



TELEGRAPH ROAD

CORRIDOR IMPROVEMENT PLAN

MONROE, MI

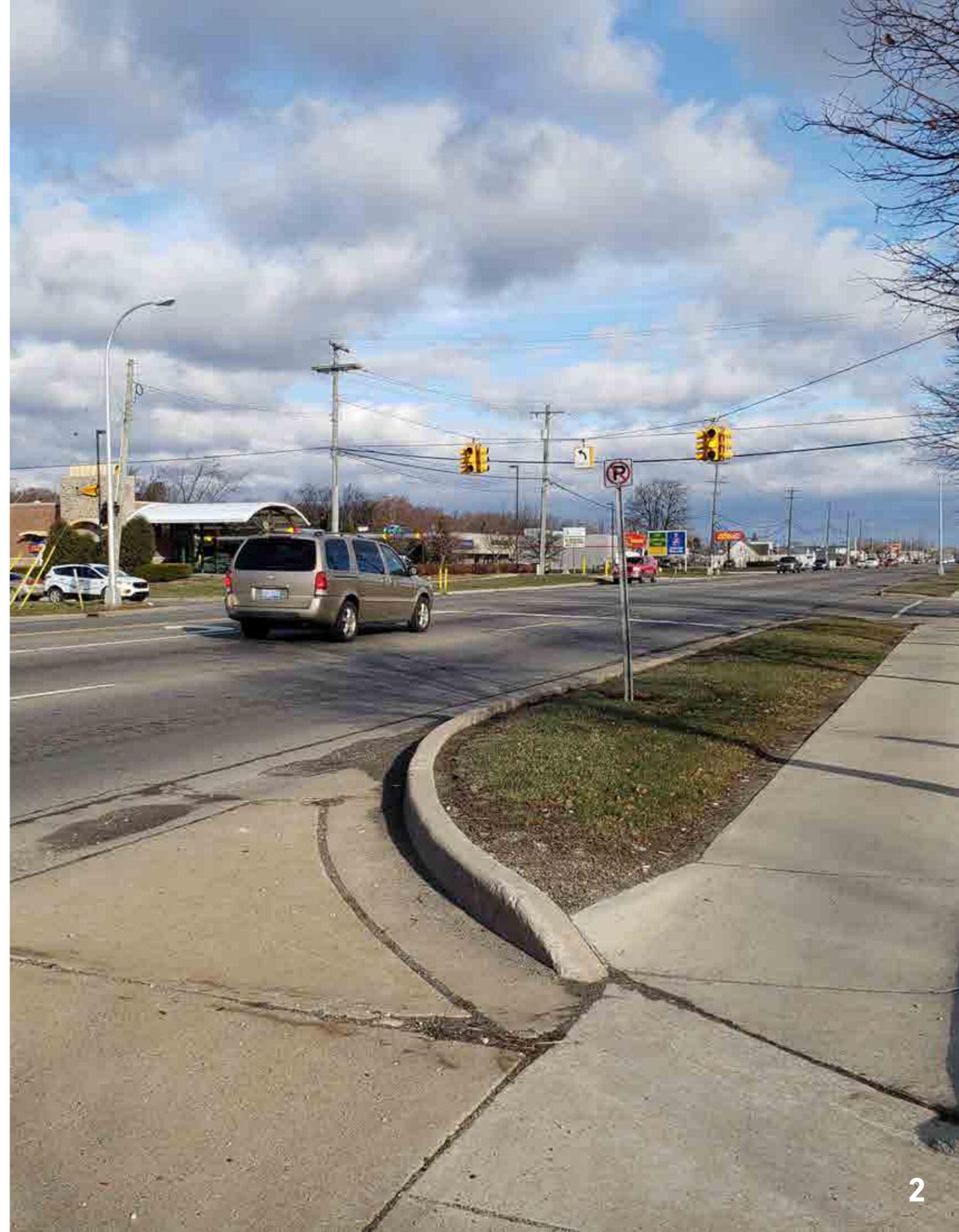
MKSK



LandUseUSA 

AGENDA

1. Purpose of the Study
2. Summary of Major Findings
3. Recommended Corridor Improvements
4. Catalytic Sites
5. Implementation
6. Questions and Discussion

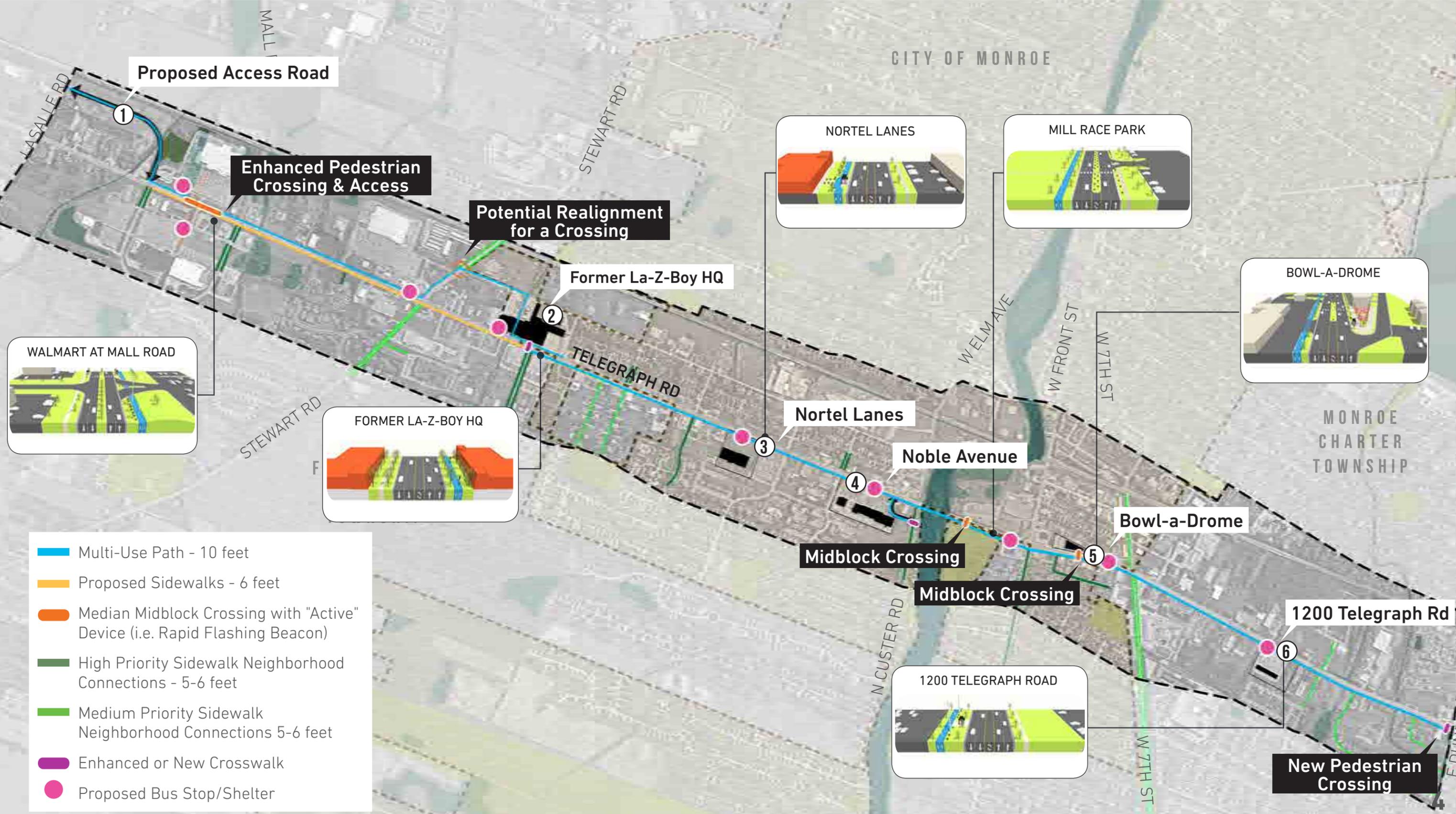


PURPOSE OF THE STUDY

- Understand existing conditions of the area
- Identify market based strategies and concepts for catalytic sites along the corridor
- Promote changes to improve safety and travel for all types of users
- Improve identity and visual appeal of the corridor
- Set the stage for potential action steps



TELEGRAPH ROAD CORRIDOR | PEDESTRIAN, BICYCLE, AND TRANSIT CONNECTIONS



Proposed Access Road

Enhanced Pedestrian Crossing & Access

Potential Realignment for a Crossing

Former La-Z-Boy HQ



Nortel Lanes

Noble Avenue

Bowl-a-Drome

Midblock Crossing

Midblock Crossing

1200 Telegraph Rd

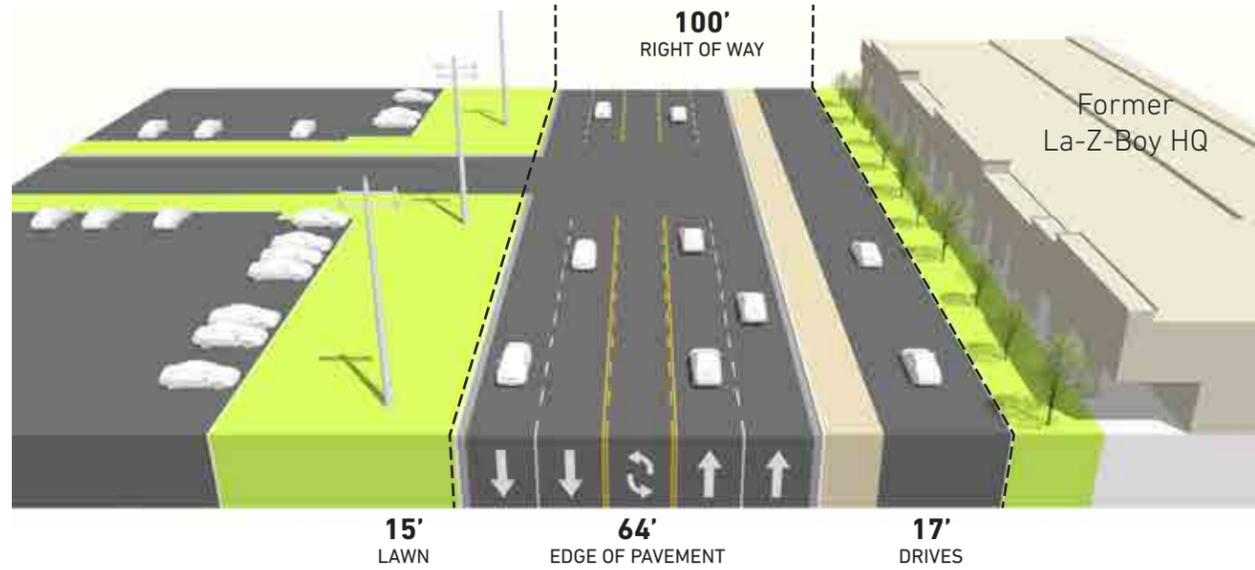


New Pedestrian Crossing

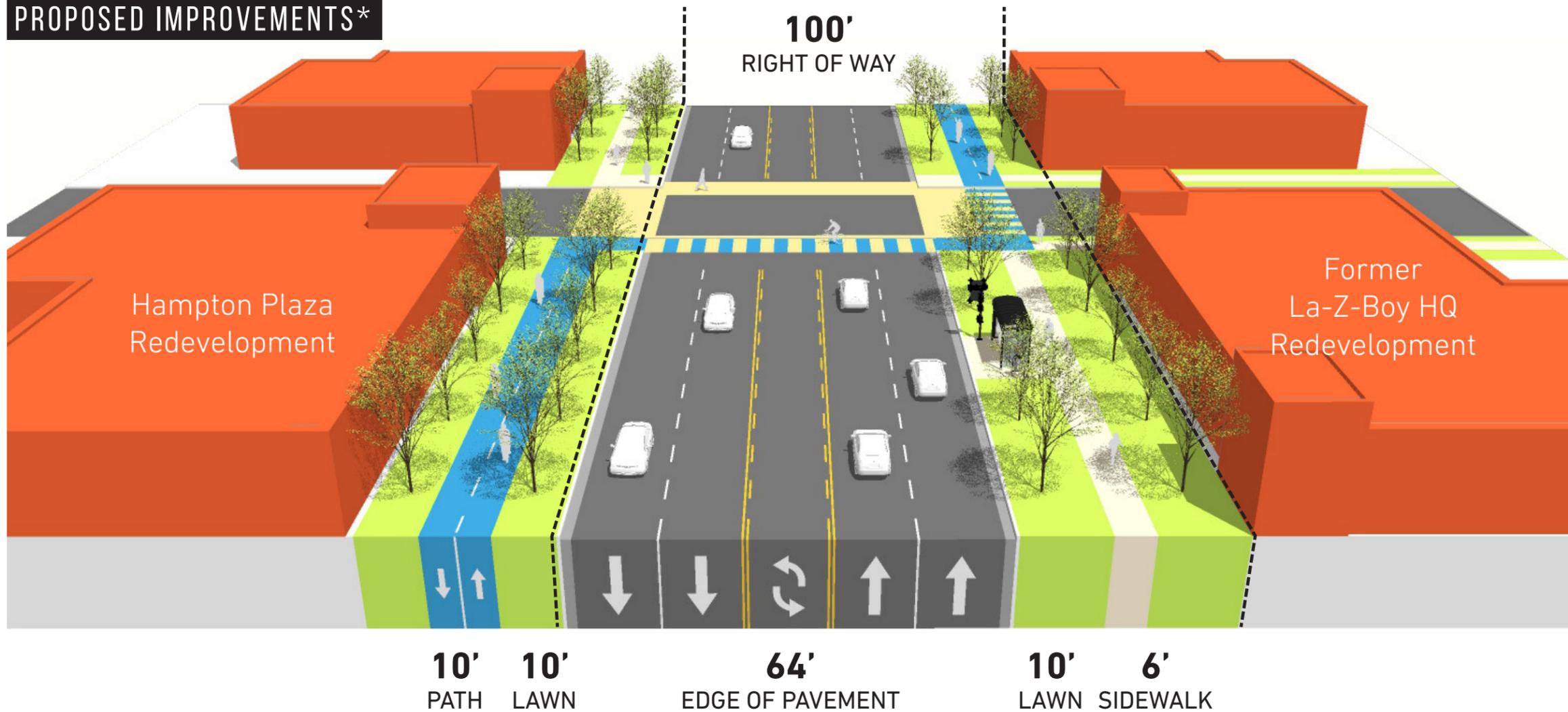
- █ Multi-Use Path - 10 feet
- █ Proposed Sidewalks - 6 feet
- █ Median Midblock Crossing with "Active" Device (i.e. Rapid Flashing Beacon)
- █ High Priority Sidewalk Neighborhood Connections - 5-6 feet
- █ Medium Priority Sidewalk Neighborhood Connections 5-6 feet
- █ Enhanced or New Crosswalk
- Proposed Bus Stop/Shelter

SECTION 2 | LA-Z-BOY FORMER HEADQUARTERS

EXISTING CONDITIONS

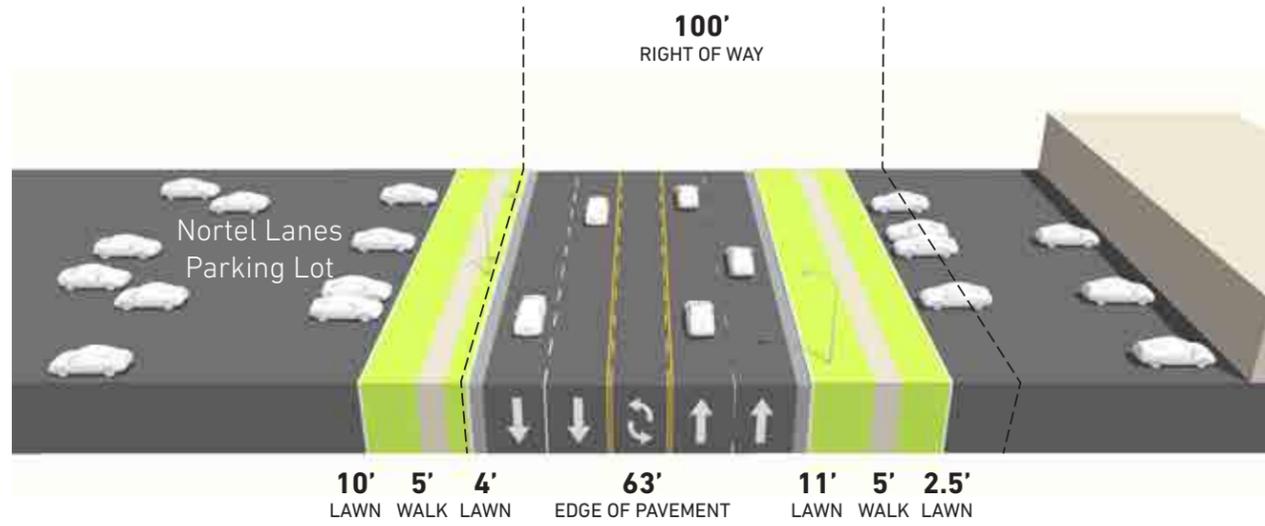


PROPOSED IMPROVEMENTS*

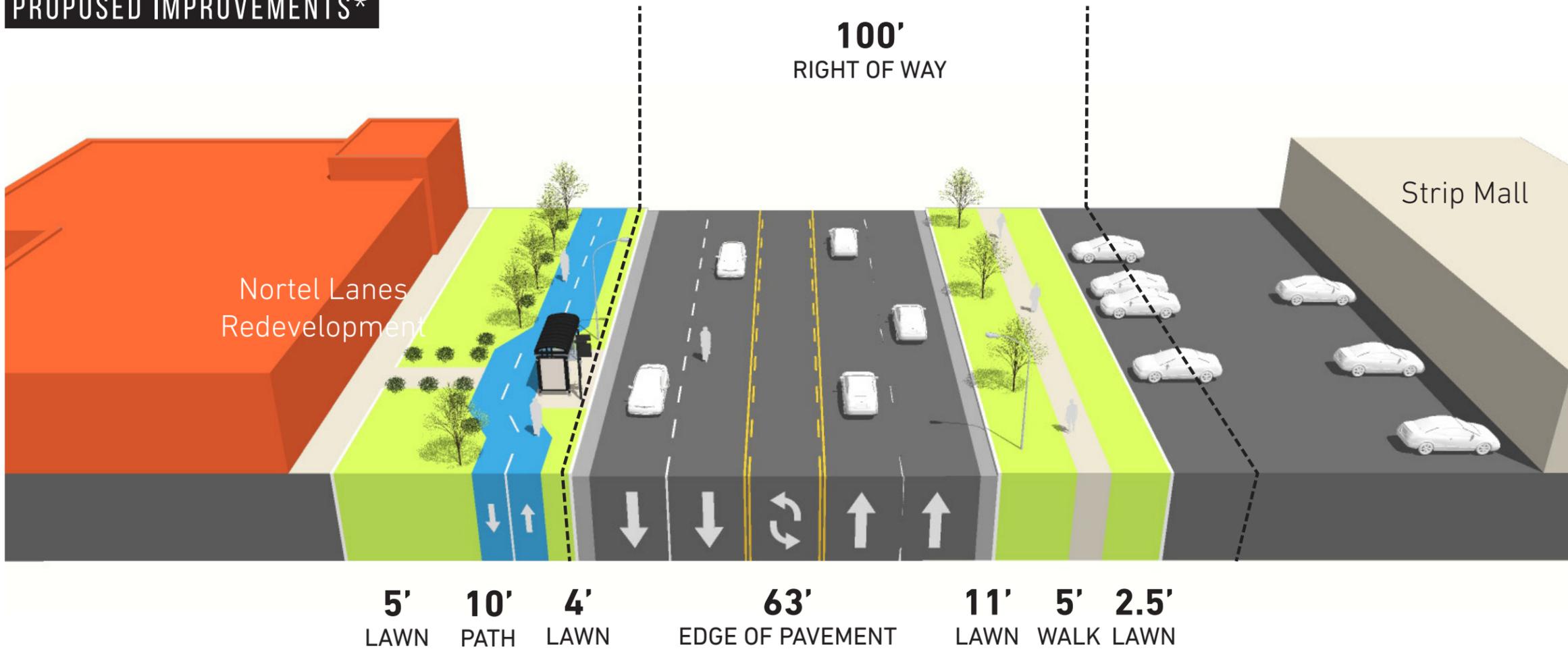


SECTION 3 | NORTEL LANES

EXISTING CONDITIONS

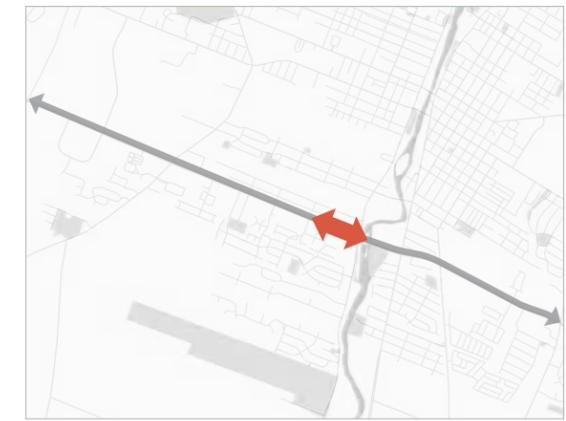


PROPOSED IMPROVEMENTS*

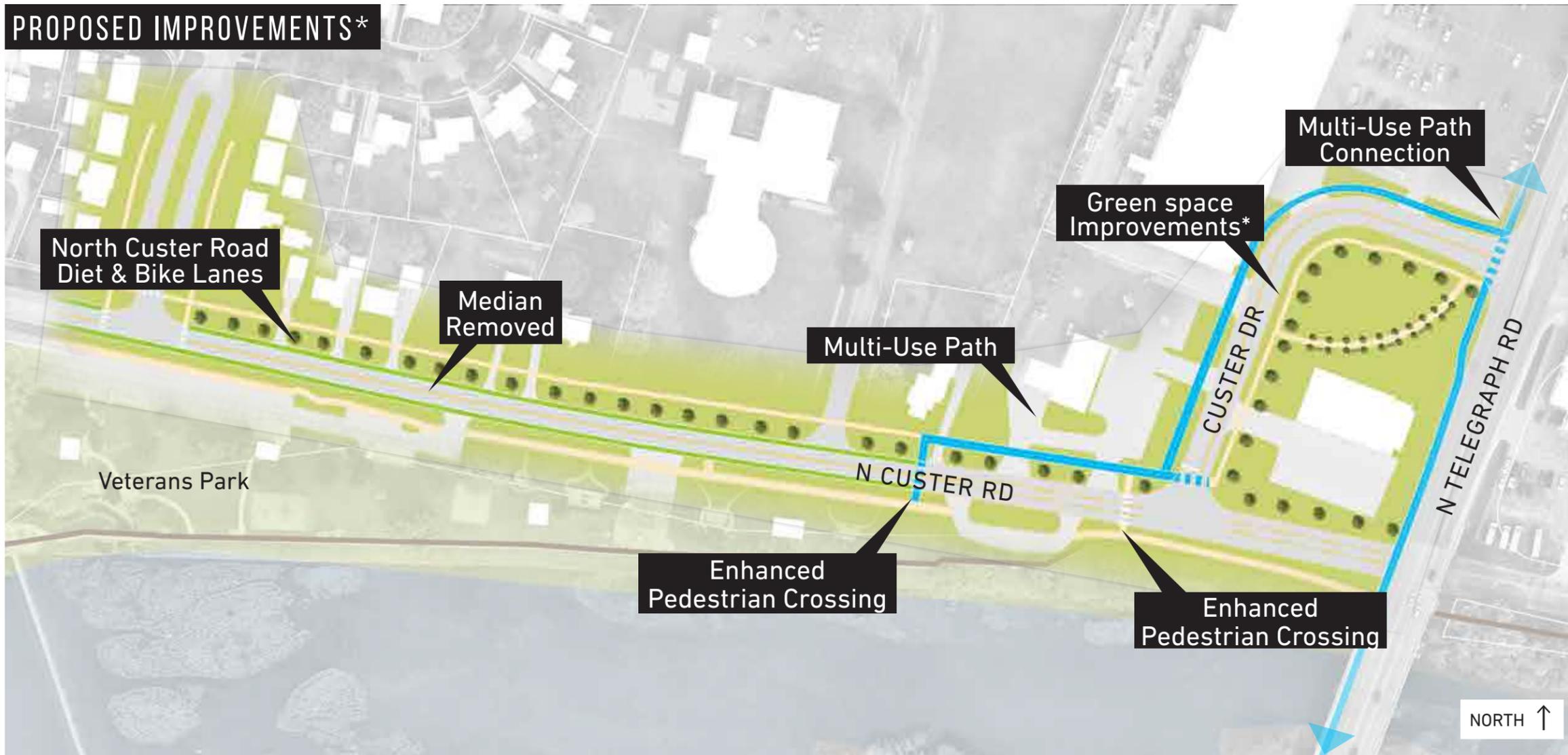


SECTION 4 | CUSTER ROAD CONNECTION

EXISTING CONDITIONS



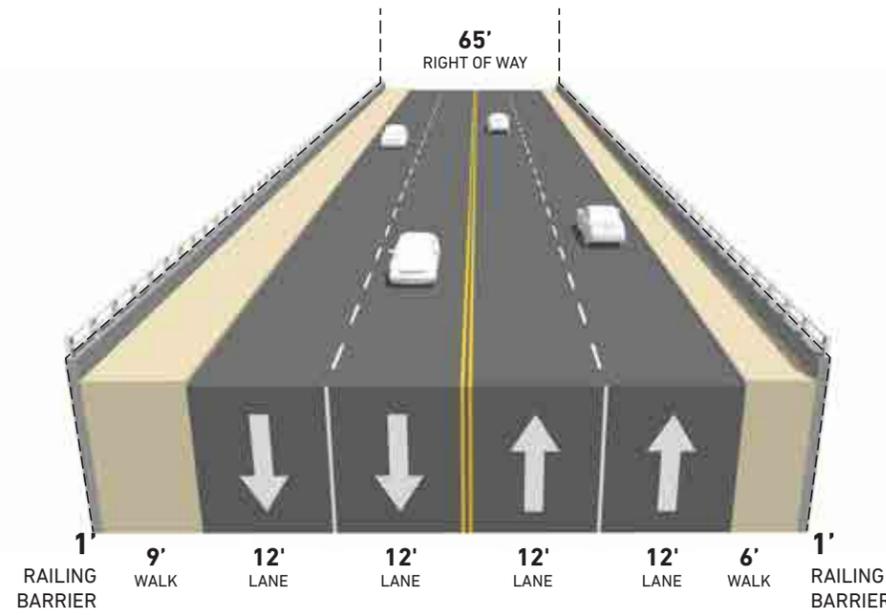
PROPOSED IMPROVEMENTS*



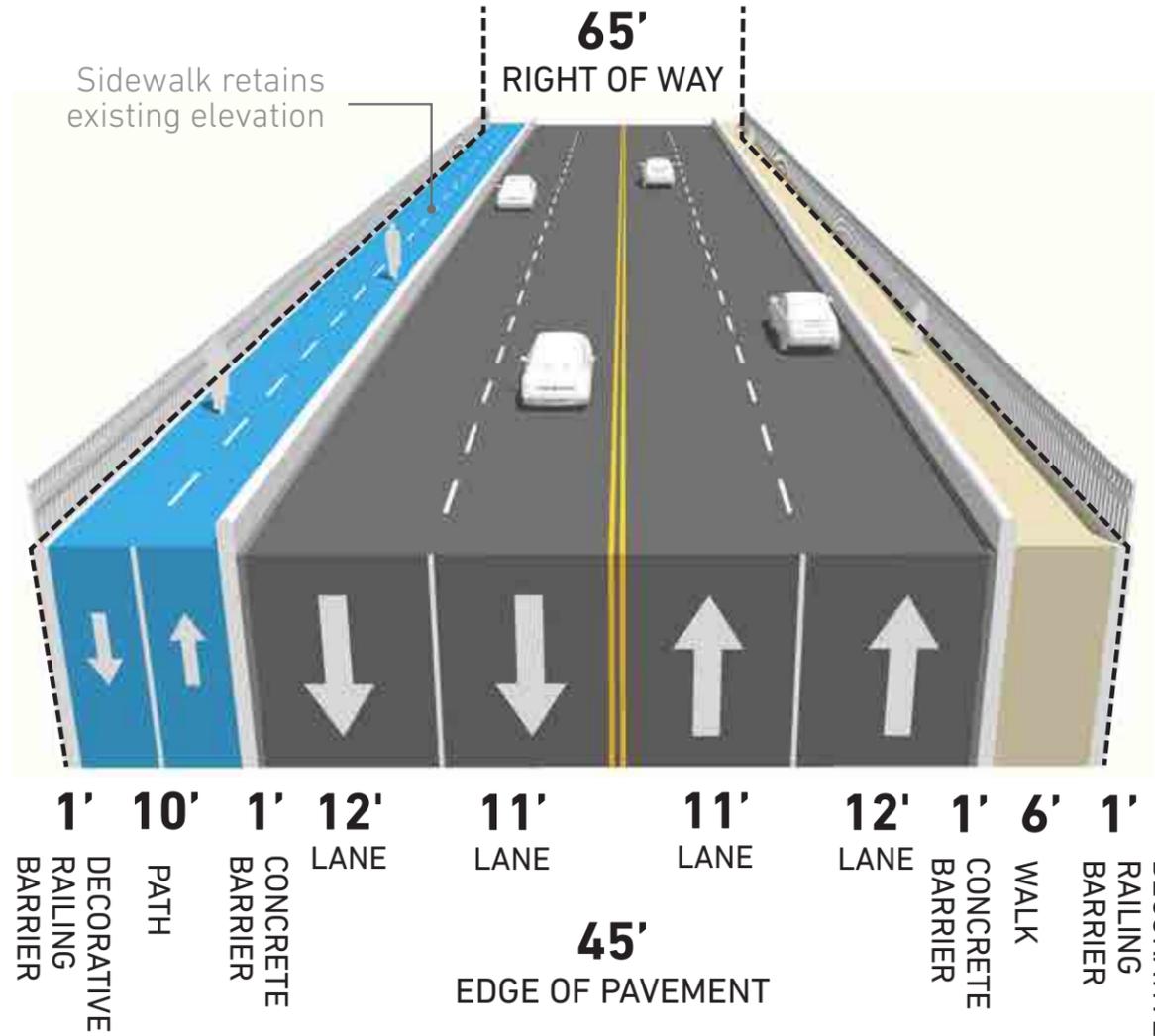
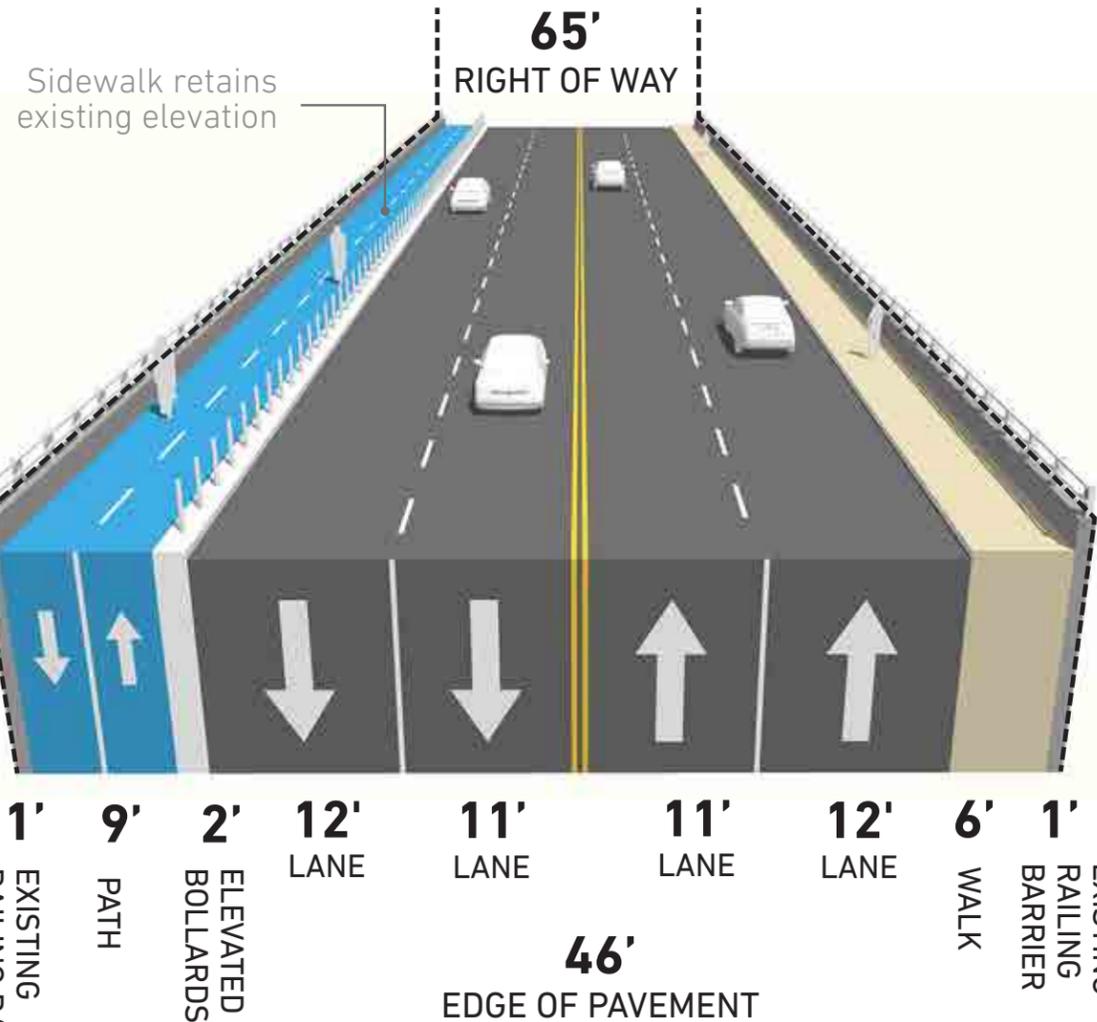
SECTION 5 | MATT URBAN MEMORIAL BRIDGE



EXISTING CONDITIONS

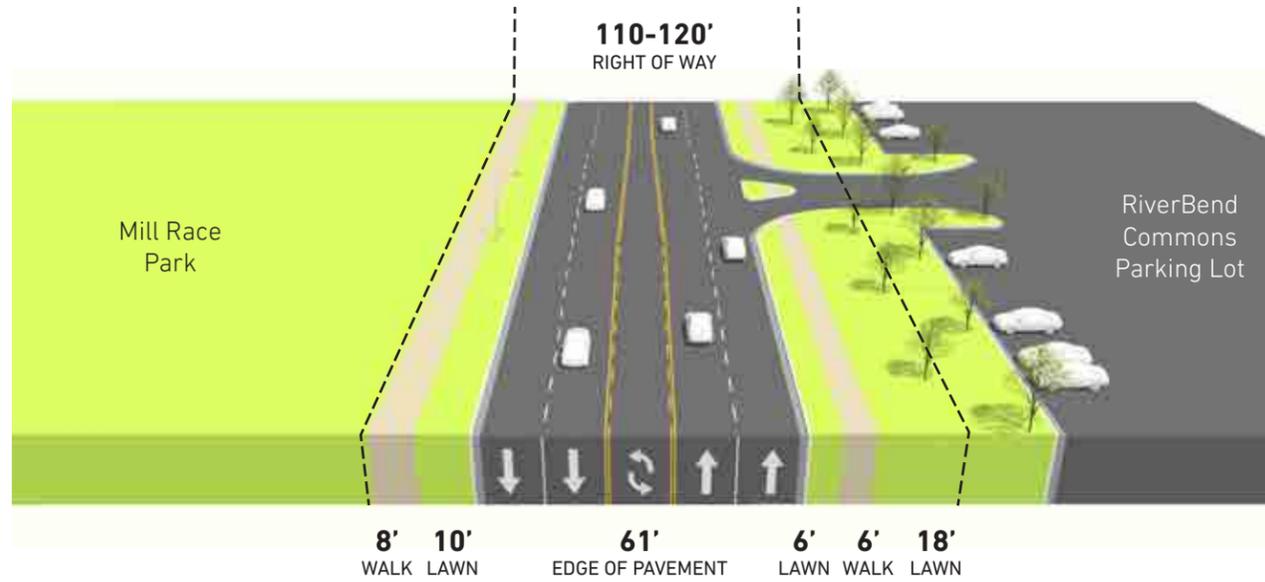


PROPOSED IMPROVEMENTS*

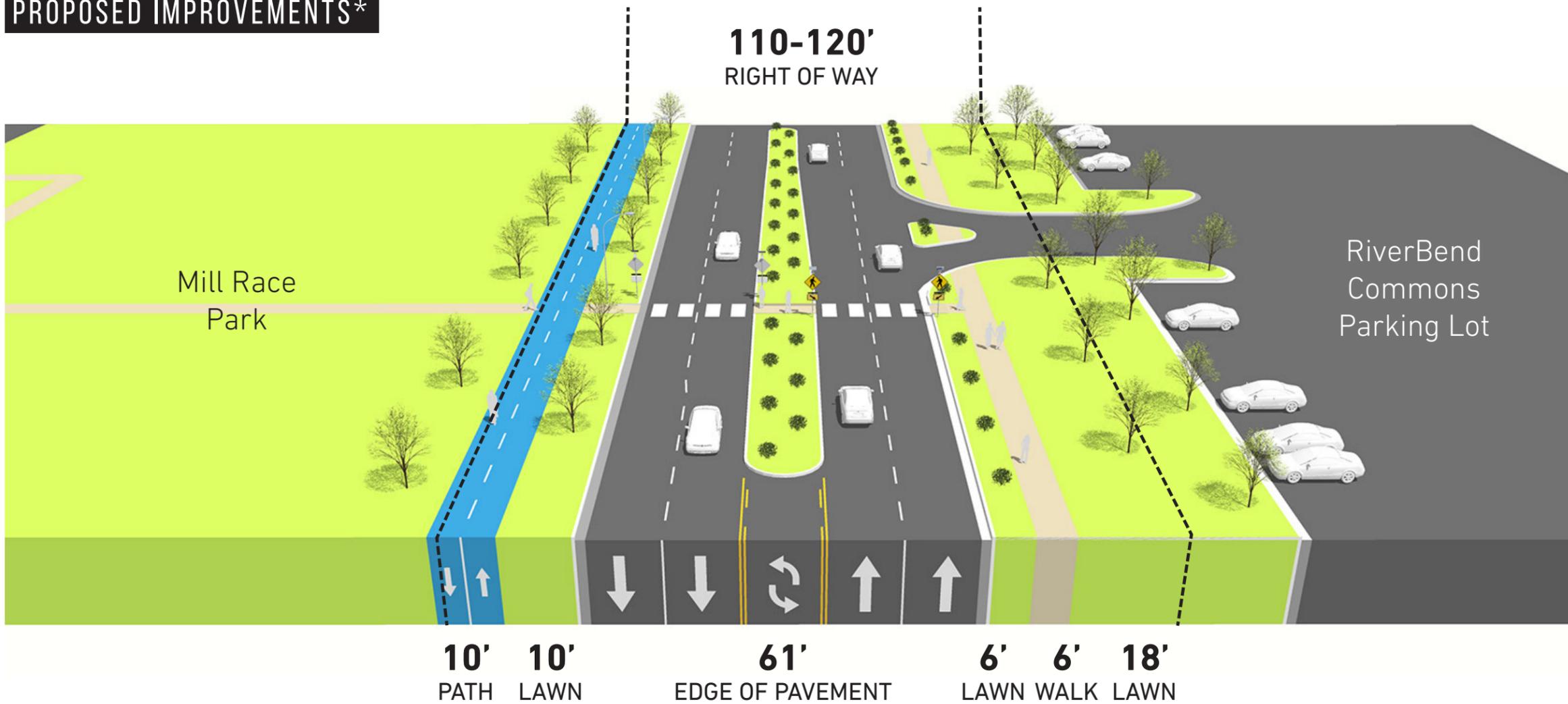


SECTION 6 | MILL RACE PARK

EXISTING CONDITIONS

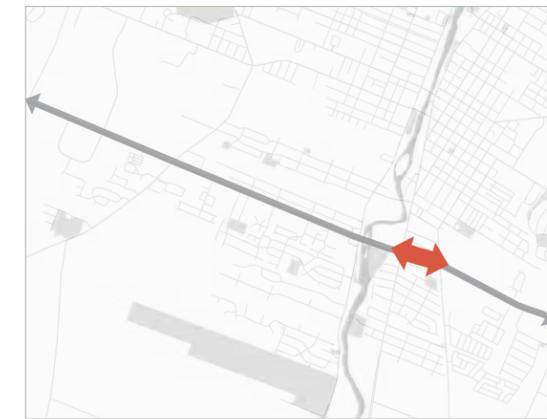
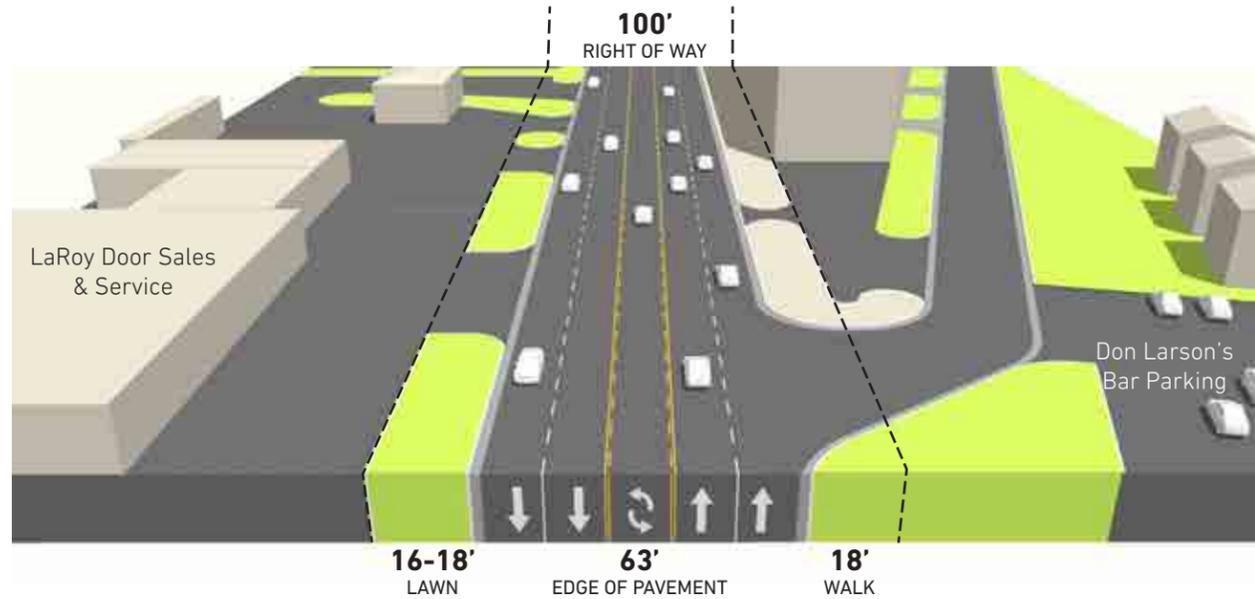
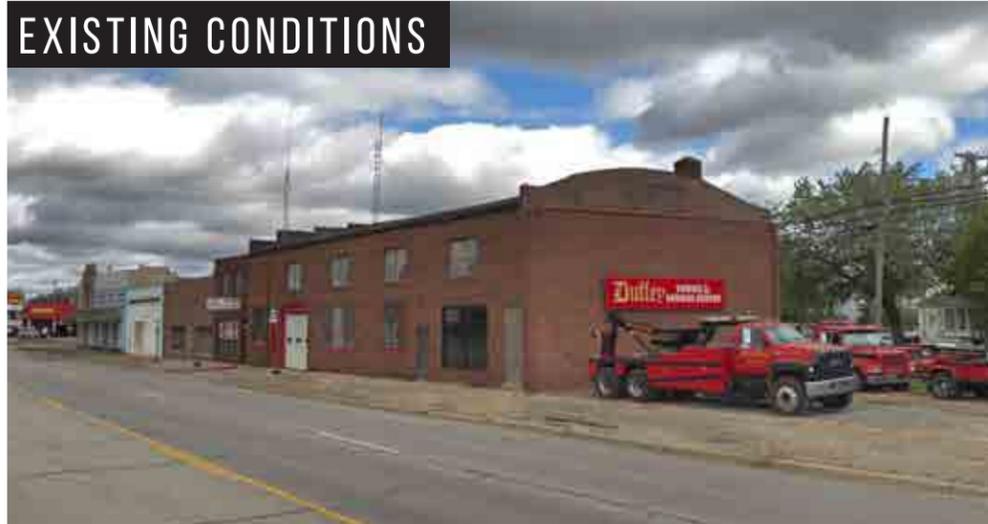


PROPOSED IMPROVEMENTS*

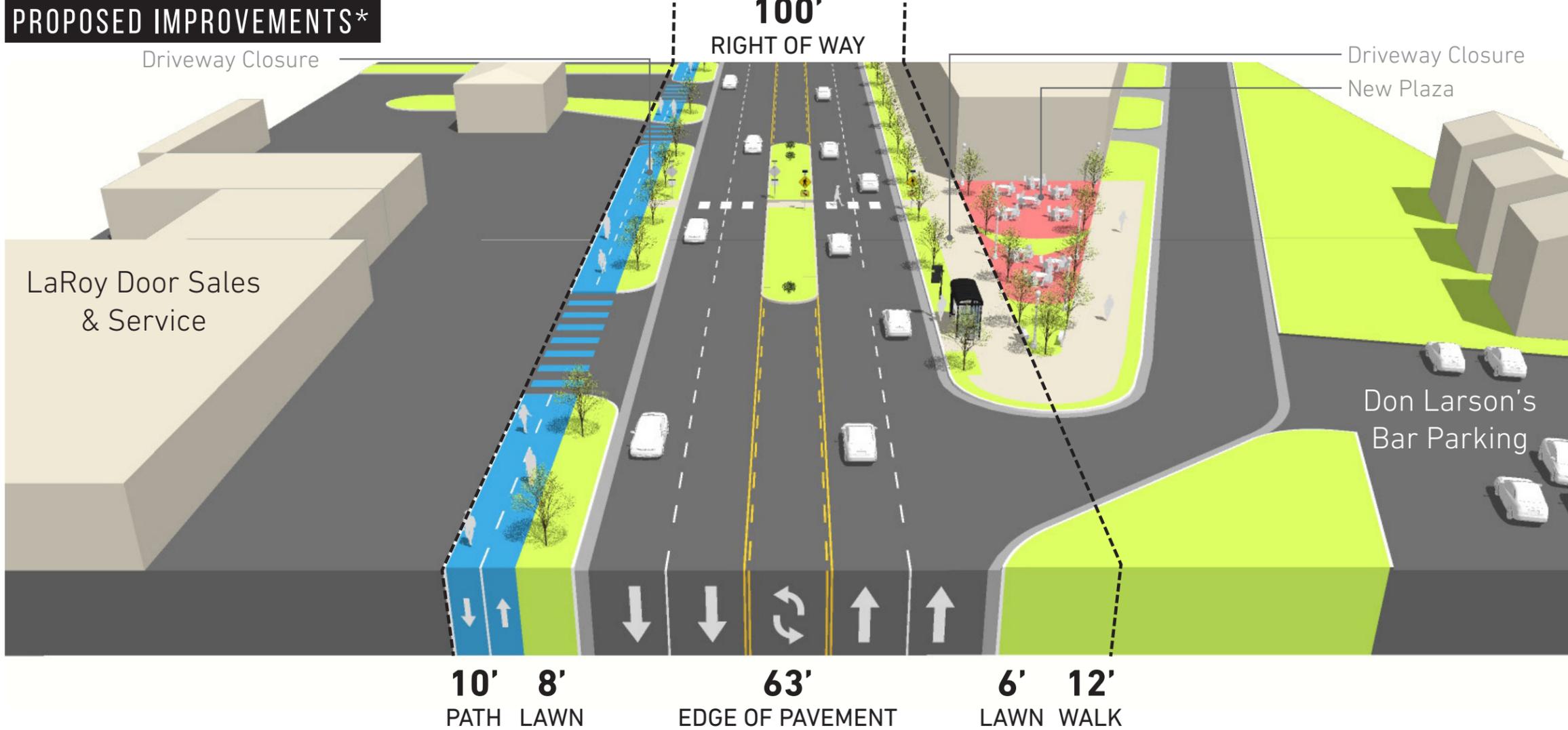


SECTION 7 | BOWL-A-DROME

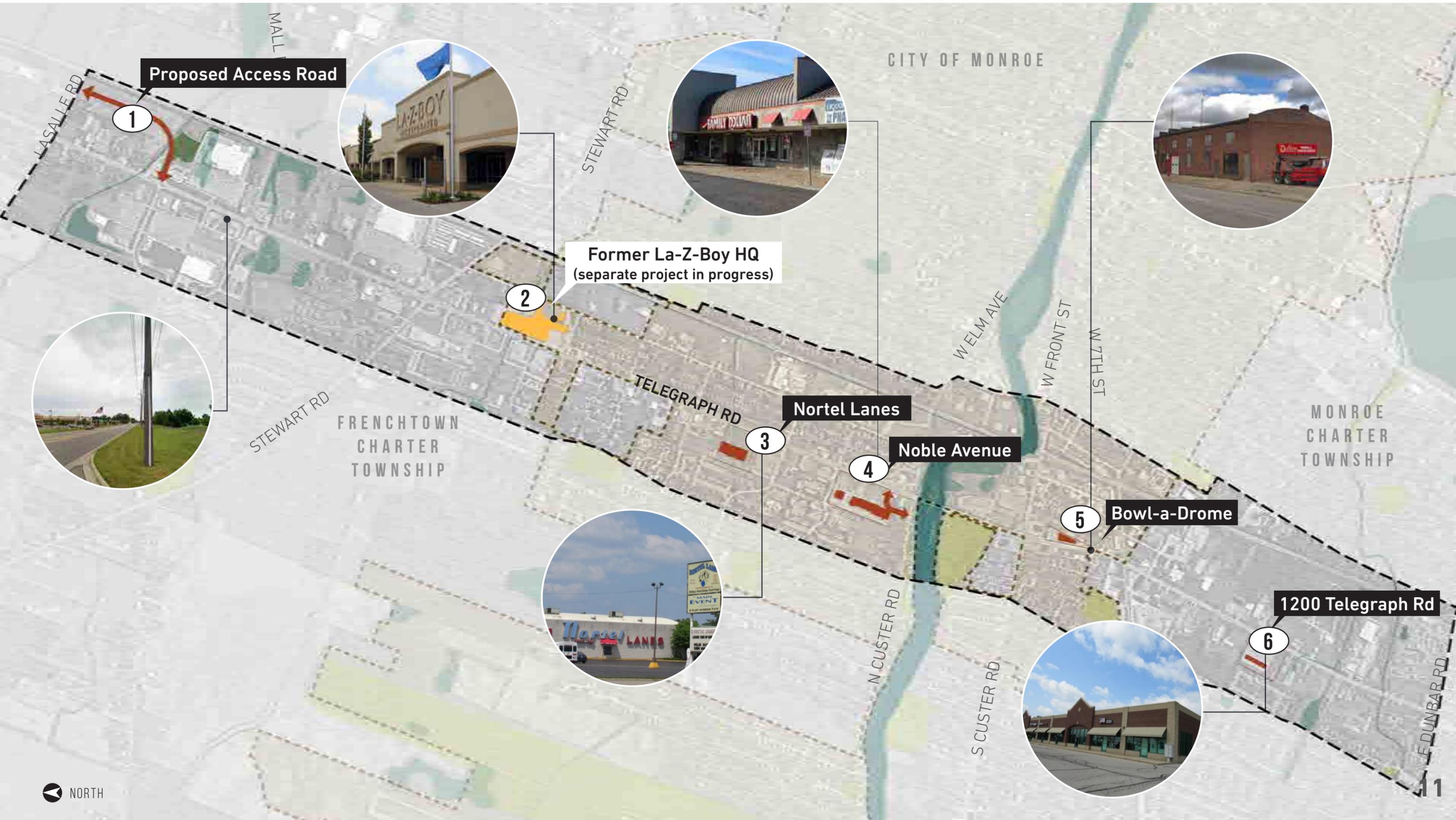
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS*



TELEGRAPH ROAD CORRIDOR | CATALYTIC SITES



CATALYTIC SITE #2 | FORMER LA-Z-BOY HEADQUARTERS

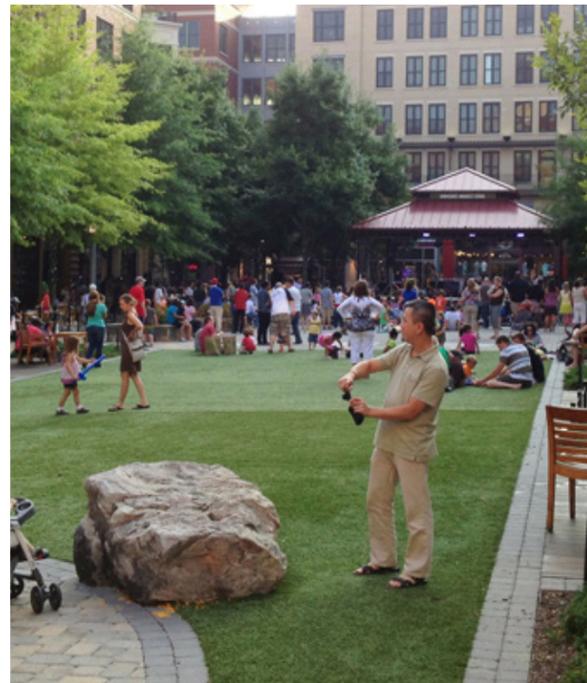
MARKETABILITY AND POTENTIAL USES

Lifestyle Anchors:

- Westborn Market
- Men's Wearhouse
- Gap, Old Navy outlets

Supporting Uses:

- Townhomes
- Lofts
- Single-Family
- Neighborhood Scale Retail



CATALYTIC SITE #3 | NORTEL LANES

FOUR SEASONS ENTERTAINMENT CENTER

ADULTS - INDOORS

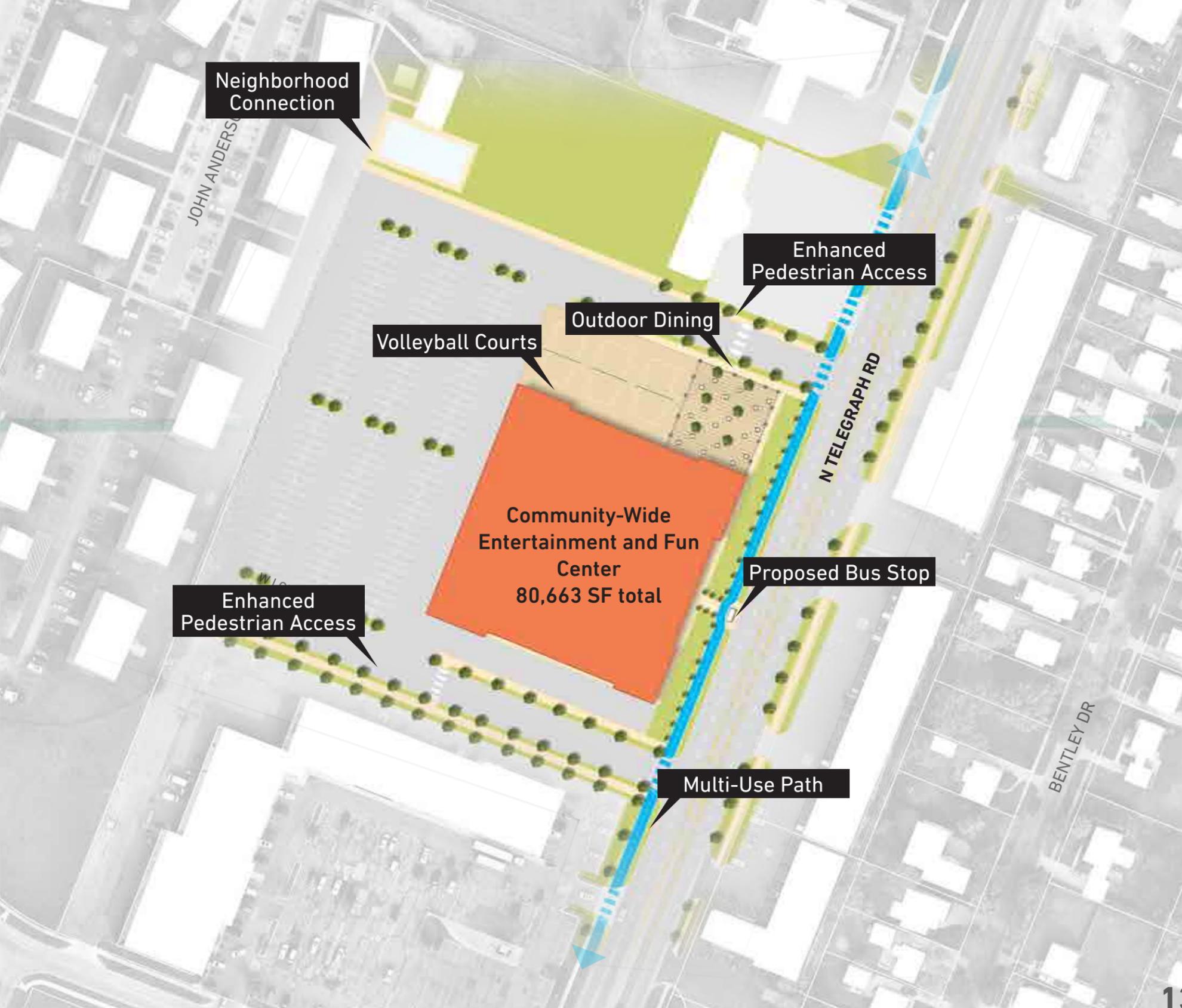
- Gourmet Pizzas, Grill
- Micro-brewery
- Bocce Ball / Fowling Lanes

ADULTS - OUTDOORS

- Patio extension of bar & grill
- Volleyball Courts
- Shuffleboard

FAMILIES - INDOORS

- Bowling Lanes
- Simulation Arcade
- Beginner's Bounce
- Childcare Services



CATALYTIC SITE #4 | NOBLE AVENUE

MARKETABILITY AND POTENTIAL USES

- Fast Food Casual Dining
- Bar and Grill
- Outdoor Dining Space
- Coffee Shop



CATALYTIC SITE #5 | BOWL-A-DROME

PROSPECTIVE TENANTS

- Micro-brewery, Brewpub
- Special Event Center
- Community Theater
- Artisan Studios
- Lofts above Retail



IMPLEMENTATION | ZONING OVERLAY RECOMMENDATIONS

- **Signage:** Stricter and carefully crafted regulations should be created for Telegraph Road for the number, size, and types of signs as well as the general materiality and design of those signs.
- **Access Management:** This section of the overlay should include provisions for adequate sight distance, limit the total number of driveways per site, encourage/require shared driveways, spacing and design standards, and pedestrian and bicycle considerations.
- **Uses Permitted:** The overlay may also need to permit some additional uses along the corridor to allow for proposed uses that are marketable within the catalytic sites.
- **Building Placement:** Buildings should be oriented to emphasize a continuous streetwall. This section of the overlay could include standards such as: stricter front yard setbacks, require at least one main entrance that faces the street.

Existing conditions along Telegraph Road



Zoning Overlay recommendations could help transform the corridor



IMPLEMENTATION | ZONING OVERLAY RECOMMENDATIONS

- **Parking:** Altering parking requirements and design standards could lead to transformative changes along the corridor. Standards that could be adopted include: limit parking to the side and rear yards, create a maximum ratio or percentage of parking spaces to a site, permit parking reductions and allow for shared parking.
- **Landscaping and Streetscape:** Landscaping within the overlay should include uniformly planted canopy trees, permit sidewalk cafes, and native vegetation of bushes and flowers should be planted along foundation walls and fences.

The Zoning Overlay should limit parking to the rear and/or side yards.



Amenity outdoor space with plentiful and lush landscaping creates an inviting and pleasant experience.



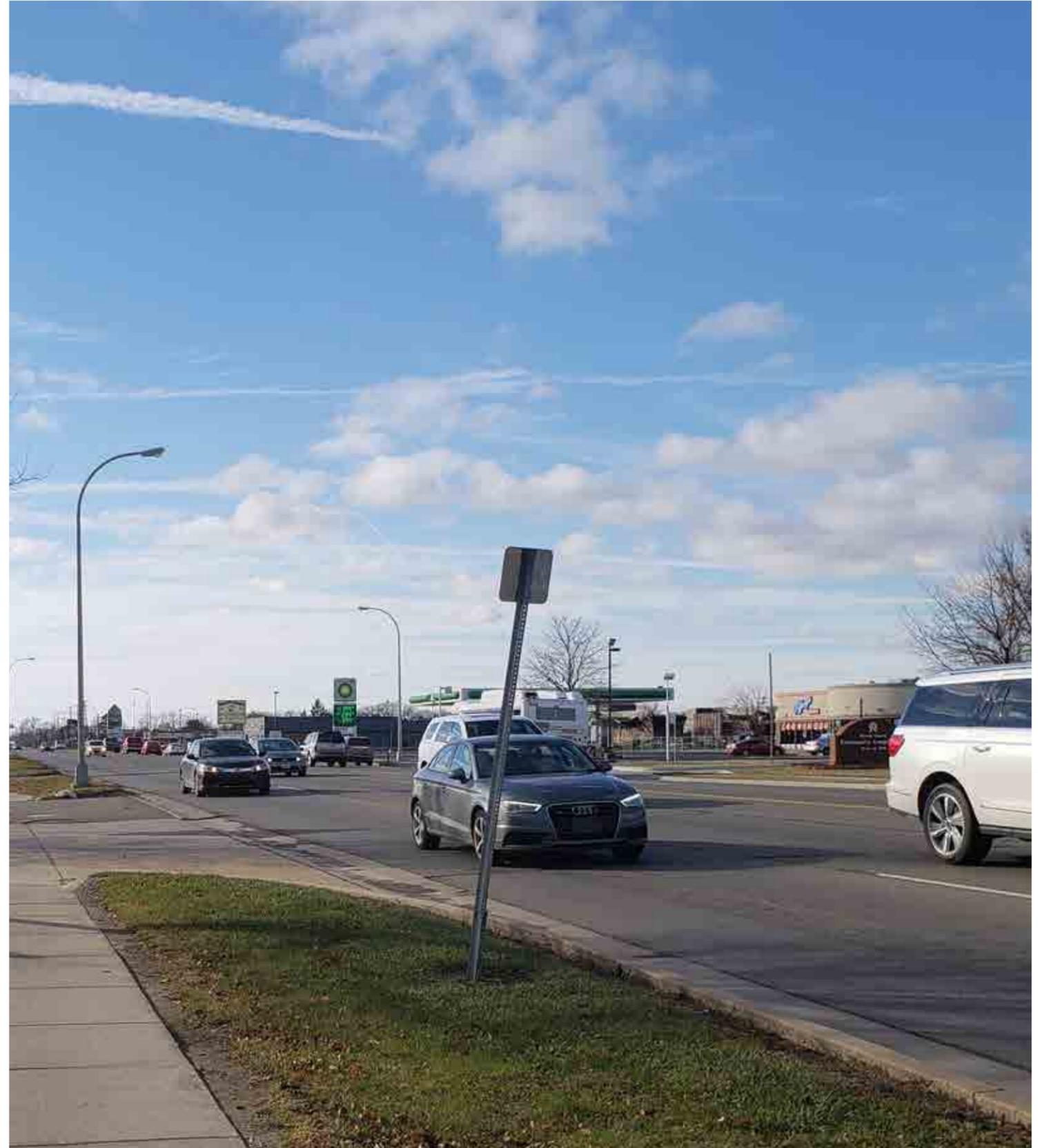
IMPLEMENTATION | CORRIDOR IMPROVEMENT AUTHORITY

- Permits the usage of tax increment financing to implement capital improvements within the corridor
- Would help with redevelopment efforts by allowing communities to use tax dollars from different sources for economic development purposes
- Participating communities can plan and coordinate development through a TIF (requires approval of all taxing jurisdictions, including schools and counties)
- Telegraph Road corridor is eligible and meets all of the criteria to become a CIA (except for the requirement for areas to be zoned for mixed-use development which would require a zoning change)
- A board oversees the decisions and TIF plans for the corridor



IMPLEMENTATION | POTENTIAL FUNDING RESOURCES

- Transportation Alternatives Program (TAP): Provides funding for projects that enhance the multi-modal transportation system and provide safe alternatives to vehicular travel.
- Congestion Mitigation Air Quality (CMAQ): Provides funding to non-attainment counties to help meet the requirements of the Clean Air Act. Projects that are selected are those that are the most effective in reducing congestion and transportation related emissions.
- Michigan State Infrastructure Bank (SIB) Loan Program: Meant to be complementary to other private and public funding resources, this program reduces borrowing costs for transportation projects.



IMPLEMENTATION CHART

	<i>CATEGORIES</i>	<i>TASKS</i>	<i>PARTNERS</i>
SHORT-TERM TASKS 1-2 YEARS	Traffic	Conduct a study on intersection signalization optimization of Telegraph Road to increase progression and decrease congestion along the corridor	City, Townships, MDOT, County Road Commission
	Traffic	Further investigate and implement recommended roadway and geometry mitigation measures at key intersections per the Traffic Analysis section of this plan	City, Townships, MDOT, County Road Commission
	Transit	Coordinate with Lake Erie Transit to confirm priority locations for future bus stops and enhancements based on their existing and projected ridership numbers. Use bus stop locations to help support approval for mid-block crossings.	City, Townships, Lake Erie Transit, MDOT
	Zoning	Create a zoning overlay district that can be adopted by all three communities to maximize pedestrian-oriented development opportunities	City, Townships
	CIA	Begin the Corridor Improvement Authority application process and coordinate with the necessary partners; ensure that the corridor meets all necessary eligibility requirements	City, Townships, County, Schools
	Funding	Further investigate funding resources for implementing the components of the plan and determine priority resources	City, Townships, SEMCOG, MDOT
	Non-motorized	Conduct an engineering and design study of the multi-use pathway to determine cost estimates, acquisition needs, and phases of construction	City, Townships, County Road Commission, MDOT, SEMCOG
	Streetscaping	Create a corridor-wide streetscape plan to determine cost estimates, plant types, proper spacing, lighting, and seating details	City, Townships, County Road Commission, MDOT
	Adoption	Adopt the Telegraph Road Corridor Improvement Plan as part of each community Master Plan	City, Townships, Telegraph Corridor Task Force
	Traffic	Require Traffic Impact Studies for new developments to address access management, safety, non motorized travel, and transit.	City, Townships, MDOT
Access Management and Adoption	Adopt the 2005 Access Management Study and amendments to each community's Zoning Ordinance. Ensure that MDOT is included in future site plan reviews.	City, Townships, MDOT	

A photograph of a street scene. In the foreground, a concrete sidewalk runs from the bottom center towards the right. To the left of the sidewalk is a large tree trunk and some bushes. In the middle ground, a white car is parked on the side of the road. Behind the car is a building with a sign that says 'AUTO PARTS'. To the right of the car, a person is walking on the sidewalk. In the background, there is a traffic light and a street intersection. The sky is overcast.

DISCUSSION & QUESTIONS