

# 10 Mile Road

## Corridor Study

### PROCESS

Ten Mile Road serves as the boundary line between Algoma and Plainfield Township. It also serves as a major road connecting the City of Rockford with US 131 and as such, 10 Mile Road is a gateway to all three communities. The City of Rockford, Algoma and Plainfield Townships therefore share a common interest in the future development of 10 Mile Road.

In order to identify a unified vision, the three communities formed a joint committee to prepare a land use and transportation plan and common zoning regulations for 10 Mile Road from the Rogue River in the City of Rockford westward to Herring Avenue.



### OBJECTIVES

#### Transportation Objectives

- Reserve 120 feet of right-of-way (60' either side of section line) for the eventual widening of 10 Mile Road for a five lane or boulevard roadway
- Limit new driveways onto 10 Mile Road, and require frontage roads and shared access between properties as they develop
- Require connection of internal roadways to facilitate access between properties
- Require pathways for pedestrians and bicyclists on both sides of 10 Mile Road.
- Require new developments to provide internal pedestrian and bicycle paths to better link neighborhoods.
- Explore redesign options for the 10 Mile Road/US 131 interchange

#### Land Use/Zoning Objectives

- Limit commercial, office and industrial land use to the area adjacent to the US 131 interchange
- Promote residential land uses between the US 131 interchange and the City of Rockford.
- Analyze public utility service along the corridor
- Identify significant natural features and adopt regulations to preserve these features.
- Maintain the rural appearance and character of the corridor
- Provide choices in housing types and lot sizes.
- Promote stormwater management techniques.
- Prepare development, design and review standards to apply to a depth of 500 feet along 10 Mile Road to unify the appearance and function of the corridor.

### RECOMMENDATIONS LAND USE

#### RURAL RESIDENTIAL (RR)

This category is intended to provide for large lot residential development in a rural setting with densities not exceeding one unit per acre. Rural Residential areas are not intended to be served by public utilities. The Plan encourages residential projects which utilize open space preservation and clustering design techniques.

#### LOW DENSITY RESIDENTIAL (LDR)

The predominant use in LDR areas is single family detached dwellings at a density of approximately three units per acre, with public or community sanitary sewer and water. If individual on-site systems are used, densities should reflect the Rural Residential designation. Open space/cluster zoning techniques are encouraged.

#### MEDIUM DENSITY RESIDENTIAL (MDR)

This category allows multi-family buildings either owner or renter occupied at densities not to exceed eight units per acre. An MDR area is proposed on the south side of 10 Mile Road adjacent to an area planned for recreational use.

#### OFFICE (O)

Office use is recommended on both sides of 10 Mile Road just east of US 131. This satisfies one of the principal objectives of the Plan which is to concentrate commercial and office use to the areas adjacent to US 131. Office use along the south side of 10 Mile Road will be compatible with the Kent County transfer station and will likely generate fewer vehicle trips than commercial use.

#### COMMERCIAL (C)

The Plan recommends commercial uses adjacent to the US 131 interchange in accordance with the land use objectives of the Plan. The commercial uses envisioned would service both highway travelers as well as those using 10 Mile Road and residents living in nearby communities. The commercial land use description includes existing commercial uses on 10 Mile Road and along Algoma Avenue.

#### INDUSTRIAL (I)

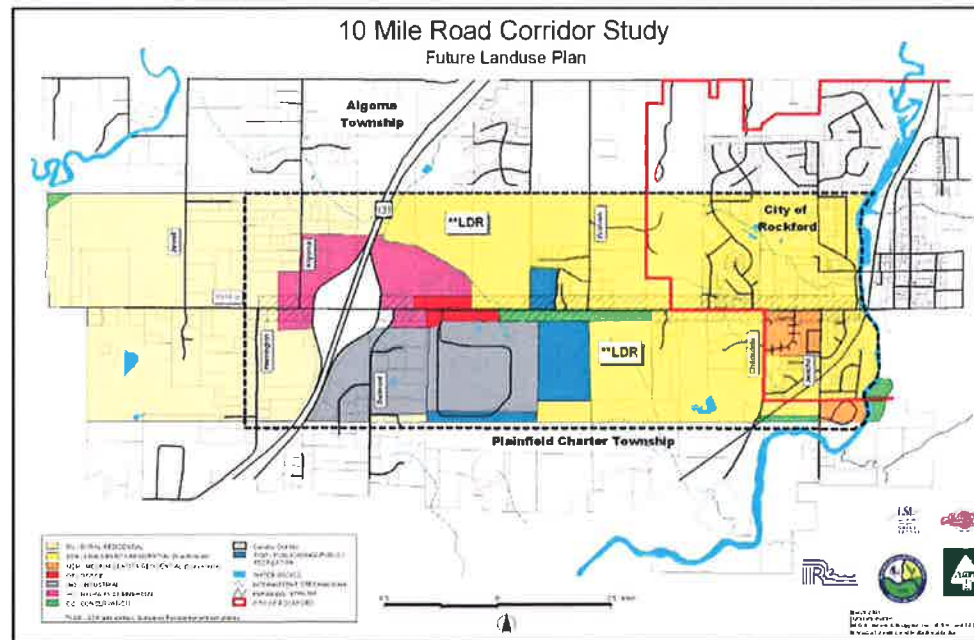
This category recognizes the existing industrial uses along Belmont Avenue south of 10 Mile Road and proposes some additional industrial to the east of that area on a portion of the County landfill site.

#### CONSERVATION (CS)

The Conservation area is located along the south side of 10 Mile Road east of the Kent County Transfer Station almost to the Rockford City limits with a depth of approximately 300 feet. Its purpose is to preserve the woods, rolling terrain, swales and fields which are under public ownership and constitute the rural view along this stretch of 10 Mile Road. The Conservation area is designed to fulfill several Land Use Objectives which call for preservation of the natural features and rural character along the corridor.

#### PUBLIC/QUASI-PUBLIC (P/QP)

This category recognizes land devoted to public and institutional uses. The Kent County Transfer Station and former landfill comprise a substantial amount of land in this category. A large area east of the Transfer Station is likely to be developed for recreational use. Calvary Assembly of God Church on the north side of 10 Mile Road is the other P/QP area.

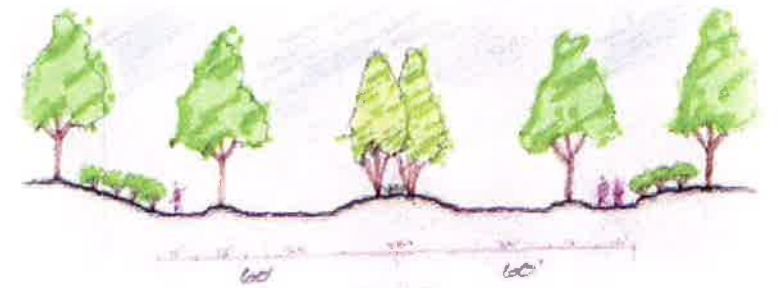


### ROAD IMPROVEMENTS

Ten Mile Road between US 131 and the City of Rockford, which has a design carrying capacity of 10,000 to 12,000 vehicles per day, is carrying well over 18,000 vehicles per day. The volume of traffic on this roadway will certainly increase as lands along the corridor and at the ends of the corridor develop.

The road improvement recommendations of the Committee are as follows:

- Construct a four lane boulevard from Belmont Avenue to just west of the City of Rockford limits
- Re-Jocate Belmont Avenue to align at 10 Mile Road with the entrance to the commercial lands on the north side of 10 Mile Road. This will provide a signalized intersection for safer access to future commercial uses and create better spacing for vehicles exiting US 131 at 10 Mile Road.
- Cooperate with the Michigan Department of Transportation to construct interior loops within the US 131 interchange right-of-way to reduce left turning movements from 10 Mile Road to and from US 131.
- Install a traffic signal at 10 Mile Road and Algoma Avenue.



### COORDINATED PLANNING COMMITTEE

Communication is the most important implementation tool available to the corridor communities. Open interaction at all levels on a formal, as well as informal, basis will keep the communities moving toward the same objectives. A formal coordinating committee should be created whose primary objective would be to ensure that the Corridor Plan is consistently followed, kept current, and plan recommendations are aggressively pursued. Specific duties should include:

- advocate implementation of the Plan;
- continue dialogue regarding common issues;
- promote future implementation steps;
- provide input regarding individual community actions within the corridor;
  - corridor plan revisions or large-scale projects
  - amendments to or variances from zoning requirements
  - standardization of zoning language
- monitor infrastructure improvements
- coordinate non-motorized pathway links