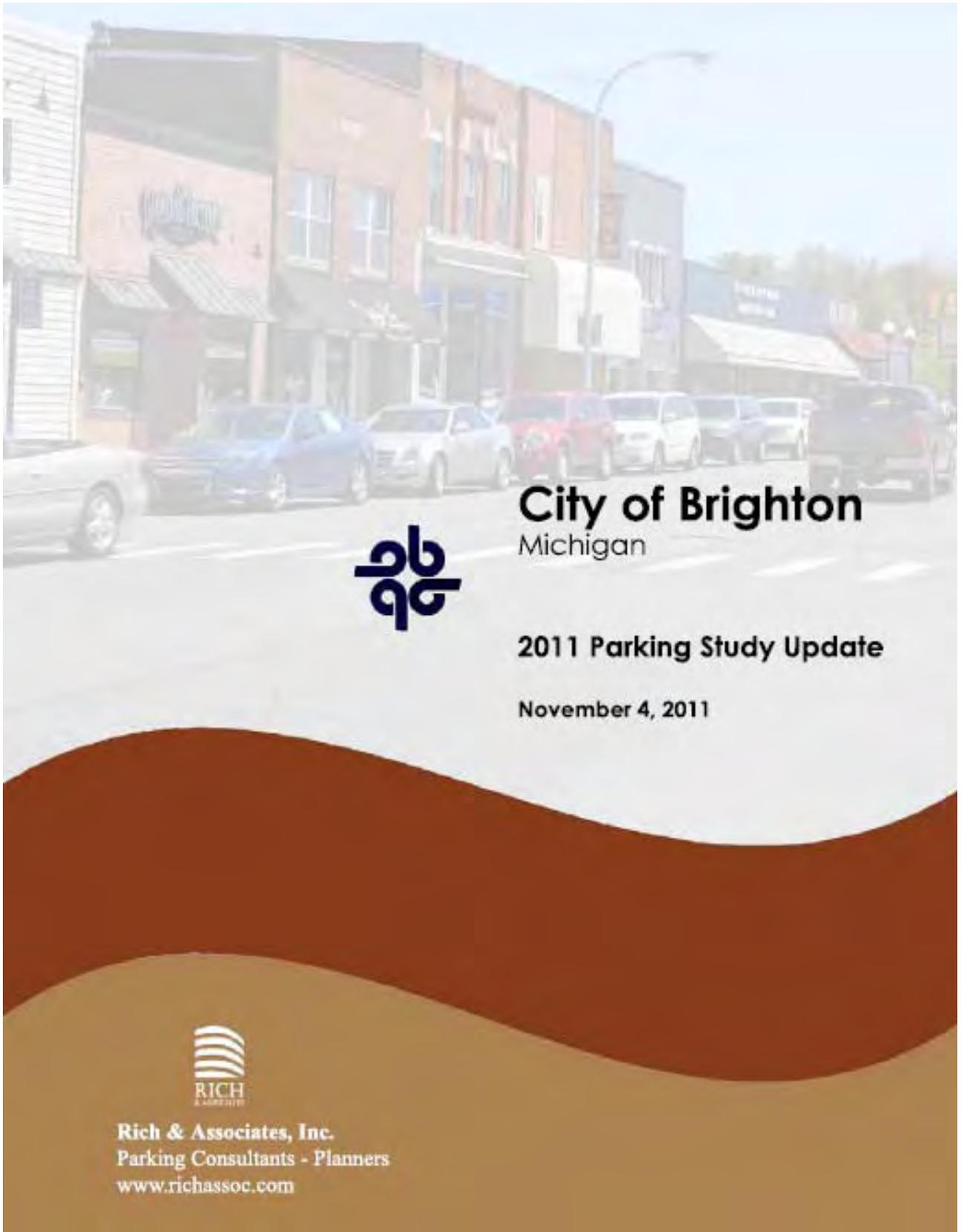
Nonmotorized Links Summary and Cost Projections

ID	Name	Facility Type	Status	Surface	Width	Length	Unit Cost	Unit	Cost
City of Brighton									
1	Brighton Rd.	Increased Outside Lane Width	Partially Existing	Asphalt		3,317	Feet	\$0.25	\$829
2	First and Second St.	Signed Shared Paved Roadway	Partially Existing	Asphalt		4,425	Feet	\$0.25	\$1,106
3	Lee Rd.	Signed Shared Paved Roadway	Proposed	Asphalt		1,948	Feet	\$0.25	\$487
4	Third St., Fairway Tr., & Pepper	Signed Shared Paved Roadway	Partially Existing	Asphalt		8,767	Feet	\$0.25	\$2,192
									\$4,614
Genoa Township									
5	Bauer Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel		2,598	Feet	\$0.25	\$650
6	Bauer Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	5,374	Feet	\$22.00	\$118,228
7	Bauer Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	2,148	Feet	\$22.00	\$47,256
8	Bauer Rd. Sidepath	Increased Outside Lane Width	Partially Existing	Asphalt		2,474	Feet	\$0.25	\$619
9	Bauer Road Link	Shared Use Path	Proposed	Asphalt	12	649	Feet	\$22.00	\$14,278
10	Brighton Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	13,480	Feet	\$22.00	\$296,560
11	Brighton Rd. Sidepath	Shared Use Path	Partially Existing	Asphalt	12	5,952	Feet	\$22.00	\$130,944
12	Brighton State Rec. Area	Shared Use Path	Proposed	Asphalt	12	1,166	Feet	\$22.00	\$25,652
13	Challis Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	6,751	Feet	\$22.00	\$148,522
14	Chilson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	23,400	Feet	\$22.00	\$514,800
15	Chilson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	8,603	Feet	\$22.00	\$189,266
16	Clifford Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	2,666	Feet	\$22.00	\$58,652
17	Conrad Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	3,802	Feet	\$22.00	\$83,644
18	Crooked Lake Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	13,900	Feet	\$22.00	\$305,800
19	Dorr Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	11,550	Feet	\$22.00	\$254,100
20	Grand River Sidepath	Shared Use Path	Proposed	Asphalt	12	10,100	Feet	\$22.00	\$222,200
21	Grand River Sidepath	Shared Use Path	Proposed	Asphalt	24	12,501	Feet	\$44.00	\$550,044
22	Latson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	4,060	Feet	\$22.00	\$89,320
23	N. Latson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	24	2,404	Feet	\$44.00	\$105,776
24	Neighborhood Connector	Signed Shared Paved Roadway	Proposed	Asphalt		4,659	Feet	\$0.25	\$1,165
25	Nixon Rd.	Bicycle Lanes	Proposed	Asphalt	4	13,986	Feet	\$16.75	\$234,266
26	Power Line	Shared Use Path	Proposed	Asphalt	12	9,255	Feet	\$22.00	\$203,610
									\$3,595,352
Green Oak Township									
27	10 Mile Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	8,007	Feet	\$22.00	\$176,154
28	Base Line Rd.	Bicycle Lanes	Proposed	Asphalt	4	1,370	Feet	\$16.75	\$22,948
29	Bishop Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel		1,497	Feet	\$0.25	\$374
30	Bishop Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	2,887	Feet	\$22.00	\$63,514
31	Dixboro Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel		1,879	Feet	\$0.25	\$470
32	Doane Rd.	Bicycle Lanes	Proposed	Asphalt	4	4,146	Feet	\$16.75	\$69,446
33	Doane Rd./Silver Lake Rd Connect	Shared Use Path	Proposed	Asphalt	12	5,148	Feet	\$22.00	\$113,256
34	Fieldcrest Rd.	Signed Shared Paved Roadway	Partially Existing	Asphalt		1,923	Feet	\$0.25	\$481
35	Hammel Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel		1,258	Feet	\$0.25	\$315
36	Huron Meadows Metropark	Shared Use Path	Partially Existing	Asphalt	12	2,344	Feet	\$22.00	\$51,568
37	Huron Meadows Metropark	Shared Use Path	Proposed	Asphalt	12	553	Feet	\$22.00	\$12,166
38	Huron Meadows Metropark	Shared Use Path	Proposed	Asphalt	12	5,858	Feet	\$22.00	\$128,876
39	Huron Meadows Metropark	Shared Use Path	Proposed	Asphalt	12	11,037	Feet	\$22.00	\$242,814
40	Huron Meadows Metropark	Shared Use Path	Partially Existing	Asphalt	24	3,158	Feet	\$44.00	\$138,952
41	Huron Meadows Metropark	Shared Use Path	Partially Existing	Asphalt	12	2,432	Feet	\$22.00	\$53,504
42	Huron Meadows Metropark - Alt.	Shared Use Path	Proposed	Asphalt	12	1,242	Feet	\$22.00	\$27,324
43	Island Lake State Rec Area Road	Signed Shared Paved Roadway	Partially Existing	Asphalt		15,655	Feet	\$0.25	\$3,914
44	Island Lake State Rec. Area	Shared Use Path	Proposed	Asphalt	12	3,026	Feet	\$22.00	\$66,572
45	Island Lake State Rec. Area	Shared Use Path	Partially Existing	Asphalt	12	10,983	Feet	\$22.00	\$241,626
46	Island Lake State Rec. Area	Shared Use Path	Proposed	Asphalt	12	6,217	Feet	\$22.00	\$136,774
47	Island Lake Trail	Shared Use Path	Existing	Asphalt	12	17,896	Feet		
48	Island Lake West	Shared Use Path	Proposed	Asphalt	12	4,431	Feet	\$22.00	\$97,482
49	LakeLands Trail Extension	Shared Use Path	Proposed	Fines	12	3,081	Feet	\$22.00	\$67,782
50	Lee Rd.	Bicycle Lanes	Proposed	Asphalt	4	7,224	Feet	\$16.75	\$121,002
51	Lee Rd. Overpass	Overpass	Proposed	Metal	6	217	Feet	\$999.9	\$216,998
52	Lemen Rd.	Bicycle Lanes	Proposed	Asphalt	4	4,764	Feet	\$16.75	\$79,797
53	Rickett Rd.	Bicycle Lanes	Proposed	Asphalt	4	11,130	Feet	\$16.75	\$186,428
54	Rushton Rd.	Bicycle Lanes	Proposed	Asphalt	4	2,506	Feet	\$16.75	\$41,976
55	Soranton M.S. Path	Shared Use Path	Partially Existing	Asphalt	12	1,601	Feet	\$22.00	\$35,222
56	Silver Lake Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel		2,618	Feet	\$0.25	\$655
57	Silver Lake Rd.	Bicycle Lanes	Proposed	Asphalt	4	898	Feet	\$16.75	\$15,042
58	US-23/Huron River Underpass	Underpass	Proposed	Concrete	12	530	Feet	\$500.0	\$265,000
									\$2,678,432

Nonmotorized Links Summary and Cost Projections

Continued

ID	Name	Facility Type	Status	Surface	Width	Length	Unit	Unit Cost	Cost
Hamburg Township									
59	Brighton State Rec. Area	Shared Use Path	Proposed	Asphalt	12	38,370	Feet	\$22.00	\$844,140
60	Brighton State Rec. Area	Shared Use Path	Proposed	Asphalt	12	5,328	Feet	\$22.00	\$117,216
61	Brighton State Rec. Area	Shared Use Path	Proposed	Asphalt	12	2,212	Feet	\$22.00	\$48,664
62	Brighton State Rec. Area - Bridge	Shared Use Path	Proposed	Wood	12	177	Feet	\$22.00	\$3,894
63	Chambers Rd.	Signed Shared Paved Roadway	Partially Existing	Asphalt	12	13,609	Feet	\$0.25	\$3,402
64	Chilson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	3,033	Feet	\$22.00	\$66,726
65	Chilson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	13,530	Feet	\$22.00	\$297,660
66	Girard Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel	12	2,290	Feet	\$0.25	\$573
67	Hall Rd.	Bicycle Lanes	Proposed	Asphalt	4	2,523	Feet	\$16.75	\$42,260
68	Hamburg Rd.	Bicycle Lanes	Proposed	Asphalt	4	1,984	Feet	\$16.75	\$33,232
69	Hamburg Rd.	Bicycle Lanes	Proposed	Asphalt	4	2,305	Feet	\$16.75	\$38,609
70	Hamburg Rd. Sidepath	Shared Use Path	Planned	Asphalt	12	11,280	Feet	\$22.00	\$248,160
71	Hammel Rd.	Signed Shared Gravel Roadway	Partially Existing	Gravel	12	4,405	Feet	\$0.25	\$1,101
72	Kress Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	13,598	Feet	\$22.00	\$299,156
73	LakeLands Trail	Shared Use Path	Existing	Fines	10	28,352	Feet		
74	LakeLands Trail Connector	Shared Use Path	Proposed	Asphalt	12	1,476	Feet	\$22.00	\$32,472
75	LakeLands Trail Extension	Shared Use Path	Proposed	Fines	12	1,387	Feet	\$22.00	\$30,514
76	Latson Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	5,759	Feet	\$22.00	\$126,698
77	M-36	Bicycle Lanes	Proposed	Asphalt	4	1,301	Feet	\$16.75	\$21,792
78	M-36 Sidepath	Shared Use Path	Proposed	Asphalt	12	7,374	Feet	\$22.00	\$162,228
79	Maltby Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	3,153	Feet	\$22.00	\$69,366
80	Merrill Fields	Shared Use Path	Proposed	Asphalt	12	5,940	Feet	\$22.00	\$130,680
81	N. Mc Gregor Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	9,114	Feet	\$22.00	\$200,508
82	Neighborhood Links	Signed Shared Paved Roadway	Proposed	Asphalt	12	5,538	Feet	\$0.25	\$1,385
83	Pettysville Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	10,301	Feet	\$22.00	\$226,622
84	Proposed Main St.	Bicycle Lanes	Proposed	Asphalt	4	6,366	Feet	\$16.75	\$106,631
85	Proposed New Development	Bicycle Lanes	Proposed	Asphalt	4	2,362	Feet	\$16.75	\$39,564
86	Rush Lake Rd Sidepath	Shared Use Path	Proposed	Asphalt	12	11,091	Feet	\$22.00	\$244,002
87	S. McGregor Rd.	Bicycle Lanes	Proposed	Asphalt	4	4,515	Feet	\$16.75	\$75,626
88	Spicer Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	522	Feet	\$22.00	\$11,484
89	Strawberry Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	17,012	Feet	\$22.00	\$374,264
90	Swarthout Rd Sidepath	Shared Use Path	Proposed	Asphalt	12	13,854	Feet	\$22.00	\$304,788
91	Whitewood/Shehan Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	13,977	Feet	\$22.00	\$307,494
92	Wimans Lake Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	3,015	Feet	\$22.00	\$66,330
93	Wimans Lake Rd. Sidepath	Shared Use Path	Proposed	Asphalt	12	10,308	Feet	\$22.00	\$226,776
									\$4,804,017
Grand Total:									\$11,082,415



City of Brighton
Michigan

2011 Parking Study Update

November 4, 2011



Rich & Associates, Inc.
Parking Consultants - Planners
www.richassoc.com

City of Brighton – 2011 Parking Study Update
 October, 2011

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Appendix

City of Brighton – 2011 Parking Study Update

October, 2011

Overview:

Rich and Associates staff met with Matthew Modrack, Director of the Downtown Development Authority and Brighton Community Development to discuss changes to the parking supply and building inventory since the completion of the 2009 parking study. The goal of this meeting was to determine all changes that needed to be made to the data Rich and Associates collected for the original 2009 parking study to complete a 2011 study update.

Rich and Associates was also tasked with looking at potential sites for a parking structure and review a potential layout of a parking structure.

Brighton staff reviewed and updated the building and parking inventory. Proposed developments and changes to the parking supply were also reviewed and updated. With this new data, we then made the necessary adjustments to update the 2011 parking and building inventory.

Study Area:

The study area, as determined by the Brighton DDA is illustrated in **Map 1**, "City of Brighton - Study Area Map" located on **page 2**. The study area consists of the core business area and also the boundaries for the Downtown Business District Zone. Rich and Associates evaluated the parking conditions, parking supply and parking activity in the roughly 17 block study area. Areas outside of the study boundaries were examined for parking supply opportunities and potential impacts on parking only.

PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

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10000 W. GRAND AVENUE, SUITE 200
BRIGHTON, MI 48015
TEL: 248.312.7000
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LEGEND

- BLOCK NUMBER
- STUDY AREA

DATE	DESCRIPTION

Sheet Title

STUDY AREA

TR. NO.	1212
SCALE	N.T.S.
DATE	11-04-2011
DATE	2
DATE	2

Map Number
MAP 1



City of Brighton – 2011 Parking Study Update

October, 2011

Parking Supply:

City of Brighton staff updated the parking inventory from the 2009 parking study. **Table A** summarizes the existing parking supply and compares the current supply to the 2009 supply in the study area and **Table B** is a detailed chart of all of the parking in the study area. There are a total of 1,725 parking spaces in the primary study area. Of these spaces, 248 are on-street and 455 are off-street public spaces. There are 1022 private off-street spaces. The current parking supply is represented spatially on **Map 2** located on **page 5**.

The City of Brighton manages and controls 41 percent of the parking in the downtown core. Based on Rich and Associates' experience and best practices, we have found that to successfully manage municipal parking it is desirable for the municipality to have control of at least 50 percent of the parking supply. This allows the municipality to effectively manage the parking in terms of allocation, reaction to changing demand, market pricing, and allows the parking to be enforced with greater efficiency.

Table A
Parking Supply Comparison Summaries

2009 Parking Supply		2011 Parking Supply	
Public		Public	
On-Street Parking	248 (15%)	On-Street Parking	248 (15%)
Off-Street Parking Totals	424 (25%)	Off-Street Parking Totals	455 (26%)
Public Totals	672 (40%)	Public Totals	703 (41%)
Private Parking	996 (60%)	Private Parking	1022 (59%)
Combined Totals	1,668	Combined Totals	1,725

City of Brighton – 2011 Parking Study Update
 October, 2011

Table B
Parking Supply

Block >	1	2	3	4	5	6	6A	7	8	9	10	11	12	13	14	15	16	17		
On-Street																				
Barrier Free									2											2
30 Minute LZ			1						1											2
1 hour																				0
2 Hour		3	19	2		6		11	23	19	13	28	7	24	18				11	184
Unmarked	4	8	5	11	3			7				5						17		60
																				248
Off-Street																				
<u>Public</u>																				
30 Minute																	3			3
Long Term			33					25		42	9	80	26	50	54	25	32	52		428
Barrier Free			2					2				4	2	4	4	2	2	2		24
																				455
<u>Private</u>																				
Private/Reserved	72	148	5	105	37	51	188	37	41	43	7	93	26	11	16	6	55	45		986
Barrier Free	3	4				1	1		1	4		5	10			2	3	2		36
																				1,022
Summary	79	163	65	118	40	58	189	82	68	108	29	215	71	89	92	38	109	112		1,725

Source: Rich and Associates Fall 2011

PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

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PH: 248.333.3333
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LEGEND

- BLOCK NUMBER
- ▭ STUDY AREA
- ▭ ON STREET PARKING
- ▭ 2 HR.
- ▭ 30 MIN.
- ▭ UNMARKED (H/H)
- ▭ BARRIER FREE
- ▭ L2 LOADING ZONE
- ▭ OFF STREET PARKING
- ▭ PUBLIC
- ▭ PRIVATE
- ▭ BARRIER FREE
- ▭ FUTURE PARKING
- ▭ FUTURE

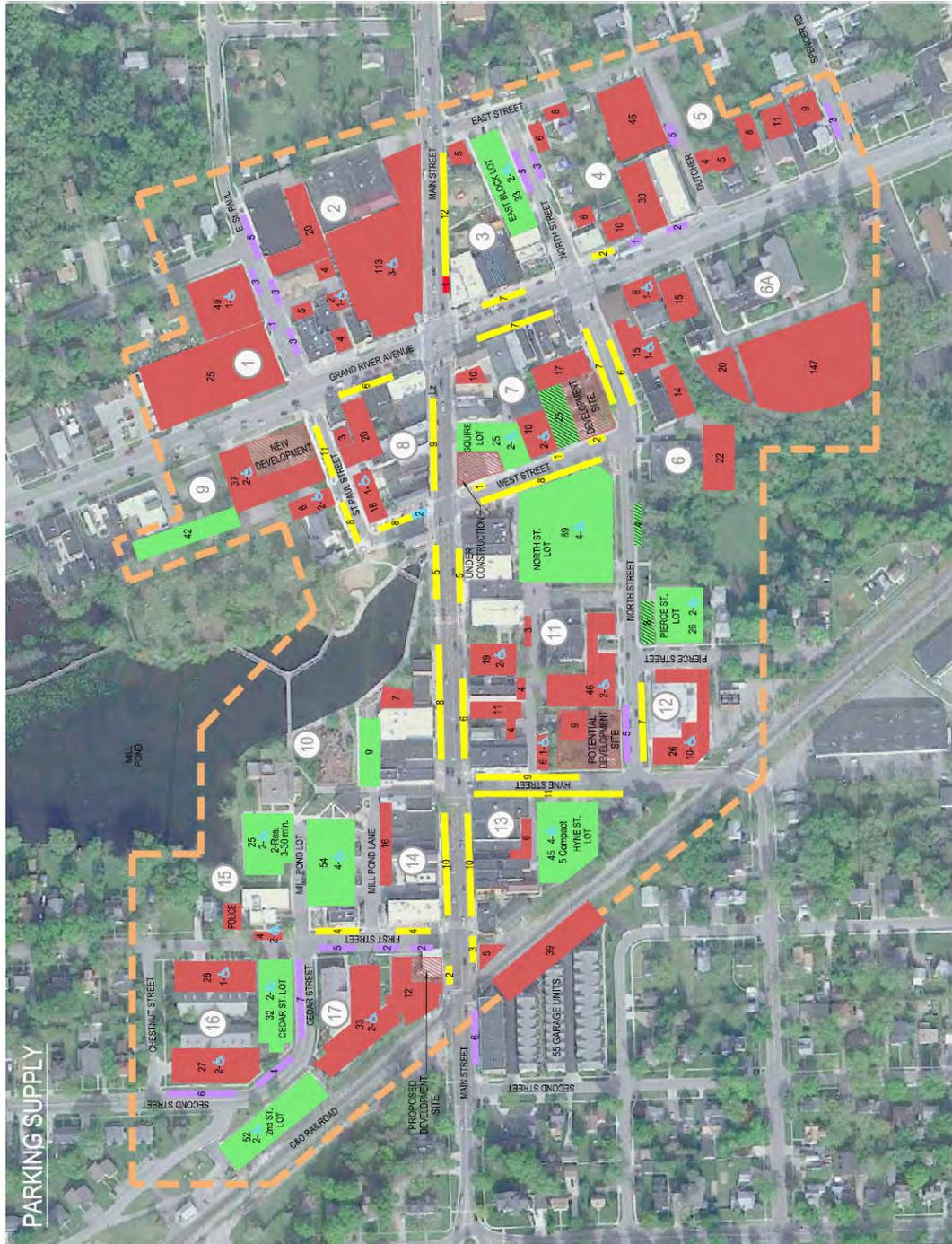
BLOCK FACE DESIGNATIONS

Date: _____ ISSUED FOR: _____

Scale: _____

Sheet Title: _____

DATE:	1/12
SCALE:	N/A
LAST REV.:	1-14-2011
PAGE:	5
MAP NUMBER:	MAP 2



City of Brighton – 2011 Parking Study Update

October, 2011

Turnover and Occupancy:

An update to the turnover and occupancy study of the public and private parking within the study area was completed Friday September 23, 2011 from 9:00 A.M. to 9:00 P.M. The turnover and occupancy study was an observation of the public and private parking, the occupancy counts are an observation of long term (over two hours) on-street and off-street parking in the core downtown for both public and private, whereas turnover observations are only of public short term (two hours or less) parking.

The number of parking spaces occupied was observed during each two-hour circuit. The turnover portion of the analysis, where license plate numbers were recorded, applied to on-street short term spaces to determine how long specific vehicles were parked in certain spaces and if parkers were moving their vehicles to different spaces to avoid being cited for overtime parking. The turnover information also yields occupancy results for the parking area and therefore for each circuit a composite occupancy can be derived.

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. Turnover is relevant to time periods when time limits on non metered spaces are being enforced and is most important to short-term customer and visitor parking. Turnover is further discussed following the occupancy tables and map.

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how parking demand fluctuates thought the day. Likewise, the occupancy can be used to illustrate how parking demand is impacted by events in the downtown area. Overall, the occupancy data is used by Rich and Associates to calibrate the parking demand model

The summary of the occupancy study can be found in **Table C** below and the comparison of the 2009 verses the 2011 study can be found in **Table D** on **page 8**. The overall peak occupancy for the day is spatially represented on **Map 3** on **page 9** and the night peak occupancy is on **Map 3.1** **page 10**.

Table C

City of Brighton, MI													
Occupancy Summary Friday September 23, 2011													
Description	# of Spaces	9:00am - 11:00am	% Occ.	11:00am - 1:00pm	% Occ.	1:00pm - 3:00pm	% Occ.	3:00pm - 5:00pm	% Occ.	5:00pm - 7:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
On-Street	243	64	26%	95	39%	134	55%	115	47%	140	58%	199	82%
Public Off-Street	430	100	23%	180	42%	235	55%	198	46%	233	54%	370	86%
Public Totals	673	164	24%	275	41%	369	55%	313	47%	373	55%	569	85%
Private Off-street	1086	336	31%	388	36%	394	36%	380	35%	309	28%	324	30%
Combined Totals	1759	500	28%	663	38%	763	43%	693	39%	682	39%	893	51%

City of Brighton – 2011 Parking Study Update
 October, 2011

Table D
Peak Occupancy Summary Comparison

Occupancy Summary July 2009						Occupancy Summary September 2011					
Description	# of Spaces	1:00pm - 3:00pm	% Occ.	7:00pm - 9:00pm	% Occ.	Description	# of Spaces	1:00pm - 3:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
On-Street	231	138	60%	124	54%	On-Street	243	134	55%	199	82%
Public Off-Street	415	207	50%	238	57%	Public Off-Street	430	235	55%	370	86%
Public Totals	646	345	53%	362	56%	Public Totals	673	369	55%	569	85%
Private Off-street Totals	812	324	40%	181	22%	Private Off-street	1086	394	36%	324	30%
Combined Totals	1458	669	46%	543	37%	Combined Totals	1759	763	43%	893	51%

The daytime occupancy numbers have not changed much from 2009 to 2011 with the daytime peak occurring between 1:00 pm and 3:00 pm. The biggest change occurs in the evening where the public parking during peak occupancy at 7:00 pm to 9:00 pm is now at 85 percent occupied. The private parking occupancy is low at 30 percent occupancy furthering the point that municipalities should control at least 50 percent of the available parking in a downtown. This parking is not shared use parking and is sitting unused in the evening when there is a viable demand for this parking. The night parking demand has significantly increased with several new restaurants in the downtown.

City of Brighton – 2011 Parking Study Update
 October, 2011

Table E
Turnover Summary Comparison

September 2011 Turnover Summary		July 2009 Turnover Summary	
Parking Turnover Summary (by type)	On-Street 2 Hour Parking	Parking Turnover Summary (by type)	On-Street 2 Hour Parking
Vehicles that remained less than 2 hours	200 (82%)	Vehicles that remained less than 2 hours	374 (90%)
Vehicles that remained between 2 and 4 hours	24 (10%)	Vehicles that remained between 2 and 4 hours	23 (6%)
Vehicles that remained between 4 and 6 hours	9 (4%)	Vehicles that remained between 4 and 6 hours	8 (2%)
Vehicles that remained between 6 and 8 hours	9 (4%)	Vehicles that remained between 6 and 8 hours	10 (2%)
Total number of vehicles analyzed (9:00 A.M. - 5:00 P.M.) in 2 hour stalls	248	Total number of vehicles analyzed (8:00 A.M. - 6:00 P.M.) in 2 hour stalls	415
Total number of 2 hour stalls analyzed	199	Total number of 2 hour stalls analyzed	187

Table E demonstrates the summary results of the turnover findings. Most of the on-street spaces observed were signed two hour. There were 415 vehicles observed parking in two hour on-street parking spaces between the hours of 8:00 A.M. - 6:00 P.M. During the study there were 41 vehicles observed violating the two hour posted time limits. The breakdown of vehicles that remained in a stall beyond the posted time is located in **Table E**.

Overall, the turnover of vehicles parking on-street was adequate, with 90 percent of the vehicles observed staying less than two hours in a parking space. The 18 vehicles observed staying between four and ten hours in the same parking space are most likely employees. Typically it is difficult to get these parkers to park in the appropriate places without adequate parking enforcement. The benchmark for an acceptable limit of violation is below seven percent.

PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

RICH
RICH CONSULTANTS & ARCHITECTS

10000 GRAND RIVER AVENUE
BRIGHTON, MI 48020
PH: 586.281.1100
WWW.RICHCONSULTANTS.COM

LEGEND:

- # BLOCK NUMBER
- STUDY AREA
- PARKING OCCUPANCY**
- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

BLOCK FACE DESIGNATIONS

ISSUED FOR:

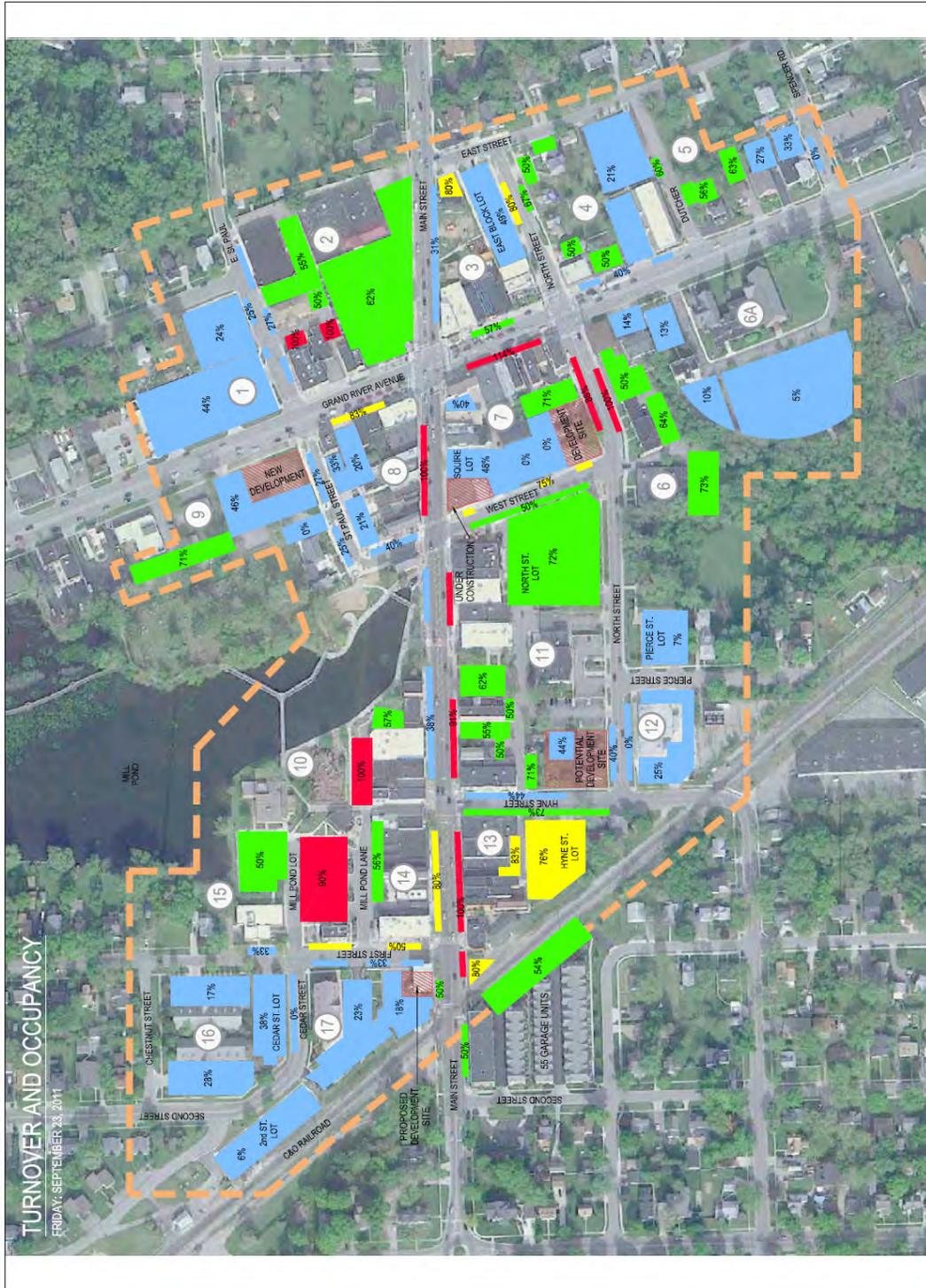
Exp.	
Rev.	

Sheet Title:

TURNOVER/ OCCUPANCY
1:00pm - 3:00pm

File No.	1212
Scale	N.T.S.
Last Rev.	1-10-2011
Map No.	3

MAP 3



City of Brighton – 2011 Parking Study Update

October, 2011

Parking Demand Methodology:

The surplus or deficit of parking is calculated by first determining the parking demand from the gross square footage of individual buildings. The gross square footage is then multiplied by the appropriate parking generation factor, which defines the number of parking stalls demanded per 1,000 square feet. This was the same methodology used for the 2009 study.

Table F is a summary of the parking supply and demand for the downtown area. **Table G** is the entire Daytime Parking Demand Matrix which goes further by defining the potential future surplus or deficit scenarios, followed by **Maps 4, 4.1** and **4.2** which are spatial representations of the daytime current and future parking demand. **Table H** is the Night Parking Demand Matrix, followed by **Maps 4.3, 4.4** and **4.5** which are spatial representations of the daytime current and future parking demand. The future scenarios are defined as mid-term or five years from the present and long-term or ten years from the present and are based on the assumed re-occupancy of vacant space in existing downtown buildings along with future development. Future scenarios are listed in **Table I** on page 15.

The resultant number of parking stalls demanded are netted from the actual available parking supply on each block and a surplus or deficit is then calculated. A comparison of the 2009 verses the 2011 surplus/deficit numbers can be found in **Table F** below.

Table F
Surplus/Deficit Parking Comparison

Daytime Surplus/Deficit				Night Surplus/Deficit			
2009		2011		2009		2011	
Block #	Surplus/Deficit	Surplus/Deficit	Difference	Block #	Surplus/Deficit	Surplus/Deficit	Difference
1	62	58	-4	1	57	42	-15
2	7	11	4	2	91	89	-2
3	-23	-6	17	3	-21	-37	-16
6	157	0	-157	6	203	51	-152
7	2	-26	-28	7	40	-40	-80
8	-13	-46	-33	8	-50	-76	-26
9	37	66	29	9	28	95	67
10	-51	-68	-17	10	-72	-105	-33
11	-8	23	31	11	32	28	-4
12	35	34	-1	12	50	50	0
13	-19	-1	18	13	20	6	-14
14/15	-111	-99	12	14/15	-153	-182	-29
16	46	74	28	16	107	108	1
17	69	73	4	17	111	111	0
Sum	190	93	-97	Sum	443	140	-303

City of Brighton – 2011 Parking Study Update
October, 2011

Table G
 Daytime Demand Matrix

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Block	Office	Retail	Mixed Use	Service	Restaurant/ Bar	Residential (per unit)	Community	Government	Warehouse	Vacant	Demand (current)	5 yr. projected Demand	10 yr. projected Demand	Parking Supply	Surplus/ Deficit (current)	Surplus/ Deficit (5 years)	Surplus/ Deficit (10 years)
Daytime	2,79	2,74	2,81	3,00	6,00	1,00	0,60	2,25	0,20	2,81							
1	0	1,300	0	1,500	2,000	0	0	0	0	0	21	21	21	79	58	58	58
2	13,000	10,000	26,640	3,000	700	0	0	0	0	0	152	152	152	163	11	11	11
3	4,300	5,930	0	2,800	5,265	3	0	0	0	3,300	71	75	79	65	-6	-10	-14
6	17,800	0	3,016	0	0	0	0	0	0	0	58	58	58	58	0	0	0
7*	13,600	10,600	0	0	5,500	2	0	0	0	4,600	108	134	139	82	-26	-52	-57
8	10,364	9,400	0	4,200	7,500	2	0	0	0	3,500	114	118	122	68	-46	-50	-54
9	14,000	0	0	0	0	0	4,620	0	0	0	42	42	42	108	66	66	66
10	7,600	11,900	0	0	7,000	0	2,400	0	0	0	97	97	97	29	-68	-68	-68
11**	23,800	16,050	4,400	0	8,750	0	0	0	0	0	175	220	220	196	23	-22	-22
12	0	0	13,000	0	0	0	0	0	1,600	0	37	37	37	71	34	34	34
13	5,000	13,000	4,000	2,200	1,900	8	4,800	0	0	0	90	90	90	89	-1	-1	-1
14	7,600	11,400	0	3,840	15,600	1	0	0	0	0	159	159	159	92	-67	-67	-67
15	0	0	0	0	0	0	0	14,050	0	0	32	32	32	0	-32	-32	-32
16	12,500	0	0	0	0	0	0	0	0	0	35	35	35	109	74	74	74
17***	13,999	0	0	0	0	0	0	0	0	0	39	68	68	112	73	44	44
TOTALS	143,563	90,080	51,056	17,540	55,215	16	11,920	14,050	1,600	11,500	1,220	1,338	1,351	1,323	93	-15	-28
												(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)

Future Developments

*Block # 7, 139 W. Main Street new total sf = 3,400 restaurant (21 parking spaces)

**Block # 11, 131 Hyne proposed 12,000 sf office (34 parking spaces)

209 W. Main new total sf = 5500 Retail (19 parking spaces)

***Block # 17, 500 W. Main Street new total sf = 6,435 restaurant (39 spaces), currently 2,999 sf of office space (10 spaces)



City of Brighton – 2011 Parking Study Update
October, 2011

Table H
Night Demand Matrix

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Block	Office	Retail	Mixed Use	Service	Restaurant/ Bar	Residential/ (per unit)	Community	Government	Warehouse	Vacant	Demand (current)	5 yr. projected Demand	10 yr. projected Demand	Parking Supply	Surplus/ Deficit (current)	Surplus/ Deficit (5 years)	Surplus/ Deficit (10 years)
Nighttime	0.09	1.28	1.63	1.81	16.00	1.50	2.60	0.09	0.09	1.63	37	37	37	79	42	42	42
1	0	1,800	0	1,500	2,000	0	0	0	0	0	74	74	74	163	89	89	89
2	13,000	10,000	26,640	3,000	700	0	0	0	0	0	102	104	106	65	-37	-39	-41
3	4,300	5,930	0	2,800	5,265	3	0	0	0	3,300	7	7	7	58	51	51	51
6	17,800	0	3,016	0	0	0	0	0	0	0	122	146	149	82	-40	-64	-67
7*	13,600	10,600	0	0	6,500	2	0	0	0	4,600	144	146	148	68	-76	-78	-80
8	10,364	9,400	0	4,200	7,500	2	0	0	0	3,600	13	13	13	108	95	95	95
9	14,000	0	0	0	0	0	4,620	0	0	0	134	134	134	29	-105	-105	-105
10	7,600	11,900	0	0	7,000	0	2,400	0	0	0	170	229	229	198	28	-31	-31
11**	23,800	16,050	4,400	0	8,750	0	0	0	0	0	21	21	21	71	50	50	50
12	0	0	13,000	0	0	0	0	0	1,600	0	83	83	83	89	6	6	6
13	6,000	13,000	4,000	2,200	1,900	8	4,800	0	0	0	273	273	273	92	-181	-181	-181
14	7,600	11,400	0	3,840	15,600	1	0	0	0	0	1	1	1	0	-1	-1	-1
15	0	0	0	0	0	0	0	14,050	0	0	1	1	1	109	108	108	108
16	12,500	0	0	0	0	0	0	0	0	0	1	1	30	111	111	111	
17***	13,999	0	0	0	0	0	0	0	0	0	1	30	30	112	82	82	82
TOTALS	143,563	90,080	51,056	17,540	55,215	16	11,920	14,050	1,600	11,500	1,183	1,300	1,307	1,323	140	23	16
											(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)

Future Developments
 *Block # 7, 139 W. Main Street new total sf = 3,400 restaurant (21 parking spaces)
 **Block # 11, 131 Hyne proposed 12,000 sf office (40 parking spaces)
 209 W. Main new total sf = 6500 Retail (19 parking spaces)
 ***Block # 17, 500 W. Main Street new total sf = 6,485 restaurant (39 spaces) currently 2,999 sf of office space (10 spaces)

PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

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LEGEND:

- ⊕ BLOCK NUMBER
- ▭ STUDY AREA
- ▭ SURPLUS OF PARKING
- ▭ DEFICIT OF PARKING
- +100
- 0 through 99
- 99 through -1
- 100 +

DATE	ISSUED FOR

Show The:

SURPLUS/ DEFICIT - NIGHT (CURRENT)

REV. NO.	1/12
SCALE	N.T.S.
DATE	11-24-2011
PAGE	17
MAP NUMBER:	MAP 4.3



PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

RICH
AN ASSOCIATE OF HOK

Rich Associates, Inc.
10000 Grand River Avenue, Suite 200
Brighton, Michigan 48116
Tel: 248.860.1000
Fax: 248.860.1001
www.richassoc.com

LEGEND:

- ⊕ BLOCK NUMBER
- ▭ STUDY AREA
- ▭ SURPLUS OF PARKING
- ▭ DEFICIT OF PARKING

▭ +100
▭ 0 through 99
▭ -99 through -1
▭ -100 +

DATE	ISSUED FOR:

Sheet Title:

SURPLUS/ DEFICIT - NIGHT (5 YEARS)

Title No. 1 212
 Scale: NTS
 Last Rev. 1-24-2011
 Page 1 of 10
 MAP NUMBER:

MAP 4.4



PARKING STUDY FOR THE CITY OF BRIGHTON
BRIGHTON, MICHIGAN

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Architects, Surveyors
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Tel: 616.221.1100
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www.richandassociates.com

LEGEND

- ⊕ BLOCK NUMBER
- ▭ STUDY AREA
- SURPLUS OF PARKING**
 - +100
 - 0 through 99
- DEFICIT OF PARKING**
 - 99 through -1
 - 100 +

Date	PROJECT CODE

Sheet Title:
SURPLUS/ DEFICIT - NIGHT (10 YEARS)

File No.	1712
City	WYS
Scale	AS SHOWN
Drawn By	LS
MAP NUMBER	MAP 4.5



City of Brighton – 2011 Parking Study Update

October, 2011

Demand Findings:

Rich and Associates findings indicate that overall downtown Brighton currently has enough parking, though the surplus of parking is only 93 spaces. Any new development could have a significant impact to parking in the downtown. All developments currently in progress are included in the five year scenario. The current demand is an actual assessment of the current conditions which matches what we noted during the turnover and occupancy analysis. The five year scenario will most likely play out in two to three years.

Table I

Demand Breakdown of Future Developments

	Gross Floor Area	Ratio	Parking Demanded
139 W. Main Street Restaurant Block 7	3,400	6.00	21 stalls
131 Hyne Street Office Block 11	12,000	2.79	34 stalls
209 W. Main Street Retail Block 11	5,000	2.74	19 stalls
500 W. Main Street Restaurant Block 17	6,485	6.00	39

Additionally though the downtown is showing a surplus of parking, not all of the parking is available for all downtown patrons. The core blocks with deficits continue to be blocks 10 and 14. With the increased restaurant development the parking situation at night has greatly changed. As stated in the 2009 report, when parking reaches an occupancy point of 85 percent or greater it is typically viewed as full. Brighton is now at this point in the evening.

The city will need to use the Parking Surplus/Deficit Matrix tool to monitor and forecast any additional development scenarios. The Parking Surplus/Deficit Matrix used in this analysis will be provide to the City to use as a tool in helping to determine the amount of parking needed for each new development. The table can be updated with any changes in use or square footage to keep up with current and future parking needs.

Due to the changing parking situation in the evening it is even more important that Brighton develop an employee parking plan and market the existing parking in the downtown. Enforcement is the next key to a successful parking system in downtowns. It is important that Brighton continue to complete the recommendations given in the 2009 report in order to keep the positive development growth in the downtown core.

City of Brighton – 2011 Parking Study Update

October, 2011

Parking Requirements for Current and Future

Rich and Associates recommends that the city provide sufficient parking to handle customer/visitor and employee parking needs to satisfy the most consistent parking demand level. As identified earlier in this report, there is an overall current surplus of parking during the daytime and evening. In the core zone however (blocks 7,8,10,14 and 15), there are deficits in the current condition. While parking demand is finding available parking supply on surrounding blocks, there is a perception that there is insufficient parking, especially in the evening.

As discussed, the character of the downtown has changed since the 2009 study. There are more restaurants and more venues that draw people to the downtown in the evening. With the planned future projects shown in Table I, there will be more demand for parking in the evenings in the core area. When the potential re-occupancy of vacant space is added in, there will be greater pressure on the parking downtown. The downtown may already be at the point that it will become difficult to fill vacancies due to the inability of an owner to show a tenant where their employees and visitors/customers can find parking.

With the current parking situation in downtown Rich and Associates has determined from the results of the turnover and occupancy study along with the analysis of current and future land use, that there is a need for approximately 75 to 150 additional spaces in the core downtown.

Based on this, we reviewed the options for addressing the projected need for additional parking. There are three options; “do nothing”, create new surface lots or build a parking structure. We determined that the “do nothing” option is not feasible because there is a documented current shortage of parking in the core area, and there will not be sufficient parking for the new businesses identified in Table I nor will it provide enough parking in the future for redevelopment and re-occupancy of existing space.

While we investigated surface parking options, there is no site that the city owned that would provide sufficient added capacity in the core. There were several existing parking areas that could be expanded that would provide parking for employees since there are located further from the core area. These areas are shown on **Map 5** on **page 24**. One area is the expansion of the 2nd Street parking lot on block 17. This lot could be expanded and add an additional 150 +/- spaces. These spaces could serve employees and staff from surrounding blocks and open up spaces closer to the businesses for customers and visitors. The second site is located in block 9 and is an expansion of the Cemetery lot. This could add approximately 30 spaces and would be targeted at employee and staff parking.

In addition, the city could also look at negotiating deals with private parking owners whose lots during the day or especially in the evenings have available parking spaces. No specific lot was identified at this time however. If a lot was identified, the city could agree to clean and insure the parking area and then market this parking for customer and visitors if the parking area is within a reasonable walking distance or for employees if the parking area is farther from the core downtown. As part of the marketing program, the city would include these private/public parking areas in their website as part of the public parking supply and they would also be responsible for signing the parking areas as well.

City of Brighton – 2011 Parking Study Update

October, 2011

Rich and Associates recommends that the city should proceed with a parking structure. There were two sites identified. These sites are located on blocks 6 and 11 (**Map 5 on page 24**). The site on block 6 on North Street is currently occupied by an office building and has an ancillary parking lot with approximately 14 spaces. The second site is the North Street parking lot (93 spaces) at the corner of North and West Streets.

Block 11 Site

In the 2009 study, Rich and Associates identified the North Street lot as a potential parking structure site. This site is near the core of the downtown and is easily accessed from Main Street and Grand River. The location provides reasonable walking distances for customers and visitors going to the businesses on Main Street and on Grand River. The site has several issues however. First, there is an underground stream that would need to be addressed and probably most importantly, this site is a prime redevelopment site for a higher use than parking. Also, since this site contains 93 existing parking spaces, this parking will be lost during construction and the capacity of the parking structure will have to be increased by 93 spaces just to make up for the loss of the surface spaces. This increases the net add cost of a parking structure space on this site.

Block 6 Site

The block 6 site is the preferred site. It is located on North Street and is good for vehicle access to the parking. While this site in our opinion is not as visible to passing vehicles as the block 11 site, it still has a presence that can easily be seen from Main Street, West Street and possibly even Grand River. With respect to pedestrian connections, this site is not as convenient as block 11 even though it is only across the street (presumably, a parking structure on block 11 would have a stair/elevator core located in the Northeast corner closet to Main Street). The block 6 site though, would serve customers and visitors regardless and would be a prime location for employees and staff parking which would free up spaces in the North lot especially in the evening. Special attention should be paid to vehicle and pedestrian way finding signage during the design of the parking structure.

In 2008 Lindhout Associates prepared a very preliminary site study for a parking structure on block 6. The first level of analysis was to layout a surface lot on the site. With the office building demolished, the site could be developed as a 38 space parking lot. They also prepared two parking structure schemes that developed approximately 160 parking spaces on grade plus three supported floors.

We recommend that the city should develop a parking structure on block 6 to address parking deficiencies and to promote downtown development. The city needs to be looking forward and begin the process of developing a parking structure to address the long-term parking needs. The process can take from 18 to 24 months in planning and construction. Based on Rich and Associate's experience, potential redevelopment and re-occupancy in the core downtown will require additional parking. It may be difficult to re-occupy buildings, redevelop properties to more appropriate land uses and density consistent with the long term goals of the downtown without additional parking.

City of Brighton – 2011 Parking Study Update

October, 2011

Structure User Groups and Requirements

The parking structure should be planned for several user groups: customers/visitors of the downtown, employees and specifically for reoccupied vacancy, and infill development that will occur with in downtown.

Parking structure should be user friendly to include:

Lighting

- Light levels on parking floors have a minimum of six foot candles.
- Light levels at vertical cores and at entry and exit have a minimum of 20 foot candles.
- Lighting on the roof level must take into account lighting affects on surrounding buildings.
- Lighting spill over from parking floors must also be considered.
- Type of lighting is not specified.

Safety and Security

- At a minimum, the parking structure should be wired to accept CCTV if the system is not installed up front.
- The parking structure and site design should take the principles of CPTED (Crime Prevention Through Environmental Design) into account.
- Limit hiding places in parking structure.
- Use glass elevator cabs, shafts and glass enclosed stairways.
- Use landscape that will not conceal a person.
- Appropriate outdoor/indoor lighting, and
- Make way finding easy.

Parking Operations

- If paid parking would to be implemented, a cashier less system using a pay-by-space system is recommended. This would require that every space be numbered and that the parker would go to a machine and enter their stall number and then the amount of time they wished to stay. Payment could be by coin, paper bills, credit card, debit card and smart card. This system is consistent with the proposal for metering surface lots and the on-street spaces.

City of Brighton – 2011 Parking Study Update

October, 2011

- Permit or monthly parkers would have a sticker or other way of alerting the enforcement officer that they are a permit parker.

Facade and Massing

- The facade should not look like a typical gray concrete parking structure.
- Glass should be used for the stair and elevator towers consistent with Safety and Security discussed above. Mullions should be provided in the windows to give the parking structure an “office/retail” building look.
- At a minimum, brick or pre cast concrete material resembling stone should be incorporated into the stair and elevator towers.

Issues Related to Construction Period

Effects of Construction

There are several issues with the construction of the parking structure:

- Noise: While noise is a factor during construction, it should be written into the specifications specific times when construction may occur i.e. not before 8:00 a.m. and not after 5:00 p.m.
- Dust and Dirt: This may also be a problem during construction. The specifications should contain requirements for debris removal, dust mitigation and general maintenance of the site.
- Safety: The construction will be fenced in. Storage of materials will be in a fenced-in area.
- Damage to Surrounding Buildings: During the normal construction process there is the possibility of vibration damage. Buildings with basements should be photographed both inside and outside walls of all buildings should be included.

In general, the contractor will be required to present a plan to address these issues. Also, there will be the issue of truck access to the site and lay-down area for materials. The proposed method of construction is pre-cast concrete which will require delivery of the material on flat bed trailers, but generally the material is delivered and then erected the same day.

Monthly Newsletter

Rich and Associates strongly recommend that a newsletter be sent out each month during the design and construction phases. During the design phase, planning for the structure may be highlighted, including the issues discussed above (temporary parking, access and effects from construction). During construction, the newsletter should discuss schedule, closures and general progress of the project.

City of Brighton – 2011 Parking Study Update

October, 2011

During construction, you may also want to hold monthly meetings to discuss progress and any specific problems. Area businesses, residents and property owners should be on the mailing list.

Project Revenue and Expenses

Rich and Associates reviewed charging for parking in downtown Brighton. There are a limited number of communities in the area that actually have a charge for hourly parking, though there are more that have a permit system for employees and they do charge for that.

In Brighton, there are several options. One would be to charge for on-street parking with multi space meters (there is not an individual meter in every space) to reflect that on-street parking is the most valuable parking. This could also include selling monthly permits for employee parking in the Millpond, North and Squire lots, but not to charge employees in more remote lots to encourage employees to park outside of the core area. There would need to be a major change with parking enforcement however. There would need to be active parking enforcement to insure that the meters were being used, parkers were not feeding the meters and that employees without permits were not parking in short term spaces all day or shuffling their vehicles every two hours.

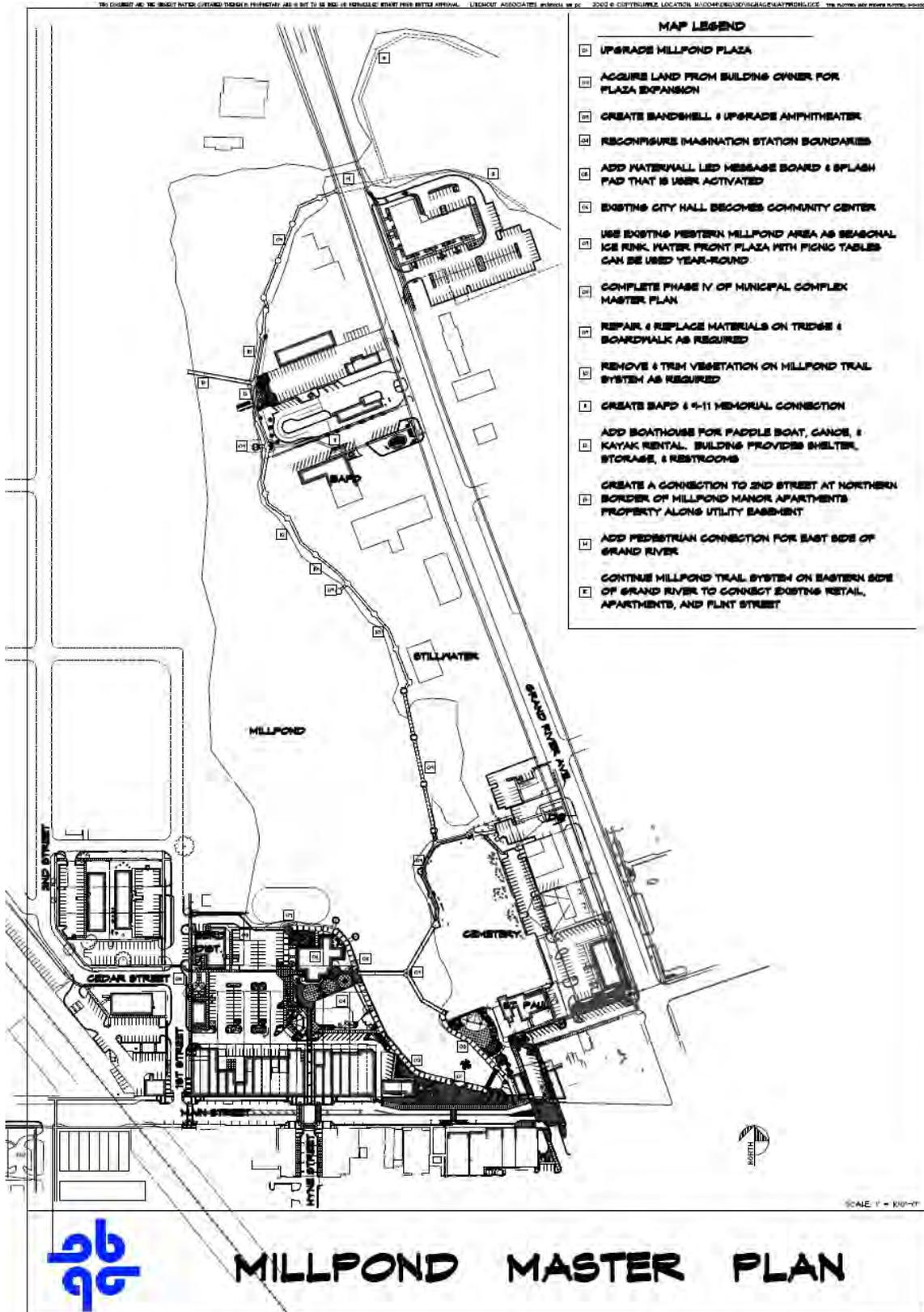
Another option would be to also meter the Millpond, North and Squire lots (with multi space meters) and have paid parking through the core downtown. In either case, the multi space meters would allow the city to pro actively manage the parking charges. The system could be set up to have a lower hourly rate during the day for example and to increase the hourly rate in the evening or on weekends.

The costs for implementing a paid parking system and the annual operating costs will prepared at some point.

Table
City of Brighton, MI
Turnover / Occupancy September 23, 2011

APPENDIX

Block/ Face	Description	# of Spaces	9:00am - 11:00am	% Occ.	11:00am - 1:00pm	% Occ.	1:00pm - 3:00pm	% Occ.	3:00pm - 5:00pm	% Occ.	5:00pm - 7:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
1	Private Lot	50	18	36%	17	34%	12	24%	16	32%	14	28%	9	18%
1	BP & Tim Horton's	25	22	88%	19	76%	11	44%	13	52%	8	32%	4	16%
1C	Unmarked On-Street	4	0	0%	1	25%	1	25%	1	25%	0	0%	0	0%
2	CVS, Murays, Thai Express Lot	116	39	34%	49	42%	72	62%	44	38%	72	62%	102	88%
2	Behind Business	5	2	40%	2	40%	5	100%	4	80%	3	60%	2	40%
2	Convey Joes	3	2	67%	2	67%	3	100%	1	33%	2	67%	1	33%
2	Cleaners Lot	4	1	25%	2	50%	2	50%	2	50%	1	25%	2	50%
2	Auto Parts Lot	20	5	25%	7	35%	11	55%	10	50%	11	55%	5	25%
2A	2 Hour On-Street	11	2	18%	2	18%	3	27%	4	36%	0	0%	2	18%
3	Law Office Lot	5	2	40%	1	20%	4	80%	2	40%	0	0%	2	40%
3	Public Lot	35	9	26%	14	40%	17	49%	19	54%	35	100%	36	103%
3A	2 Hour On-Street	13	3	23%	6	46%	4	31%	3	23%	2	15%	9	69%
3C	Unmarked On-Street	5	0	0%	4	80%	4	80%	3	60%	4	80%	5	100%
3D	2 Hour On-Street	7	0	0%	1	14%	4	57%	3	43%	4	57%	6	86%
4	Office Lot	14	3	21%	3	21%	7	50%	5	36%	3	21%	5	36%
4	Office Lot	6	3	50%	4	67%	3	50%	6	100%	1	17%	5	83%
4	Private Lot	75	15	20%	21	28%	16	21%	20	27%	3	4%	1	1%
4	Prudential	10	4	40%	7	70%	5	50%	6	60%	2	20%	0	0%
4A	Unmarked On-Street	3	0	0%	2	67%	2	67%	0	0%	3	100%	2	67%
4C	Unmarked On-Street	5	4	80%	3	60%	3	60%	4	80%	2	40%	0	0%
4D	Unmarked On-Street	5	2	40%	3	60%	2	40%	1	20%	1	20%	5	100%
5	Private Lot	9	0	0%	2	22%	3	33%	1	11%	3	33%	1	11%
5	Salon Lot	8	1	13%	1	13%	5	63%	1	13%	2	25%	0	0%
5	315 Rock solid Lot	11	5	45%	6	55%	3	27%	6	55%	0	0%	0	0%
5	Private Lot	9	4	44%	4	44%	5	56%	4	44%	1	11%	1	11%
5C	Unmarked On-Street	3	0	0%	1	33%	0	0%	0	0%	0	0%	0	0%
6	Private Office Lot	22	12	55%	12	55%	16	73%	15	68%	3	14%	4	18%
6	Private Lot	16	10	63%	13	81%	8	50%	9	56%	3	19%	4	25%
6	Convince Store Lot	7	1	14%	1	14%	1	14%	2	29%	1	14%	3	43%
6	Chamber Lot Front	15	15	100%	14	93%	2	13%	3	20%	1	7%	0	0%
6	Chamber Lot in Rear	20	11	55%	11	55%	2	10%	3	15%	2	10%	0	0%
6	Private Office Lot	14	8	57%	8	57%	9	64%	9	64%	2	14%	1	7%
6	Church Lot	147	4	3%	7	5%	7	5%	5	3%	1	1%	0	0%
6A	2 Hour On-Street	6	2	33%	3	50%	6	100%	6	100%	4	67%	6	100%
7	City Lot	27	7	26%	7	26%	13	48%	6	22%	7	26%	18	67%
7	Livingston Town & Country lot	10	3	30%	4	40%	4	40%	3	30%	1	10%	1	10%
7	Private Lot (dirt lot)	25	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7	Private Lot	17	5	29%	9	53%	12	71%	10	59%	15	88%	17	100%
7	Bagger Daves Private Lot	12	0	0%	0	0%	0	0%	0	0%	7	58%	12	100%
7B	2 Hour On-Street	7	4	57%	4	57%	8	114%	7	100%	5	71%	8	114%
7C	2 Hour On-Street	7	2	29%	5	71%	6	86%	4	57%	7	100%	7	100%
7D	2 Hour On-Street	4	0	0%	0	0%	3	75%	0	0%	3	75%	4	100%
8	Private Lot	3	2	67%	1	33%	1	33%	1	33%	1	33%	0	0%
8	Private Lot	20	12	60%	5	25%	4	20%	12	60%	10	50%	1	5%
8	Private Gravel Lot	19	12	63%	5	26%	4	21%	12	63%	10	53%	1	5%
8B	2 Hour On-Street	6	1	17%	2	33%	5	83%	5	83%	3	50%	5	83%
8C	2 Hour On-Street	9	7	78%	5	56%	9	100%	7	78%	8	89%	10	111%
8D	2 Hour On-Street	10	4	40%	4	40%	4	40%	3	30%	10	100%	10	100%
9	Church Lot	8	1	13%	1	13%	0	0%	0	0%	5	63%	4	50%
9	City Lot	42	26	62%	33	79%	30	71%	28	67%	22	52%	9	21%
9	Private Lot	39	11	28%	12	31%	18	46%	15	38%	14	36%	15	38%
9C	2 Hour On-Street	11	8	73%	3	27%	3	27%	9	82%	9	82%	9	82%
9C	2 Hour On-Street	8	2	25%	4	50%	2	25%	1	13%	5	63%	6	75%
10	Public Lot	9	2	22%	9	100%	9	100%	6	67%	9	100%	9	100%
10	Private Parking	7	0	0%	4	57%	4	57%	3	43%	6	86%	6	86%
10C	2 Hour On-Street	13	4	31%	3	23%	5	38%	7	54%	9	69%	11	85%
11	Ciao Private Lot	21	0	0%	0	0%	13	62%	7	33%	4	19%	21	100%
11	Private in Alley (in front of garage)	4	1	25%	3	75%	2	50%	3	75%	1	25%	0	0%
11	Private Lot off Alley	11	7	64%	10	91%	6	55%	7	64%	4	36%	8	73%
11	Private in Alley	4	2	50%	3	75%	2	50%	0	0%	1	25%	5	125%
11	Chamber Lot	9	0	0%	2	22%	4	44%	6	67%	7	78%	7	78%
11	CW Interiors	7	4	57%	5	71%	5	71%	4	57%	0	0%	2	29%
11	5/3rd Bank (31 spaces)		Closed		Closed		Closed		Closed		Closed		Closed	
11	City Lot	93	17	18%	42	45%	67	72%	56	60%	60	65%	91	98%
11A	2 Hour On-Street	11	0	0%	7	64%	10	91%	8	73%	11	100%	13	118%
11B	2 Hour On-Street	8	0	0%	1	13%	4	50%	4	50%	4	50%	10	125%
11C	Unmarked On-Street	5	1	20%	2	40%	2	40%	1	20%	0	0%	2	40%
11D	2 Hour On-Street	9	0	0%	2	22%	4	44%	6	67%	7	78%	7	78%
12	Private Lot	36	12	33%	9	25%	9	25%	7	19%	5	14%	6	17%
12A	2 Hour On-Street	7	0	0%	0	0%	0	0%	0	0%	0	0%	2	29%
12	City Lot	28	1	4%	3	11%	2	7%	3	11%	8	29%	25	89%
13	Private Lot along RR tracks	5	0	0%	2	40%	4	80%	4	80%	3	60%	7	140%
13	City Lot	54	12	22%	30	56%	41	76%	27	50%	24	44%	54	100%
13	Private Parking in alley	6	1	17%	4	67%	5	83%	6	100%	4	67%	4	67%
13A	2 Hour On-Street	13	3	23%	7	54%	13	100%	7	54%	11	85%	12	92%
13B	Unmarked On-Street	11	2	18%	5	45%	8	73%	3	27%	8	73%	16	145%
14	City Lot South Portion	58	32	55%	45	78%	52	90%	47	81%	57	98%	63	109%
14	Private Parking	16	10	63%	11	69%	9	56%	11	69%	9	56%	9	56%
14C	2 Hour On-Street	10	5	50%	6	60%	8	80%	7	70%	10	100%	10	100%
15	City Lot North Portion	32	11	34%	14	44%	16	50%	15	47%	11	34%	31	97%
14D	2 Hour On-Street	8	3	38%	5	63%	4	50%	5	63%	7	88%	8	100%
15D	53 District Court	6	2	33%	2	33%	2	33%	1	17%	0	0%	3	50%
16	Private Lot off 2nd St.	29	7	24%	8	28%	8	28%	10	34%	0	0%	0	0%
16	Cedar Street Public Lot	34	4	12%	10	29%	13	38%	14	41%	19	56%	35	103%
16	Private Lot off 1st St.	29	2	7%	9	31%	5	17%	4	14%	3	10%	0	0%
16C	On-street unmarked	7	0	0%	0	0%	0	0%	0	0%	0	0%	6	86%
17	City lot near RR Tracks	54	3	6%	4	7%	3	6%	4	7%	3	6%	5	9%
17	Livingston Bank Lot	35	8	23%	13	37%	8	23%	12	34%	10	29%	13	37%
17	Private Lot	22	2	9%	3	14%	4	18%	5	23%	3	14%	6	27%
17B	Unmarked On-Street	9	2	22%	2	22%	3	33%	3	33%	3	33%	8	89%
17C	2 Hour On-Street	2	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%
	Condo lot just outside study area	39	21	54%	19	49%	21	54%	23	59%	25	64%	28	72%
	On-street unmarked in front of Condos	6	3	50%	2	33%	3	50%	3	50%	0	0%	0	0%
	Totals	1759	500	28%	663	38%	763	43%	893	51%	682	39%	893	51%



MP1
1145

FLOWER INSTALLATION PLAN in
CITY OF BRIGHTON DDA
BRIGHTON, MICHIGAN
ENLARGED AREA PLAN

DATE	BY	REVISION

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