



Dorchen / Martin Associates, Inc. Architects / Planners

# 14 NORTH VAN DYKE CORRIDOR PLAN

**N**orth Van Dyke is unique as a planning area. This emerging development corridor is in danger of experiencing unplanned growth without direct intervention by the Planning Commission. Without clear direction for the Corridor's future, requests for haphazard non-residential land uses would quickly overtake the area.

The North Van Dyke Corridor Plan addresses the following issues:

- ❑ Discourage the typical strip center and unplanned commercial development currently found along the southern portion of Van Dyke Road, south of 23 Mile.
- ❑ Plan for uses along the highway that will compliment the existing residential development found within the corridor.

## GOAL

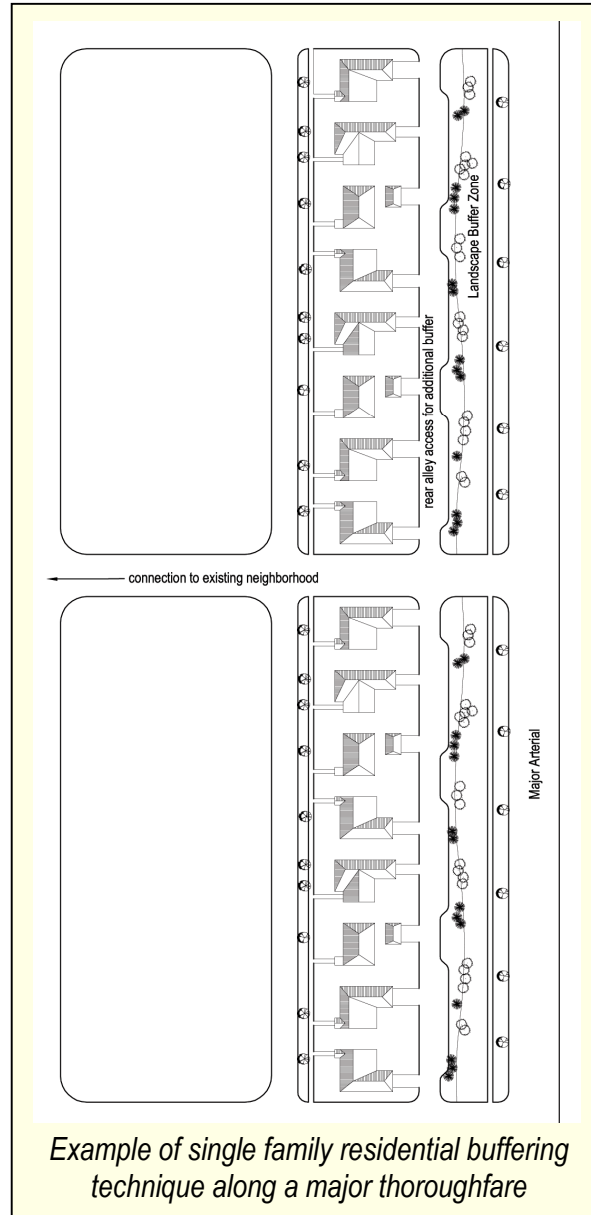
Promote the development of the North Van Dyke Corridor so that it avoids an unplanned mix of business uses in favor of a planned corridor of primarily residential uses complimented by low intensity businesses and services.

## Objectives

Introduce new, specialized use areas for office and service activities in a mixed use format with unique residential units that capitalize on recent trends in new housing forms.

Encourage the redevelopment of existing, marginal residential sites, based upon modern designs for quality new housing concepts.

- ❑ Promote uses that will act as a transition between residential and the community-wide commercial development at 26 Mile Road. Office and two family uses would provide this kind of transitional use, as would mixed residential and office development that is often referred to as “live-work” units.
- ❑ Plan for unique development at the southwest corner of 26 Mile and Van Dyke that promotes creative design and a mixture of uses; not the typical “big box” development occurring in the other quadrants of the intersection.
- ❑ Provide for a small neighborhood commercial area at the intersection of 25 Mile Road to support existing and new residential development.
- ❑ The plan recognizes that the Township is not likely to have a limitless market for new office development. While office provides one excellent transitional use between high traffic arteries and low density residential neighborhoods, the Township needs to explore and identify new concepts of transitional land uses.



*Example of single family residential buffering technique along a major thoroughfare*

## CORRIDOR LAND USE PLAN

### Single Family Residential

This category envisions typical Shelby Township neighborhoods of detached homes on modest size lots. Because of the extensive nature of the Clinton River’s Middle Branch flood plain in this area, natural resource protection and enhancement should be a major functional and character component of all new developments. Attractive landscaping and innovative design techniques should be utilized to buffer residential development from major arterials, such as 25 Mile Road and the west side of Van Dyke south of 25 Mile. For example, homes can be separated from the major roadway by a landscaped berm and heavy plantings. In addition, neighborhoods can be designed so homes have a rear yard relationship to the major arterial street. Such a design could include rear yard garages and alleys with parallel parking.

## Base Density Residential

This land use category is intended to foster innovation in architectural style and housing type, breaking away from commonplace duplex units only and embracing greater variety of housing style (see examples below), including modern flats, townhomes, manor homes, and other high quality designs on the cutting edge of the residential home ownership market. (See page 13-3 for additional information regarding Base Density)



Attached multi-unit townhomes



Detached two-unit "flat" with one residence above and one below.

## Residential / Office Mixed Use

Much of the North Van Dyke Corridor might benefit from a unique type of residential unit that affords its owners the opportunity to live and work in the same building, but with an appropriate separation between their living quarters and their work space. Such a mix of functions can provide a unique opportunity for service professionals, artists and designers who are often comfortable "mixing" their living and working arrangements, or accommodating them in close proximity to one another (see illustration below). Uses of this type fit well along a high traffic corridor like Van Dyke, while providing a much needed transition between the hustle and bustle of the roadway and nearby commercial centers, and exclusively residential neighborhoods.

**Loft** area provided for residential living

**Studio** or additional work area. Also could be used for additional residential space, if needed.

Street level **office/work** area.



### **Exclusive Office**

Certain locations within the North Van Dyke Corridor deserve consideration for development exclusively with office uses. This is particularly appropriate where more intensive shopping development or arterial street traffic requires separation from residential areas by a transitional use. Even attached housing in a two family development would benefit from a gradual transition when near to Community-wide Commercial areas.

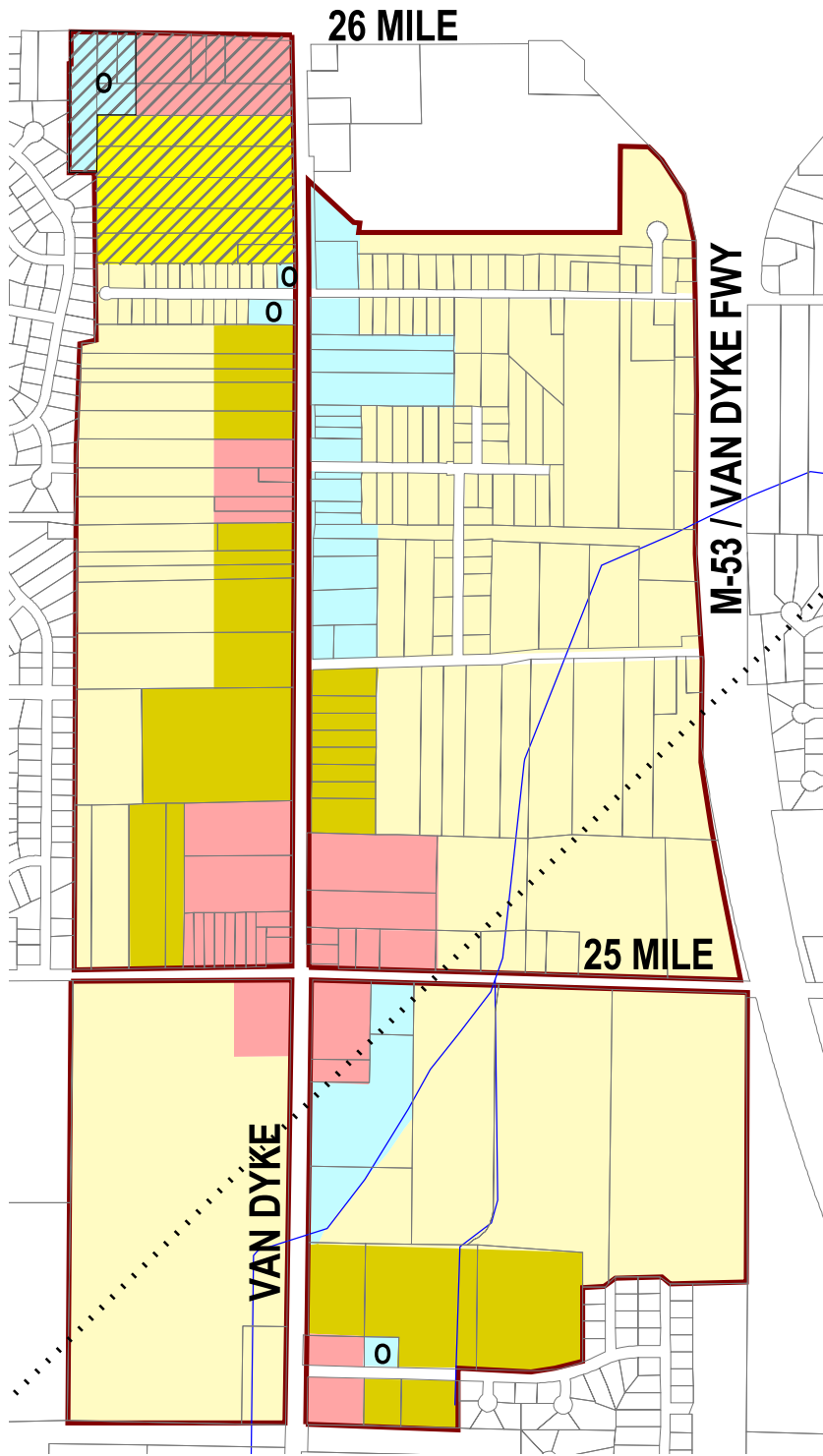
### **Neighborhood Retail & Service**

The emerging residential areas within and adjoining the North Van Dyke Corridor will require local retail shops and personal service establishments as development in the area matures. Limiting commercial areas has a number of advantages including:

- Discouraging haphazard, unplanned commercial development that is found along the southern portion of Van Dyke Road.
- Provides small neighborhood commercial areas that are sufficient in size to support existing and new residential development.
- Limits amount of commercial area so as to discourage undesirable, auto oriented or “big box” retail uses that have a regional draw.






### **Planned Development**

The area located at the southwest corner of 26 Mile and Van Dyke has been designated for Planned Development. The Planned Development designation provides an opportunity for the Township to permit a more intensive use of the area than what is indicated on the Land Use Plan while influencing important site elements such as building bulk, uses, architectural design and landscaping. Development of a retail or mixed-use center that is more intensive than what is represented on the Plan should only be permitted after a comprehensive site-specific review and a finding by the Planning Commission and Township Board that the scale, use, design, and other development features are appropriate for the specific location. Traffic and other impacts to nearby uses will also be a major consideration and plans that mitigate potentially adverse impacts will be necessary. A flexible development tool such as a Planned Unit Development should be used to permit the Township to concurrently approve land use, site design, and architectural and pedestrian features of the development. If a planned development is not proposed for the site, then the appropriate uses for the site would be those defined by the underlying land use designations.



# NORTH VAN DYKE CORRIDOR PLAN

SHELBY TOWNSHIP, MACOMB COUNTY

-  SINGLE FAMILY RESIDENTIAL
-  BASE DENSITY RESIDENTIAL
-  RESIDENTIAL / OFFICE MIXED USE
-  OFFICE (EXCLUSIVE)
-  NEIGHBORHOOD RETAIL & SERVICE
-  PLANNED DEVELOPMENT

MAP NVD1

BASE MAP PROVIDED BY  
MACOMB COUNTY GIS



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