



# LaPlaisance Corridor Plan

*An Addendum to the Monroe Charter Township Master Plan*

**Monroe Charter Township, Monroe County, Michigan**  
**Adopted December 20, 2022**



# Acknowledgments

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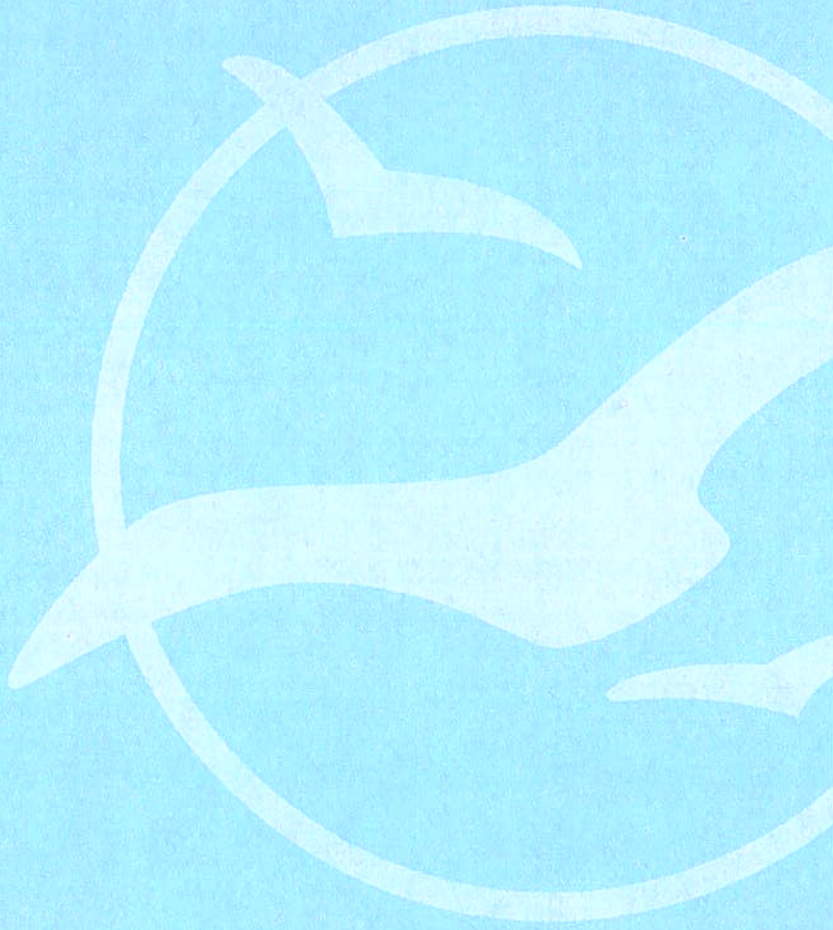
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*Prepared with the assistance of:*



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# 01.

# Introduction

## LaPlaisance Road Background

LaPlaisance Road began life as a trail in the 18th century from the River Raisin to the mouth of LaPlaisance Creek. Today, it is a winding route that connects several important components of the Monroe area.

The road begins at a five-way intersection with 6th and Scott Streets, just south of downtown Monroe. It then proceeds almost due south. The layout of the Monroe street-grid, with streets that are aligned parallel or perpendicular to the River Raisin, forces LaPlaisance Road to meet most cross streets at a severe angle.

The road passes Lake Monroe and crosses over Plum Creek. It has grade crossings with several railroads after passing Navarre Field and Habitat for Humanity. It then passes a few single-family homes before reaching underperforming retail outlets, which is the subject of this plan. After an interchange with I-75, LaPlaisance Road enters the Bolles Harbor area and then flows along the shore of Lake Erie until Woodchuck Creek.

At Woodchuck Creek, the road turns abruptly to the west, crossing I-75 again, and then turning back south toward Otter Creek. At Otter Creek, the road turns west once more, running along the north bank of the creek before it finally ends at South Dixie Highway in the small settlement of LaSalle, near LaSalle Township Hall.

This plan covers the stretch of the LaPlaisance Road and its surroundings from the Monroe city limits through the interchange with I-75. The northern section of the corridor runs along Monroe Lake, a former gravel quarry which has been slowly developed with housing and has been targeted for recreational uses. The southern section, south of the railroad tracks, was developed with large-scale retail outlets several decades ago. The outlet malls were designed with huge road setbacks to accommodate an expansion of the road which was once planned for the M-50 Connector project.

On the west side of the road, recreational uses such as go-karts, mini-golf, an RV campground, and an 18-hole golf course remain successful. However, the outlet malls are in an extreme state of disrepair – almost three quarters of the storefronts are vacant, the parking lots are crumbling, and the facades are shabby and worn.

## Purpose of this Plan

Monroe Charter Township originally decided to undertake this planning process in 2014 in order to re-imagine what LaPlaisance Road could be. This plan is an update to the original plan that was adopted in 2015. LaPlaisance Road's incarnation as a regional retail center based on outlet shopping has succumbed to changing trends in shopping patterns. The corridor needs an improved vision – one that takes advantage of current economic trends, such as the need for additional industrial space in the I-75 corridor, and cutting edge techniques in planning and redevelopment, such as placemaking and non-motorized transportation facilities. The new LaPlaisance Road will be economically vibrant, open to bicycles and pedestrians, as well as cars, and, most of all, a memorable place that the township can point to as its signature district.

## Relationship to the Master Plan

This document is an update to an addendum to the township's master plan. It was originally created as part of the township's 2014 Master Plan update, which arose out of the Resilient Monroe regional planning process. The future land use map contained in this document is a portion of the township's overall future land use map, and the implementation action items of this plan tie to those of the overall master plan.

When the township considers requested rezonings within the plan area, this plan should be used as a guide, in addition to the master plan.

## Organization of this Plan

This corridor plan analyzes the two facets of the LaPlaisance Corridor – LaPlaisance Road itself and the land uses surrounding it. The plan inventories the existing conditions of both the road and its surroundings and performs analysis that answers the question, "Where are we today?" This section provides an updated inventory of current development patterns, infrastructure, community resources, and natural resources.

The second section of this plan includes the framework plan, which answers the question, "Where do we want to be?" The vision is set forth in the framework plan and is then used as the basis for recommendations regarding the future of the roadway and the existing and future buildings along it.

The final section of the corridor plan is the implementation plan, which answers the question, "How do we get there?" This section describes the actions and activities for the township to pursue over the next five to ten years. The goals and objectives of this plan are ambitious. The complete implementation of this plan will depend on the resources available. Some objectives cannot be fully implemented without outside resources, such as grants. However, this plan sets forth the full plan that the township desires to pursue.

## Plan Area

The portion of the township included in this plan is shown in Map 1. The plan area is centered on LaPlaisance Road, running from the township's boundary with the city of Monroe at the north end to the I-75 interchange at the south end. The western boundary is the railroad track from East Albain Road to just south of East Dunbar Road and then the shore of Monroe Lake from East Dunbar Road to the township line. The eastern boundary follows I-75 north from LaPlaisance Road to East Dunbar Road, then runs along East Dunbar Road back to the railroad tracks, then north to just south of St. Vincent Street, and from there to the township line.

The plan area incorporates all the land uses surrounding the LaPlaisance corridor, including a wide variety of land use typologies, including strip malls, recreational facilities, and lakefront single-family homes. The existing land uses will be discussed in greater detail in Chapter 2.






# Plan Area and Site Context

LaPlaisance Road Corridor,  
Charter Township of Monroe,  
Monroe County, Michigan

August 25, 2022

## LEGEND

-  Roads
-  LaPlaisance Corridor Plan Area
-  Municipal Boundaries



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: Monroe County 2021. McKenna 2022.



# 02.

## Existing Conditions

### Issues and Observations

McKenna's observations of the current conditions of the LaPlaisance Road area are summarized into categories below. These existing aspects shape how the corridor will function and develop in the future, even with the interventions discussed later in this plan. The summary below outlines the existing conditions on the corridor that can be enhanced in the corridor redevelopment process. The corridor is characterized by expanses of undeveloped land, recreational activities, and anchor highway commercial sites, and by being centrally located on the path between Monroe Township, downtown Monroe, and I-75. The map highlights the following aspects of the corridor as it currently exists:

#### **Frontage Lots**

The center of the district is still characterized by several undeveloped frontage lots as it was in the original plan. A contiguous group of lots are on the west side of the street but a few lots exist on the east as well. These greenfield lots are far enough away from I-75 that they have not been developed in a manner consistent to highway commercial services. The opportunity is prime for a transition to a different development pattern with low entry costs, since minimal demolition or site preparation would be necessary.

#### **Highway Commercial**

Within a quarter mile of the I-75 exit, there are typical highway commercial uses and several potential lots to expand these types of uses. Fast-food restaurants and a gas station anchor this area. These uses provide an important transition and draw traffic from I-75 into the plan area and will be key to the future development of the plan area.

#### **Existing Commercial Recreation**

The existing commercial recreation uses include a golf course, RV campground, and go-cart/entertainment facility. These uses provide a much needed vibrancy to the area and offer a destination in the area. The commercial recreation uses could be expanded into vacant parcels on the northern end of the study area to bridge and transition into the residential dwellings. However, some of these parcels may also be prime parcels for future development trends for which there is demand in the area, such as increased industrial space along I-75.



### **Hotels**

Two existing hotels exist in the study area, which are complementary both to the existing strengths of the commercial recreational uses and the highway commercial uses associated with I-75.

### **Blighted and Obsolete Commercial**

Three large blighted and obsolete commercial developments characterize the eastern side of LaPlaisance Road. This area, originally envisioned to be a series of thriving outlet malls, now have high vacancy rates and marginal tenants, including offices and low-rent retail. Some of these vacancies have been filled by marijuana cultivators.

### **Vacant and Undeveloped Parcels**

The remainder of east side of the plan area and portions of the west side are characterized by an expanse of vacant and undeveloped lots. These lots remain open with some natural features.

### **Environmentally Sensitive Areas**

As mentioned above, portions of the east side of the study area have natural features that will affect development. The floodplain extends from the eastern edge of the study area into the center, and portions of woodlands and potential wetlands are intermixed, which limit the potential for development. A retention pond just east of LaPlaisance Road may need to be reconfigured to make the lot that it is on developable.

### **Intersection Issues**

Two major intersection issues bracket the corridor extents. On the south end, the I-75 overpass is a potential pinch-point for corridor expansion. The existing roadway is two-lane and does not appear to be wide enough to support a retrofit for bicycle and pedestrian facilities. On the north end, the railroad runs parallel to Hull Road and forms a six-way intersection with LaPlaisance and East Dunbar R

## Population and Income

Demographic analysis, or study of the characteristics of the population, is a fundamental element in the planning process. The intent of a demographic analysis is to understand the demographic and economic forces surrounding the development of the LaPlaisance Corridor. For that reason, data has been selected to achieve the specific goal of determining the demand for various land uses in the plan area. A more thorough demographic analysis can be found in the Monroe Township Master Plan.

Most of the data presented comes from the US Census. Some of the data comes from the 2019 American Community Survey 5-Year Estimates. The American Community Survey is conducted every year and samples a percentage of the community on topics such as population, economics, housing, etc. The 5-year estimates for a given population are considered a reliable source as they represent 60 months of collected data for all geographic areas. However, in some specific cases, the data may contain inaccuracies due to sampling.

### Population

According to the U.S. Census Bureau, the Township's population decreased by 177 persons between 2010 and 2020, a 1.2 percent decrease over ten years. Monroe County, as a whole, grew by 1.8 percent over the same period. Raisinville Township and Frenchtown Township were the only communities in the Greater Monroe area to gain population between 2010 and 2020. LaSalle Township, Monroe Township, and the City of Monroe had population decreases.

Table 2.1: Population

	2000 Population	2010 Population	Change 2000 -2010	2020 Population	Change 2010 -2020
Monroe Charter Township	13,491	14,568	+8.0%	14,391	-1.2%
Frenchtown Charter Township	20,777	20,428	-1.7%	21,609	+5.8%
LaSalle Township	5,001	4,894	-2.1%	4,639	-5.2%
Raisinville Township	4,896	5,816	+18.8%	5,903	+1.8%
City of Monroe	22,076	20,733	-6.1%	20,462	-1.3%
Monroe County	145,945	152,021	+4.2%	154,809	+1.8%

Source: US Census Bureau

### Income

The Township has a similar rate of the lowest income category (under \$10,000) than is found in Monroe County, and also similar concentrations in the highest income categories.

The Township's median household income (\$54,789) is lower than that of the surrounding communities except for the City of Monroe (\$46,550) and Frenchtown Charter Township (\$53,103), in part due to the broad range of income levels of those who live in the Township.

Income data can be used as an indicator for the types of housing that Township residents can afford, the levels of retail development it can support, as well as whether various types of community services can be supported.

Table 2.2: Income Distribution, 2019

Household Income	Monroe Charter Township	Frenchtown Charter Township	Raisinville Township	City of Monroe	Monroe County
Less than \$10,000	5.5%	9.9%	3.9%	11.1%	5.4%
\$10,000 - \$14,999	5.4%	4.0%	2.9%	7.1%	4.1%
\$15,000 - \$24,999	13.2%	8.9%	4.7%	8.5%	8.0%
\$25,000 - \$34,999	8.9%	12.6%	8.9%	13.3%	10.0%
\$35,000 to \$49,999	12.2%	11.3%	12.1%	11.4%	11.6%
\$50,000 to \$74,999	19.5%	21.4%	16.0%	17.9%	19.5%
\$75,000 - \$99,999	14.3%	11.8%	16.5%	13.6%	14.6%
\$100,000 - \$149,999	11.7%	13.4%	28.3%	11.8%	16.7%
\$150,000 - \$199,999	6.0%	3.5%	3.1%	4.0%	6.5%
\$200,000 or more	3.3%	3.3%	3.6%	1.2%	3.5%
Median Household Income	\$54,789	\$53,103	\$77,463	\$46,550	\$62,203

Source: 2019 American Community Survey (ACS) 5-Year Estimates Housing

## Housing Units

The vacancy rates in Monroe Township and Monroe County are similar. However, the vacancy rate in Monroe Township is slightly above the vacancy rate in Monroe County as a whole.

Table 2.3: Housing Units, 2020

	Total Housing Units	Occupied Housing Units	Vacant Rate
Monroe Charter Township	6,156	5,792	5.9%
Monroe County	65,845	62,152	5.6%

Source: US Census Bureau

## Housing Tenure

The rates of owner-occupied and renter-occupied housing units are similar in Monroe Township when compared to Monroe County. However, Monroe Township has a slightly higher rate of renter-occupied housing units when compared to Monroe County as a whole.

Table 2.4: Household Tenure, 2019

	Owner-Occupied Housing Units	Renter-Occupied Housing Units
Monroe Charter Township	76.5%	23.5%
Monroe County	79.7%	20.3%

Source: 2019 American Community Survey (ACS) 5-Year Estimates

## Retail Market Potential

One of the plan area's strengths is Monroe's status as a retail and jobs center for the surrounding region. Much of Monroe County's population comes to the city of Monroe, Monroe Township, and Frenchtown Township to shop on a regular basis.

Even with such a broad base of customers, the Monroe area still faces issues of vacancy in its main retail areas – downtown Monroe, the Telegraph corridor, the South Dixie corridor, and the Monroe Mall area. LaPlaisance Road can and should be a major retail district for the region since it is a key gateway to both downtown Monroe and Bolles Harbor and has easy access to I-75. However, LaPlaisance Road is still characterized by vacancy and under-development. Less vacancy in a commercial area means more vibrancy, which in turn attracts more businesses. The township strives for this virtuous cycle in all of its commercial areas.

This section analyzes the market for additional commercial space in the LaPlaisance Road corridor by conducting a gap analysis. Gap analysis compares the supply of a certain good or service within a community to the demand for that good or service, based on the spending power of residents. If the gap is positive, that indicates pent-up demand for a new retail location. If the gap is negative, that indicates an oversupply of a specific type of commercial business.

Then, the gap will be converted from a spending power amount (in dollars) to a number of additional square feet of retail space demanded, based on per-square-foot sales for each category of retail. Finally, the number of additional square feet will be compared to the average size of a store in each category to determine the number of new stores demanded.

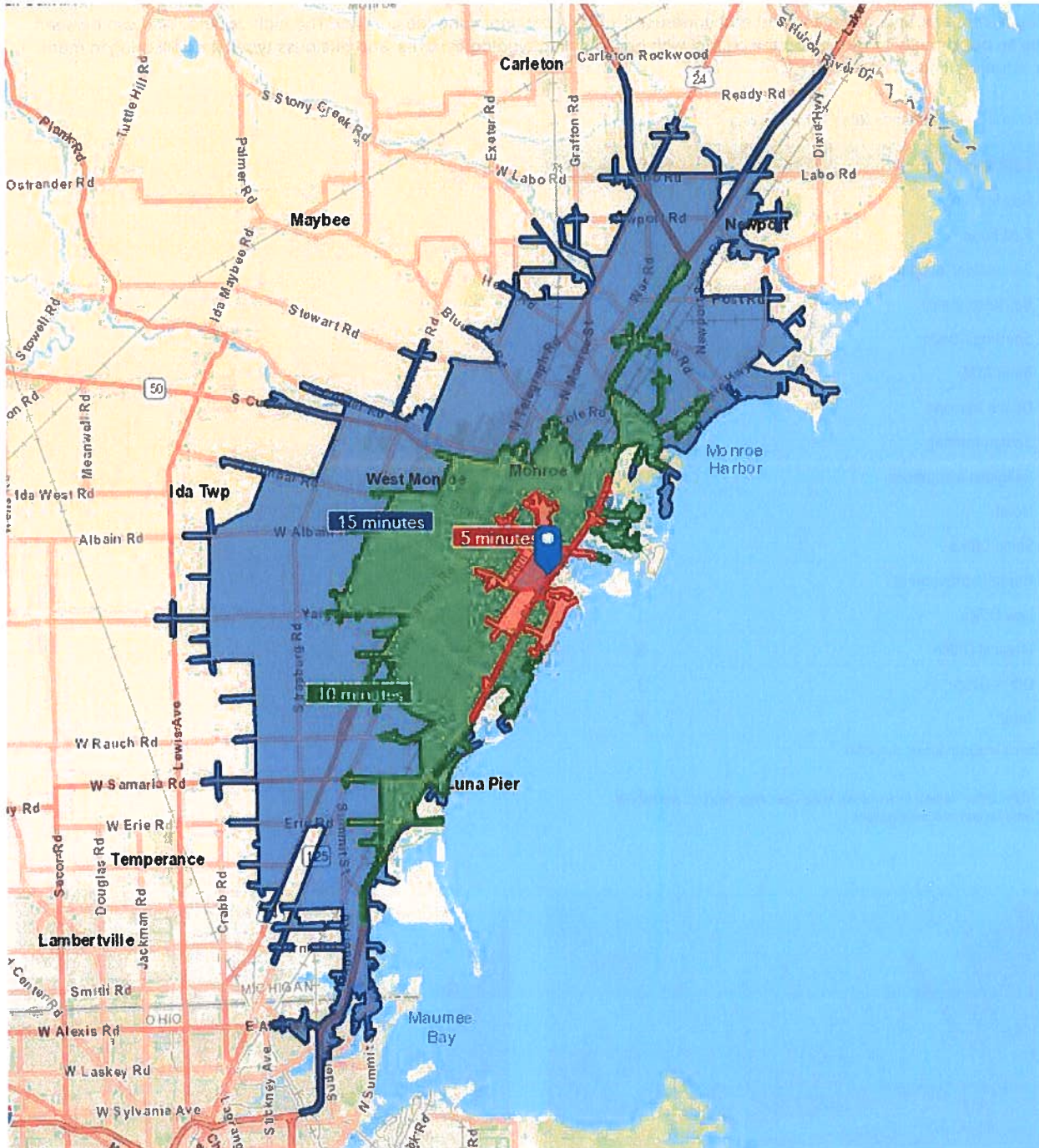
In considering the results of these retail gap calculations, it is important that the numbers not be viewed as an absolute determinant of the community's future. A retail gap is only one aspect of many, such as local variations in buying preference, buying power, community desires, and other local characteristics and assets, which greatly impact future outcomes. The purpose of this analysis is to provide insights which can contribute to a balanced approach to future economic development efforts and to create realistic expectations for the types of new retail development the corridor can hope to attract.

### Trade Area and Existing Businesses

The Monroe area is the commercial center for Monroe County because of its large retail presence. There is little retail in outlying areas of the county, so shopping, dining, and many services are concentrated in Monroe.

Customers and potential customers for LaPlaisance businesses come approximately from the three "rings" surrounding the corridor. For purposes of analysis, they are measured from the Monroe Factory Shops, which was intended to be the retail anchor of the corridor before its decline. The first ring, within a five minute drive, covers the entire plan area and portions of the City of Monroe, Monroe Township, and LaSalle Township. The second ring, within a 10 minute drive, covers most of the Monroe area, and reaches up and down I-75 to Newport and Erie. The third ring, within a 15 minute drive, covers all of the Lake Erie shoreline in Monroe County and reaches inland as far as Raisinville and Temperance. The 15 Minute Drive area is considered the complete Trade Area for LaPlaisance Road – i.e. the vast majority of the customers and competing businesses will come from within that area.

**Map 2. 5, 10, and 15 Minute Drives from Monroe Factory Shops (the LaPlaisance Corridor Trade Area)**



Source: ESRI Business Analyst 2021

A McKenna windshield survey in June 2021 showed 31 total businesses along the corridor. The district has 72 storefronts located in the strip malls, in addition to 9 standalone commercial buildings/facilities, with a vacancy rate of 62%. There are significant amounts of vacant land and underused surface parking along the corridor. The high vacancy rate can be seen as an opportunity to redevelop the district with new building typologies, uses, and business types that will bring in more customers and create vibrancy.

**Table 2.5: LaPlaisance Road Business Mix**

Category	Number of Businesses
Gas Stations	2
Fast Food	2
Recreation/Tourism	4
Bar/Restaurant	1
Sporting Goods	1
Bank ATM	1
Dance Lessons	1
Screen Printing	1
Religious Institutions	1
Hotel	2
Sales Office	1
Home Improvement	2
Law Office	1
Medical Office	8
Other Office*	3
<b>Total</b>	<b>31</b>

Source: McKenna Survey, June 2021

\* "Other Office" Habitat for Humanity, Rapid Court Reporters LLC, and Roberts Private Security and Investigations.



### Large-scale Retail Centers

There are three large-scale retail centers on the east side of LaPlaisance Road between East Dunbar Road and I-75. They all still suffer from high vacancy and disinvestment and are poorly connected to each other and LaPlaisance Road. The tables below show the businesses in each center, as of June 2021. Monroe Factory Shops is located in the southeast portion of the plan area and contains the three buildings captured in the images under the table below. Although there is a notation of this area as the Horizon Outlet Center, this is an error on Google Maps.

Table 2.6: Monroe Factory Shops

Category	Number of Businesses	Business Names
Vacant	20	
Total	20	
Vacancy Rate	100%	

Source: McKenna Survey, June 2021



The Horizon Outlet Mall is located in between the two other strip malls along the east side of LaPlaisance Road and is depicted in the image below the table. There are several businesses that appear on Google Maps which are no longer contained in the mall.

**Table 2.7: Horizon Outlet Mall**

Category	Number of Businesses	Business Names
Dance School	1	Sparks Athletics
Medical Office	1	Kathleen Reinhart Pediatrics
Sporting Goods	1	Domka Outdoors
Recreation/Tourism	1	Monroe Escape Rooms
Vacant	16	
Total	20	
Vacancy Rate	80%	

Source: McKenna Survey, June 2021





The Harwood Plaza is the northernmost strip mall of the three and is also located on the east side of LaPlaisance Road. The Harwood Plaza is depicted in the image below the table.

**Table 2.8: Harwood Plaza**

Category	Number of Businesses	Business Names
Medical Office	7	Family Counseling Gateway Chiropractic Prima-care Mental Health Passion of Mind Healing Center Life Enrichment Academy Mini Mitten Pediatric Therapy Ohioans Home Healthcare
Other Office	3	Habitat for Humanity Roberts Security and Investigation Rapid Court Reporters LLC
Sales Office	1	Midwest Fire Safety
Home Improvement	2	JKL Floor Covering Exciting Windows
Screen Printing	1	Jetscreen Printing
Law Office	1	Independent Law Office Steven M. Hyder
Religious Institution	1	Vineyard Church/Fresh Start Coffee
Vacant	16	
Total	32	
Vacancy Rate	50%	

Source: McKenna Survey, June 2021



## Gap Analysis

Once the trade areas for the community have been identified (in this case, approximately estimated as the 15 minute drive around the Monroe Factory Shops, with sub-areas at 5 and 10 minutes for more detailed analysis), a gap analysis can be performed. This analysis consists of comparing the demand for a particular good to the supply of that good in the trade area and then computing the difference, or “gap” between demand and supply.

A positive gap indicates that there is more demand than supply and that a new store may be necessary to fill a particular need. A negative gap indicates that there is more supply than demand, meaning either that existing stores may be in danger of going out of business or that additional demand is coming from outside the identified trade area.

For the purposes of this analysis, the gap will be expressed as a percentage of demand – i.e. the percentage of demand that is not being met by the existing supply. A negative percentage indicates a negative gap, i.e., a surplus of retail space in that category and no demand for additional stores of that type. Displaying the gap as a percentage allows a quick-glance analysis and easy comparison between categories.

Once the gap is calculated, it is used to project the demand for new stores in various retail categories. The gap is divided by the average sales per square foot for each type of retail, and the resulting figure is compared to the approximate size in square feet of an establishment that could open in the LaPlaisance Corridor.

The analysis produces an estimate of the types of new businesses that are most likely to be supported over the next ten years along the corridor.

Table 2.9 shows the percentage gaps based upon the supply and demand within the trade areas. A positive gap (in green) means that there is unmet demand that could be filled by new businesses. A negative gap (in red) means the market is already oversupplied.

**Table 2.9: Percentage of Unmet Retail Demand (Full Time Residents)**

Category	5 Minute Drive	10 Minute Drive	15 Minute Drive
Automobile Dealers	-87.1%	-31.7	-15.8
Outer Motor Vehicle Dealers	2.4	-54.6	11.5
Auto Parts Stores	100.0	37.1	24.8
Furniture Stores	61.6	54.5	23.7
Home Furnishings Stores	51.8	73.6	-93.4
Electronics and Appliance Stores	100.0	-35.6	60.9
Building Materials and Supply Stores	49.3	-14.9	-2.1
Lawn and Garden Equipment Stores	100.0	27.2	-18.3
Grocery Stores	48.5	-9.6	-14.7
Specialty Food Stores	100.0	62.1	100.0
Beer, Wine, and Liquor Stores	-100.0	-41.8	-38.2
Health and Personal Care Stores	-2.7	-18.4	9.4
Gas Stations	-35.7	-49.3	-32.7
Clothing Stores	48.3	78.8	27.0
Shoe Stores	100.0	41.7	-6.8
Jewelry and Luggage Stores	100.0	35.9	10.3
Sporting Goods, Hobby, and Music Stores	47.0	39.9	-31.4
Book Stores	100.0	71.1	-6.1
Department Stores	100.0	72.4	-25.9
General Merchandise Stores	100.0	69.6	-13.8
Florists	-48.4	-8.5	59.2
Office Supply Stores	77.2	60.8	3.8
Used Merchandise Stores	100.0	-25.5	0.8
Full Service Restaurants	2.2	-11.5	-3.5
Bars	100.0	-1.0	49.7

Source: ESRI Business Analyst 2021

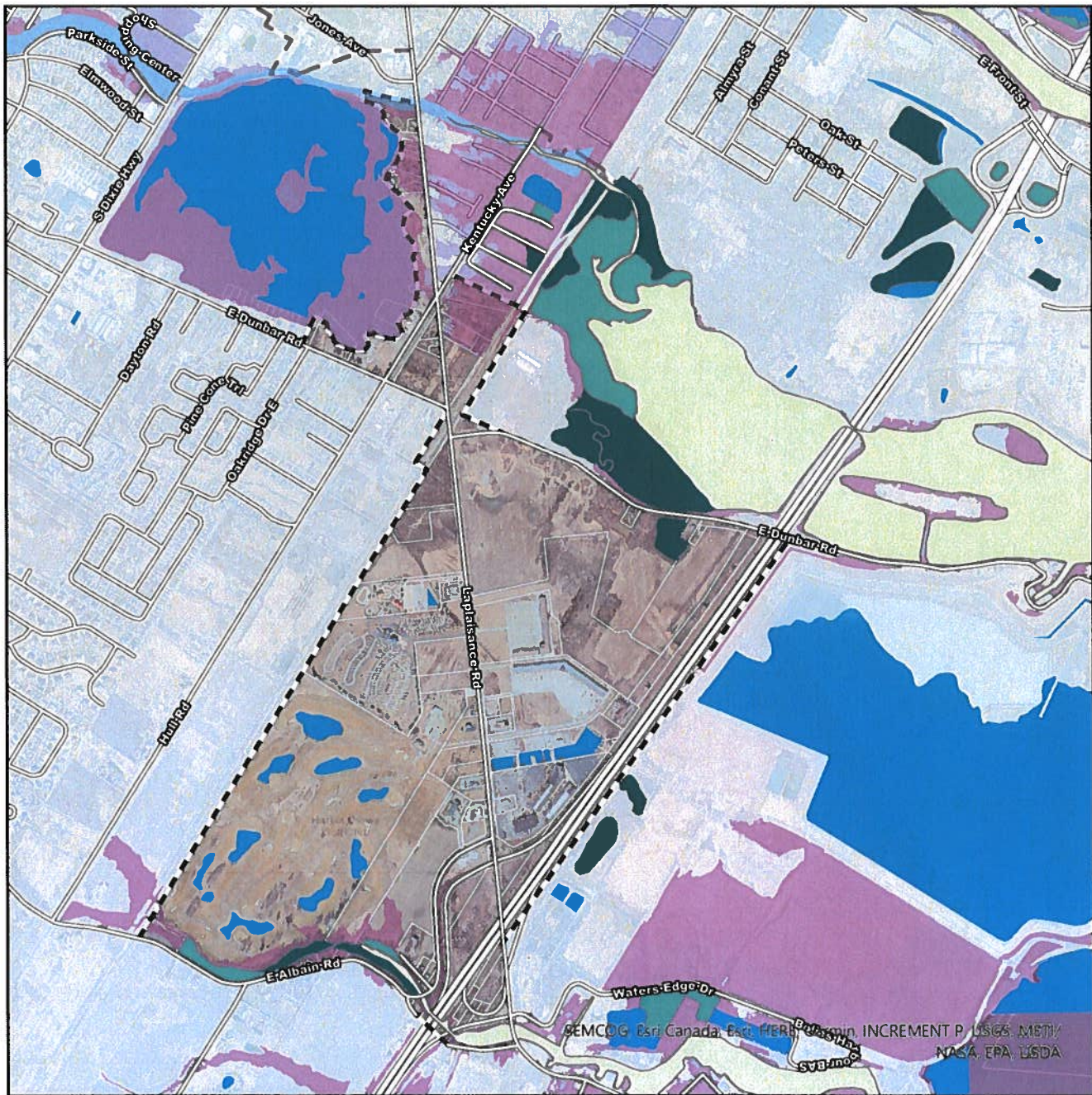
Table 2.10 shows the percentage gap converted to a demand for additional square footage of retail, the approximate size of a new establishment, and the number of additional stores demanded based on the year-round population of the trade area. These numbers reflect the plan area as a whole.

**Table 2.10: Demand for New Stores**

Category	Retail Gap	Leakage/ Surplus Factor
Automobile Dealers	-55,239,009	-99.7
Outer Motor Vehicle Dealers	-470,149	-96.8
Auto Parts Stores	\$8,881	100.0
Furniture Stores	-\$111,001	-87.9
Home Furnishings Stores	\$4,999	100.0
Electronics and Appliance Stores	\$12,702	100.0
Building Materials and Supply Stores	\$28,747	100.0
Lawn and Garden Equipment Stores	\$2,400	100.0
Grocery Stores	-\$1,348,966	-91.3
Specialty Food Stores	\$3,618	100.0
Beer, Wine, and Liquor Stores	\$5,236	100.0
Health and Personal Care Stores	\$29,549	100.0
Gas Stations	-\$6,150,836	-98.4
Clothing Stores	-\$243,249	-89.7
Shoe Stores	\$3,069	100.0
Jewelry and Luggage Stores	\$3,591	100.0
Sporting Goods, Hobby, and Music Stores	\$10,836	100.0
Book Stores	\$1,695	100.0
Department Stores	\$43,180	100.0
General Merchandise Stores	\$63,320	100.0
Florists	\$644	100.0
Office Supply Stores	-\$21,839	-78.5
Used Merchandise Stores	\$2,477	100.0
Full Service Restaurants	-\$1,325,555	-94.1
Bars	\$2,224	100.0

Source: ESRI Business Analyst 2021

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# Natural Features

Monroe Township, Monroe County  
Michigan

September 9, 2021

## LEGEND

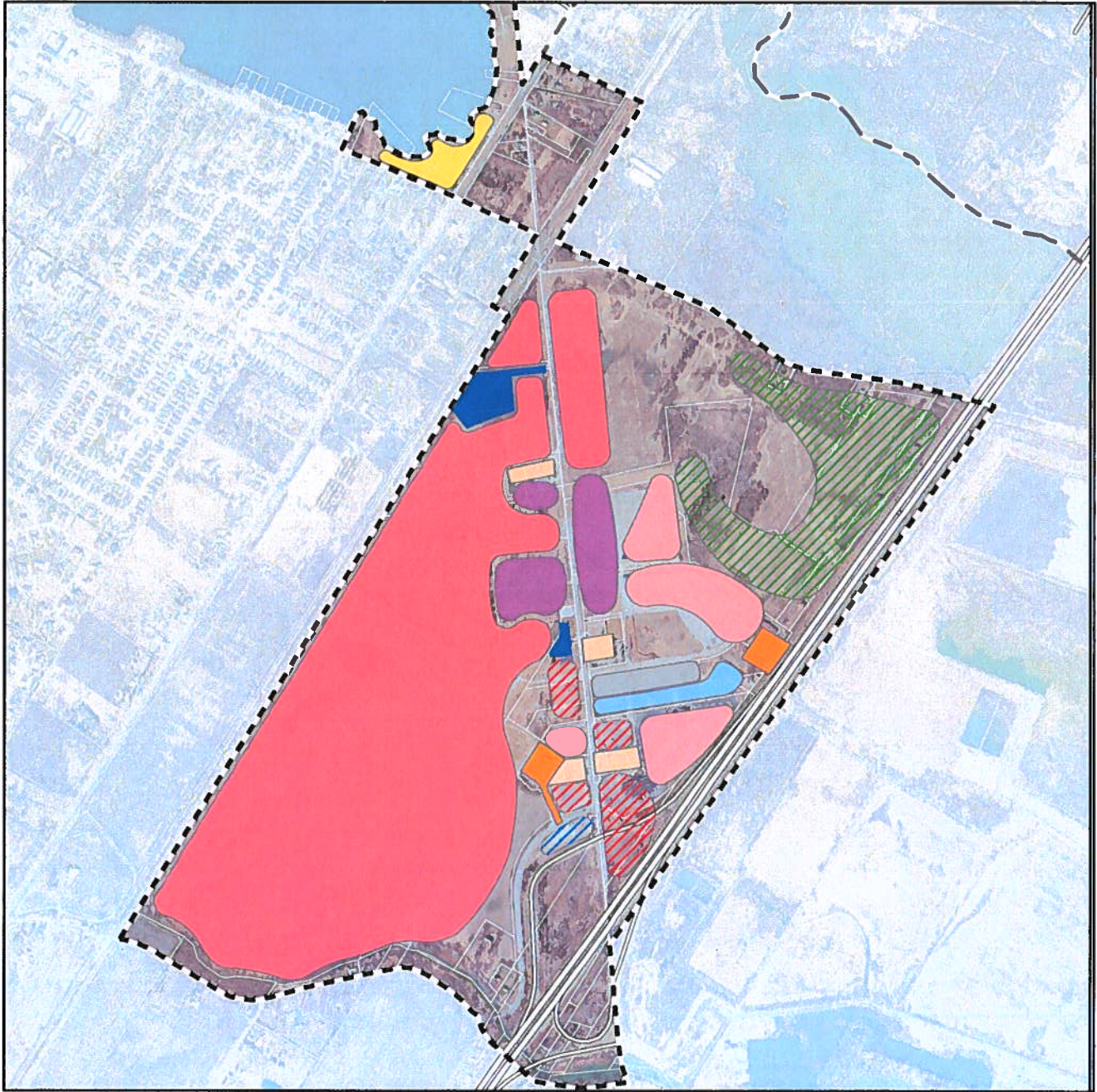
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Emergent Wetland
- Forested/Shrub Wetland
- Bodies of Water
- Non-Classified Wetland
- Riparian Area
- LaPlaisance Corridor Plan Area



0 500 1,000  
Feet

Basemap Source: Michigan Center  
for Geographic Information, v. 17a. Monroe Township,  
Monroe County. McKenna 2021.





# Existing Land Uses

Monroe Township, Monroe County  
Michigan

September 8, 2021

## LEGEND

### Existing Land Uses

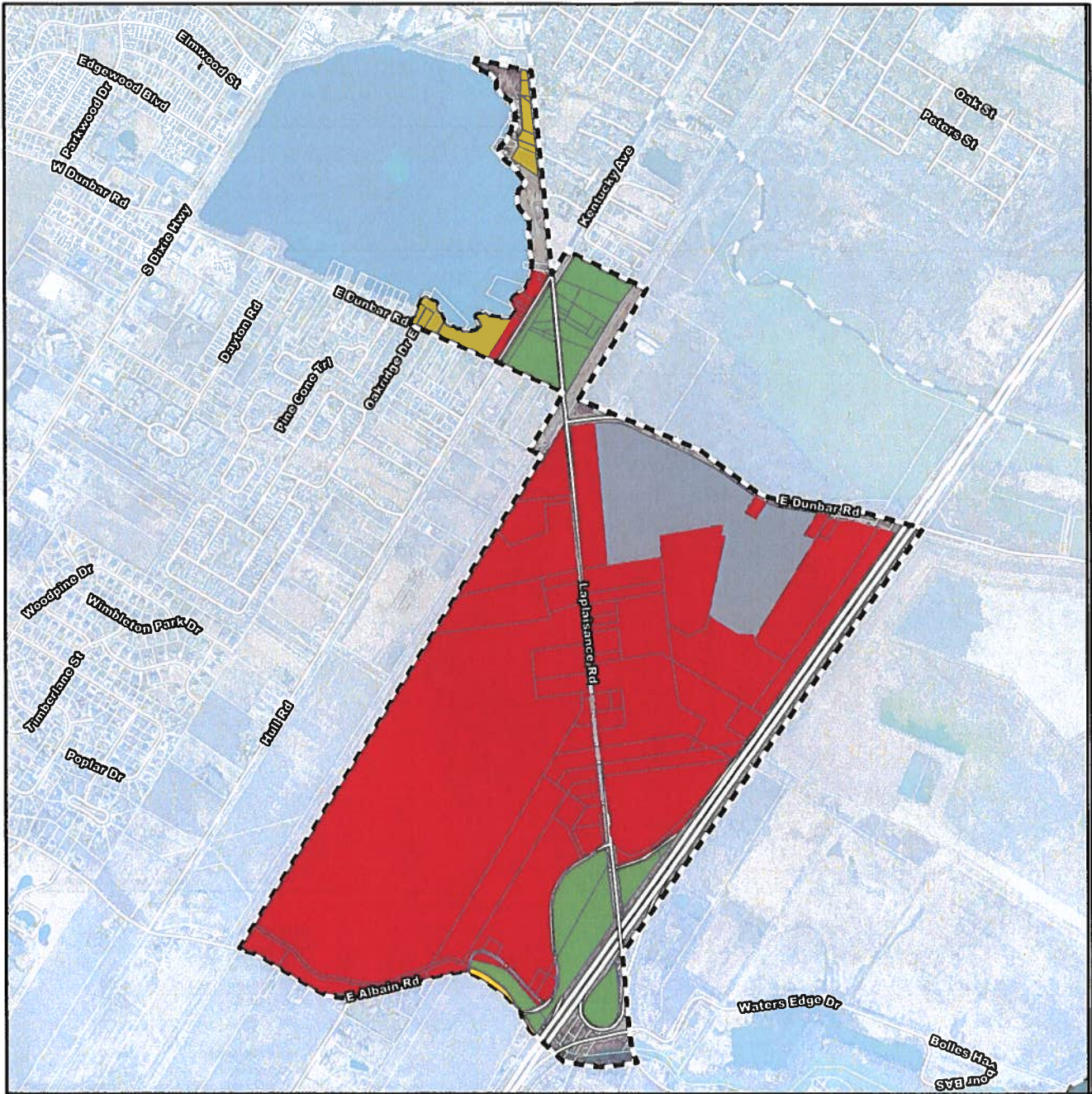
- Commercial/ Recreation
- Frontage Lots
- Environmental Sensitive
- Existing Commercial
- Highway Commercial
- Hotel
- Limited Occupancy - Business
- Park and Ride
- Proposed Beach
- Public
- Retention Pond
- Surplus Parking



0 500 1,000  
Feet

Michigan Center for Geographic Information, v. 17a.  
Data Source: Monroe Township.  
McKenna 2021.





# Existing Zoning

Monroe Township  
 Monroe County, Michigan

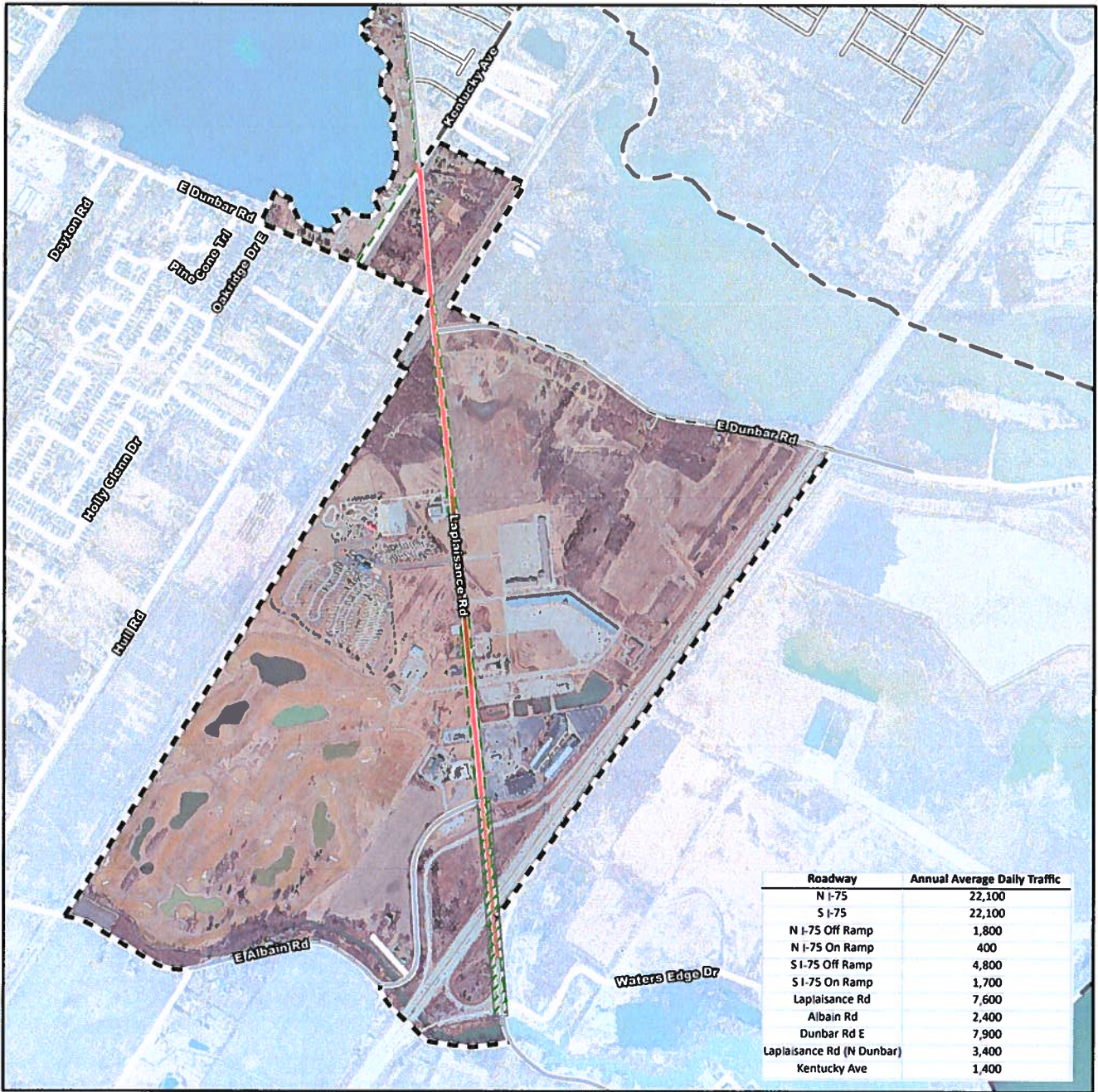
May 9, 2022

- AG Agriculture
- C-2 General Commercial
- LI Light Industry
- MU Mixed Use
- R-2 Medium Density Residential
- R-3 High Density Residential
- LaPlaisance Corridor Plan Area



Basemap Source: Michigan  
 Center for Geographic Information, v. 17a  
 Data Source: Monroe County, McKenna 2022





# Future Transportation Network

Monroe Township  
Monroe County, Michigan

March 17, 2022 - DRAFT

## LEGEND

- Multi Use Trail System
- Commercial Avenue
- Core Avenue
- Paved Shoulder
- Major Roadway Improvements
- LaPlaisance Corridor Plan Area



0 500 1,000  
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: Monroe Twp. McKenna 2022.







# Future Land Use

Monroe Township  
 Monroe County, Michigan

May 06, 2022 - DRAFT

## LEGEND

- Commercial/Office
- Commercial Recreation
- Heavy Industrial
- LaPlaisance Core Commercial
- Light Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Mobile Home
- Multiple Family
- Public
- Lake Monroe Outline



0 500 1,000  
 Feet

Basemap Source: Michigan Center for Geographic Information, v 17a. Data Source: Monroe Twp. McKenna 2022.



# 03.

## Framework Plan

### Future Land Use

The future land use plan (see Map 7) for the LaPlaisance corridor is a sub-section of the future land use map for the township as a whole. Because of the specific challenges and opportunities of the LaPlaisance area, this plan includes additional specifics about the land uses proposed in the plan area.

The master plan includes 13 future land use categories. Of these, six are represented inside the LaPlaisance corridor plan area. Those categories are as follows:

#### **Low Density Residential (1 Dwelling Unit/Acre)**

Land in this category is planned for single-family residential homes at a density of one dwelling unit per acre. Within the plan area, the land categorized as Low Density Residential is generally along the lakefront of Lake Monroe. New homes built in this area should respect the lakefront and be designed to accommodate other natural features in the area, including the floodplain. The lakefront should not be overbuilt with homes, which is why the land is categorized as low density, rather than medium or high density.

Because Lake Monroe is privately owned, homeowners along it do not have riparian rights. Instead, lots split from the parent parcel include 50 feet into the lake, based on the ordinary high water mark. Property owners do not have the ability to prevent others from boating or swimming in the 50 foot area, but are allowed to build docks, boat hoists, and other structures within the area defined as their property. Any construction plans must consider the shoreline and steepness of the drop-off at the wall of this former quarry site.

## Commercial Recreation

Commercial Recreation promotes development of recreational uses to serve tourists who visit the township's water resources and especially Lake Erie. Uses in this category include marinas, boat storage, bait shops, restaurants, golf courses, go carts, batting cages, and private beaches, among others. Within the plan area, the RV Park and mini golf/go cart businesses are all planned to remain and are therefore classified as Commercial Recreation.

Further, a stretch of both sides of LaPlaisance Road, between East Dunbar Road and the existing recreational amenities, is planned for Commercial Recreation. The intent of this area is to encourage additional recreational businesses to locate along the corridor, to create a destination, and to take advantage of the auto and bicycle traffic between downtown Monroe, the existing recreational amenities along LaPlaisance, Bolles Harbor, and Lake Erie. Businesses that would support recreational amenities, such as ice cream parlors, equipment rental, fishing supplies, and boat sales, should continue to be encouraged in this area.

The stretch of LaPlaisance Road planned for Commercial Recreation will also serve as a gateway to the LaPlaisance Core Commercial area.

## Commercial/Office

The Commercial/Office classification is a category for uses that are commercial in nature. This category is broad and includes professional offices, personal services, and retail uses. Examples of uses that are considered service uses include barbershops, beauty salons and specialty shops. Examples of retail uses include drug stores, hardware stores, grocery stores, delicatessens, day cares, and shoe repair stores. Auto-oriented businesses, such as gas stations, are also encouraged in this classification. Office uses include real estate, medical, and other professional offices.

The land designated for Commercial/Office within the plan area is generally the area adjacent to I-75. This plan envisions new retail uses in that area to better serve traffic from I-75, including fast food, gas stations, and hotels. Some of these uses are in place already, although other similar uses have previously closed, including two fast food restaurants. By redeveloping the rest of the plan area as described in this chapter, the demand for freeway service businesses will grow, leading to the redevelopment of the interchange area with new commercial businesses that take advantage of increased traffic flows.

The vacant land along Albain Road west of LaPlaisance Road is planned for either Commercial/Office or Light Industrial. Any development on that site must respect the neighboring golf course and nearby residential uses.

## Public/Semi-Public

The Public/Semi-Public category includes public and institutional uses. These areas are planned to remain as they are. Community parks, religious institutions, schools, and other land uses owned or used by the public to provide non-commercial, cultural, recreational, or social services are included in this category.

The Public/Semi-Public uses within the plan area are:

- The MDOT Park and Ride adjacent to I-75.
- The fire station and fire department practice facility.
- The state facility on East Dunbar Road, east of LaPlaisance Road.
- The wireless telecommunications facility along LaPlaisance Road south of Dunbar Road.

These uses are planned to stay consistent for the foreseeable future. However, they should actively participate in placemaking methods, such as decorative lighting and landscaping.

## Light Industrial

This classification is intended for development of a modern business/industrial park to accommodate light industrial uses, research office and office warehouse uses, and prototype product development. The businesses that would move into this area would be attracted by convenient access to I-75 and other major corridors.

High-quality development standards must be emphasized as the industrial park is built, especially where there are nearby residences or environmental challenges, such as wetlands and the floodplain. Loading areas should be located to the side or rear of the buildings. Sides of the buildings visible from I-75 or other major corridors should be designed with high quality building materials such as stone, brick, and other natural materials. High quality landscaping should be used to improve the visual aesthetics of the plan area, especially where activities are visible off-site.

As described in the transportation plan later in this chapter, the planned industrial park would be accessed by an extension of Albain Road that runs parallel to I-75 and connects to East Dunbar Road. Another road, running parallel to LaPlaisance, would serve the businesses. Additional internal drives could be built as needed.

The vacant land along Albain Road west of LaPlaisance Road is planned for either Commercial/Office or Light Industrial. Any development on that site must respect the neighboring golf course and nearby residential uses.

## LaPlaisance Core Commercial

This is a new category introduced as part of the 2014 Master Plan update in order to facilitate the development of a new commercial center for Monroe Charter Township. Supported by the industrial park, the recreational businesses and amenities, and the I-75 corridor, a new walkable business district will be built along LaPlaisance Road in the area identified on the future land use map.

This area will be the target of investment in walking and biking improvements, traffic-calming measures, placemaking initiatives, a marketing plan, and branding. It is the intent of this plan that the township, through and a newly-created DDA, will partner with a developer to build a business district with the following characteristics:

- Mixed-use, multi-story retail and office buildings built to the front lot line or close to it;
- New pedestrian walkways, bike paths, and on-street parking along LaPlaisance;
- Shared parking behind buildings to promote parking once and walking to multiple stores;
- Attractive architecture that reflects the character and history of the Monroe community, creating a memorable place that leaves a lasting impression for visitors;
- Office development in the rear of large lots, to create vibrancy during the day and act as a buffer between the walkable business district and the industrial park or golf course;
- A grid system of cross streets to connect LaPlaisance Road to parking, office uses, the industrial park, and the new parallel road proposed by this plan; and
- Public art, landscaping, banners, attractive pedestrian-scale street lighting, and other placemaking improvements.

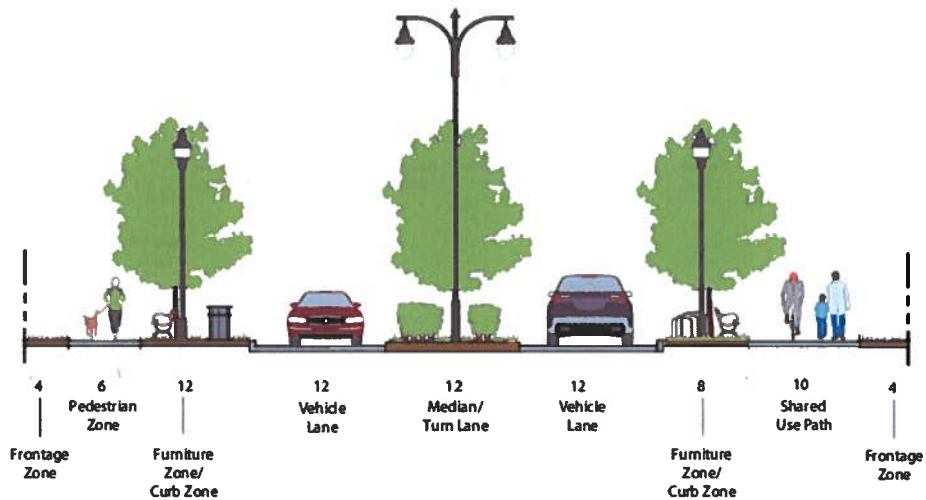
Residential uses are not encouraged within the LaPlaisance Core Commercial area, although they could be approved as upper floor apartments above retail. It is the intent that the businesses in this corridor will draw from workers in the industrial park, visitors enjoying the township's recreational amenities, and residents drawn to the attractive and fun atmosphere that will be created in the township's new walkable commercial center.

## Future Transportation

The future transportation plan for the LaPlaisance Road corridor uses a system of street typologies to coordinate contextual transitions between surrounding land uses. The recommended street typologies shown on Map 6 and described here provide mobility for all modes of transportation, with a new focus on pedestrians, bicyclists, and a parallel industrial routing system to carry truck traffic. These typologies should inform the design and engineering process during implementation and ensure the creation of a complete network for the subarea.

### Commercial Avenue

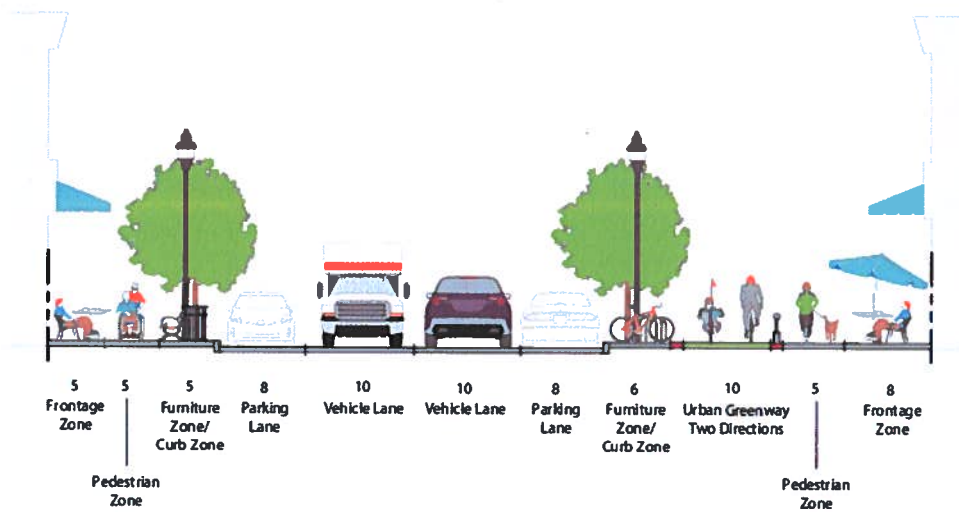
A commercial avenue is recommended along LaPlaisance Road outside of the core area. Commercial avenues are intended to carry moderate to high vehicular capacity and low to moderate speed, acting as a connector between urban centers. This section of LaPlaisance will include wide pedestrian facilities and a shared use path for biking. A landscaped median will be spaced intermittently, with gaps where turn lanes are needed. Lighting will be consistent with ornamental design features and pedestrian scale. Benches, bike parking, and waste receptacles will be placed along the corridor at a minimum of ¼-mile intervals.



Commercial Avenue = 80

### Core Avenue

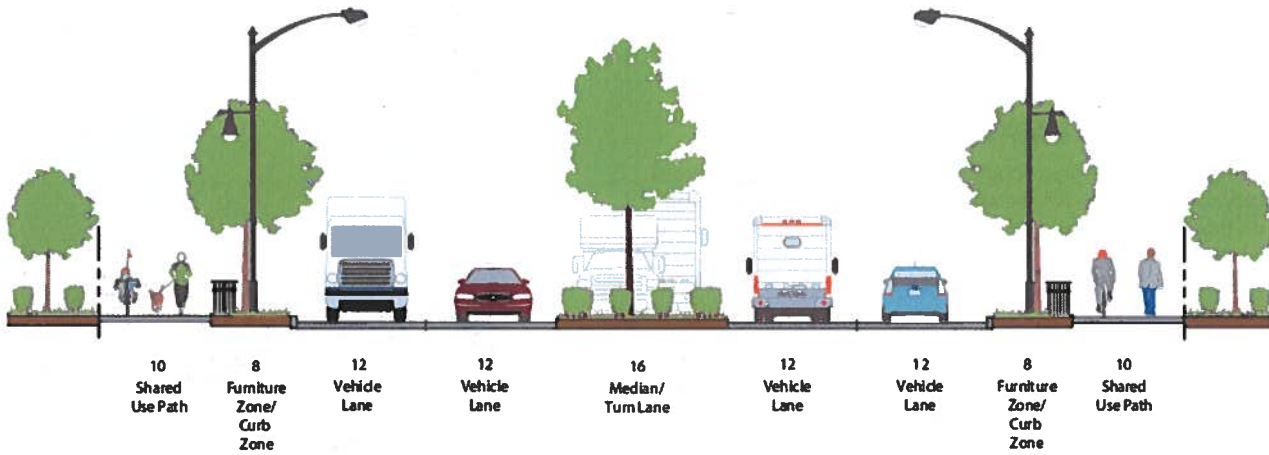
The core avenue typology is recommended in locations along LaPlaisance Road where commercial redevelopment is intended to be the most intense and to take the form of a traditional downtown. Core avenues carry moderate to high vehicular volumes with low speeds, encouraging drivers to stop, park, and shop. This section of LaPlaisance will include wide pedestrian facilities on both sides and a separated urban greenway for biking through the district. On-street parking is a high priority, which provides separation from the vehicle way, traffic-calming, and additional parking capacity. Lighting should be consistent with ornamental design features and pedestrian scale. Benches, bike parking, and waste receptacles will be placed along the corridor every 300 to 600 feet. Businesses will be encouraged to provide sidewalk dining and retail space in front of their establishments. To create the desired street wall, buildings should be a minimum of 2 stories with a zero-foot setback from front lot lines.



Core Avenue = 80

### Industrial Boulevard

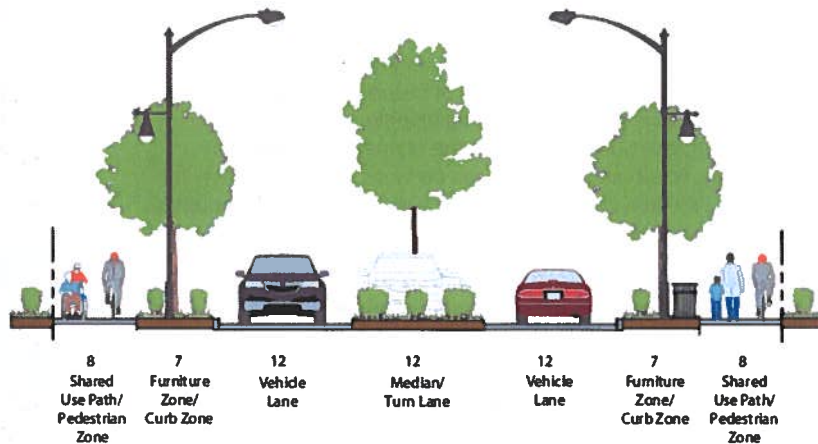
The interior circulation system designed for the industrial area should use the industrial boulevard typology. Industrial Boulevards are intended to carry a higher capacity of truck and vehicle traffic at moderate speed. Boulevards commonly are designed with landscaped medians, making them suitable for green infrastructure, such as trees, shrubs, and bioswales. The presence of landscaping, as well as ample separation from vehicle ways, make boulevards desirable pedestrian and biking corridors as well. Shared-use paths on both sides of the Boulevard are recommended to encourage walking and biking between the industrial area and the LaPlaisance shopping area.



Industrial Boulevard - 100

### Commercial Street

The commercial street typology is recommended for the interior connections between LaPlaisance road and the industrial area. Commercial streets will be designed for slow speeds, with frequent median areas (pedestrian refuge islands) to facilitate frequent and safe pedestrian crossing. A commercial street will include shared use paths on both sides, with vegetation, trees, and pedestrian amenities.



Commercial Street = 66

## Bike Facility Guidelines

### Paved Shoulders

Paved shoulders are recommended for the local street network. Paved shoulders are usually 4- to 5-foot-wide paved areas adjacent to motor vehicle travel lanes. They provide a safe biking and walking area on streets that cannot accommodate 5-foot bike lanes or a sidewalk. Paved shoulders also are a good option for roads where demand for bike lanes is limited.



### Shared-Use Paths

Shared-use paths are recommended to maintain an off-street bicycle connection where walking and biking can be shared: on portions of LaPlaisance Road, within the industrial area, and on the connecting commercial streets. Shared-use paths are off-street facilities shared by bicyclists, pedestrians, and other recreational users. These paths are a good option for high-speed or high-volume corridors, as well as truck routes.

Shared-use paths will be at least 8 feet wide, but widths of 12 to 14 feet are preferred. Paths will be provided on both sides of a street when feasible; if a shared-use path is on one side only, adequate crossing accommodations must be provided to access land uses on the other side of the roadway. Special care will be taken to design driveway and intersection crossings to reduce potential conflicts. Adequate separation from the curb face can be created by a tree row, shoulder, or parking lane.



### Urban Greenways/Cycle Tracks

An urban greenway is a linear park that extends a regional shared-use path or trail into urban/suburban bicycle networks and core districts. They are a form of raised cycle tracks. Urban greenways have unique names and identity features, such as the Indianapolis Cultural Trail and the Minneapolis Midtown Greenway. An urban greenway can serve as a transportation link and also can be a destination for recreational bicycling, shopping, entertainment, and tourism.



### Intersection Design Guidelines

Intersections within the LaPlaisance Road study area will be designed to replicate a traditional urban shopping district. Crossings should have crosswalks and pedestrian countdown signals and the overall design characteristics will focus on crossing safety. Intersections will be designed to be as small as possible, with tight turning radii and narrow lanes to ensure short crossing distances and to reduce turning speeds.







## Roundabouts

Roundabouts are recommended for two intersections within the core shopping district. Roundabouts direct users through intersections in a predictable manner at slow speeds. Roundabouts provide simple pedestrian crossings, set a tone of cautious driving, and reduce all crashes by 50% or more compared to traffic signals.

Single-lane roundabouts can process up to 25,000 vehicles per day. Single-lane roundabouts can vary in inscribed circle diameter from 80 to 180 feet.



## Mini-Roundabouts

If a traffic study determines that roundabouts on LaPlaisance Road are not feasible, mini-roundabout can be used in combination with a 4-way stop. Mini-roundabouts are a smaller version of the modern roundabout, with a fully mountable center island that can be driven over by emergency vehicles and occasional buses or large trucks, when necessary. These small circular islands can be placed in the center of intersections to calm traffic.

## Gateway Features

Gateway features are recommended at intersections on the edge of the LaPlaisance core shopping area. The gateways will be bold statements, such as arched entryways, or may more simply marked by signs and landscaping. These areas are good places to locate wayfinding signs and other identity features, such as banners and public art installations.



## Public Art

Public art installations, such as sculptures and murals, are encouraged in the LaPlaisance core shopping area. Public art can greatly accentuate the transportation network and improve the value of a place. These features should be carefully placed so that they improve the walkability and bikeability of the roadway without creating hazardous obstacles or distracting drivers.

### Intersection Realignment

Area A on the future transportation plan map highlights the confluence of the railroad, LaPlaisance Road, and East Dunbar Road. The diagrams below highlight some of the issues with the existing roadway configuration and presents a potential realignment scenario to resolve some of the design issues. This intersection will require further study during design phases of the corridor plan implementation.



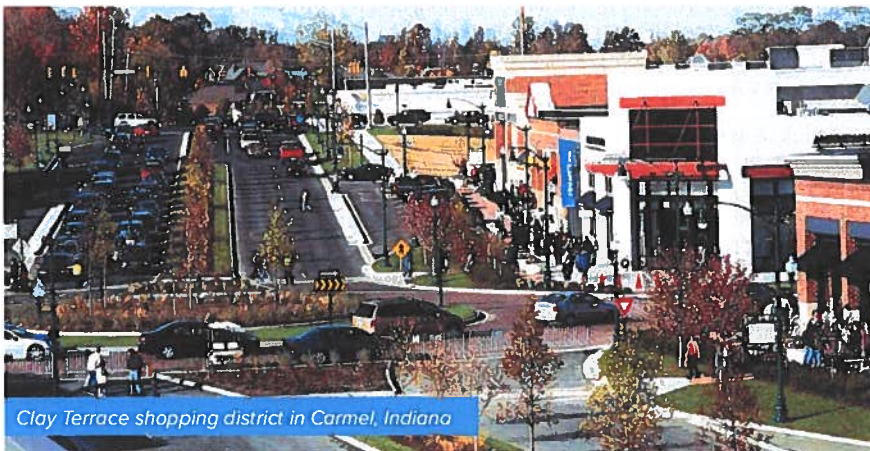
## LaPlaisance Core Concept Plan

The illustration above outlines the continued framework for the core area of the LaPlaisance Road Corridor Plan. The concept for the core is to create a modern, walkable shopping district with traditional design.

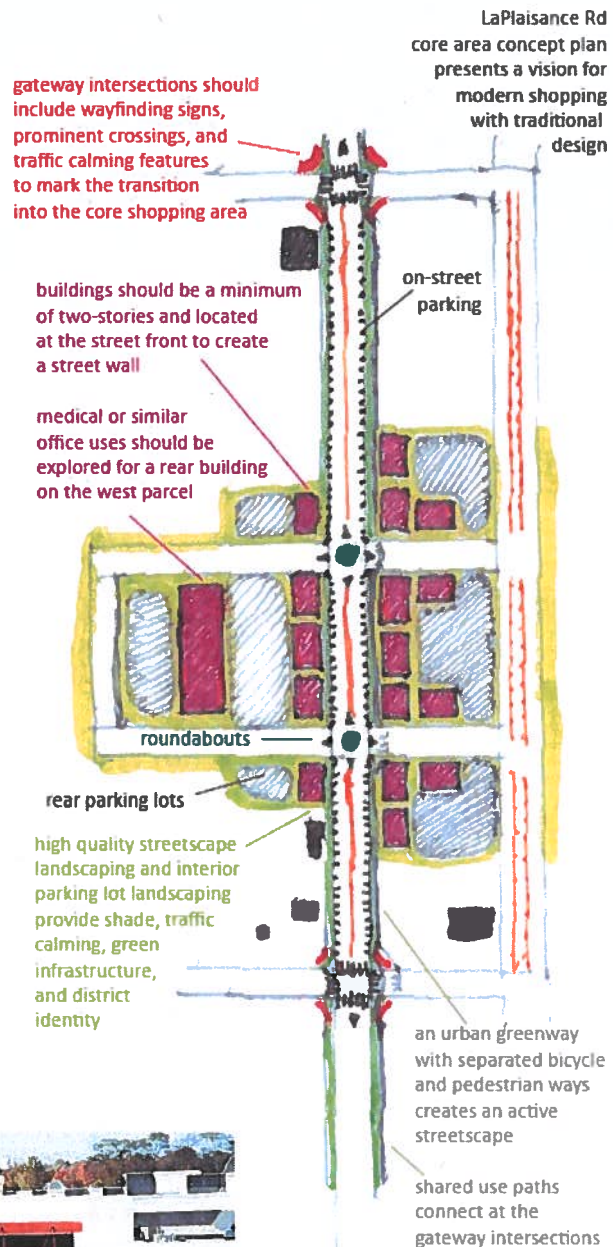
The district can be a destination, much like the outlet malls were when they were originally developed several decades ago. However, shopping is intended to fill the local gaps outlined in the economic analysis. These gaps include auto parts stores, home furnishing stores, electronics and appliance stores, health & personal care stores, among others. The introduction of these shopping uses will complement the seasonal commercial recreation uses in the study area and will be compatible with the vision to develop a light industrial area to the east.

Buildings are intended to be two to three stories. The original LaPlaisance Road Corridor Plan indicated that there was a demand for office space, which would be a good use for the upper floors of buildings. However, with the effects of COVID-19 on the need for office space the second stories may be better suited as residential dwelling units.

One example of a similar concept is the Clay Terrace shopping district in Carmel, Indiana. The shopping district features traditional streetscape and building design, landscaping, rear parking, and roundabouts. Many high-quality national retailers are located in the development, including Old Navy, Pier 1, The Children's Place, Express, and Dick's Sporting Goods.



Clay Terrace shopping district in Carmel, Indiana



# 04.

## Implementation Program

### Forming a Downtown Development Authority

In order to implement the recommendations of this plan, Monroe Charter Township must establish a downtown development authority (DDA) or other tax increment financing (TIF) district to oversee the redevelopment of the LaPlaisance Road corridor. The following items are necessary requirements to establish a Downtown Development Authority.

#### What is TIF?

TIF is a financial tool that has been used around the country to develop and redevelop districts. TIF districts are created, and the money is managed by a governing board. The most popular type of TIF District in Michigan is a downtown development authority (DDA). DDAs can be formed to cover any area, not just traditional downtowns, although a community may only create one DDA. (Other TIF Districts, such as a corridor improvement authority (CIA), can be created in addition to the DDA.)

Tax increment financing produces revenue within the designated district by allowing the TIF authority (DDA, CIA, etc.) to collect taxes that would otherwise go to other jurisdictions – such as the township or the county. When the TIF district is created, the first year of its existence is considered the “base year.” The property tax revenue from that year is calculated. In subsequent years, if more property taxes are collected, then a pre-determined percentage of the additional amount (which is known as “increment”) is “captured” by the TIF district. The TIF district is required to spend the money that it captures within its boundary. This way, property owners can be assured that a portion of their taxes are going to pay for improvements to their immediate neighborhood.

For example, within a hypothetical TIF district, the property tax revenue for the base year was \$100 for the township and \$50 for the county, for \$150 of total revenue. The TIF district captures 100% of increased revenue (which is rare, but makes the example less complicated). In the year after the base year, the tax revenue was \$130 for the township and \$70 for the county. The TIF district would receive \$50 of revenue, the township would receive \$100, and the county would receive \$50. The intent is for the TIF district to invest that \$50 in ways that continue to increase property values, making it a self-sustaining organization.

## Preliminary Organization of the DDA

The following initial tasks are required to legally create the DDA:

- A Resolution of Intent by the township board.
- An Ordinance of Adoption approved by the township board.
- Creation of draft DDA bylaws, to be approved by the DDA board when it is first convened.
- A public hearing, with notice sent to all property owners within the proposed DDA/TIF area boundary.

## DDA Boundary Determination

The township must define and formalize the limits of the DDA. The determination of a boundary has critical implications in terms of future financing tools and development projects. The boundary marks the area from within which the DDA collects tax increment, and it is also the area within which the DDA can legally spend money.

The existing conditions data collected for this plan will be useful in determining the boundary for the new DDA. The boundary may match the plan area for the LaPlaisance Road Corridor Plan, or it may not.

The boundary will be finalized after the public hearing. Once the boundary is finalized, a legal description of the DDA district boundary and definitive map of the boundary showing main thoroughfares, side streets, and other significant logistic elements of the district must be created.

## Determination of Decline

Under state law, one of the purposes of a DDA or other TIF district is to "halt a decline in property values." Therefore, the township must verify that a number of parcels within the proposed DDA district boundary have declined in value. This will not be difficult, due to the vacancy rate of the outlet malls.

## DDA Board

The township must appoint a DDA board. The DDA board should include residents, business owners, property owners, elected officials, and others who have a stake in the redevelopment of the LaPlaisance corridor. The DDA board should be made up of a diverse group of perspectives that will ensure good stewardship of the DDA district.

## Development Plan

In order for the DDA to use tax increment financing, a development plan must be prepared and adopted by the DDA and the township board. The development plan includes the following elements, many of which have already been completed for the LaPlaisance Road Corridor Plan and are included in this document.

- **Base/Boundary Map.** A base map for the DDA district showing roads, parcels, parks, water, and other important elements, as well as the DDA boundary.
- **Existing Land Use Map.** A map of existing land uses within the DDA district. This plan already includes an existing land use map of the plan area.
- **Population, Housing, and Business Profile.** This data should be included in the development plan. Much of the data has already been collected for this document.
- **Opportunities and Constraints.** The development plan includes a map of the DDA district's opportunities and constraints, including problematic properties that should be targeted for improvement or redevelopment. Land uses, physical features, aesthetics, circulation, and other features will be considered, along with known community needs, desires, plans, and potentials. A similar map is included in this document.
- **Goals and Objectives.** The development plan includes a list of goals and objectives to serve as the guiding principles for the DDA. Many of the goals and objectives of this plan can be utilized in the development plan.

- **Capital Improvement Projects.** A description of existing infrastructure or public improvements to be repaired or altered and an estimate of the time required for completion of these projects is included in the development plan.
- **Development Sites.** The development plan should have a detailed list, including location and cost, of potential sites poised for rehabilitation or development and time required for completion. Any sites that the DDA intends to purchase or acquire should be included, and the potential buyers for any publicly-owned property that will be sold must be listed. There should also be a description of any sites proposed as public or open space. A map of the sites should be included.
- **Zoning Amendments.** The development plan includes any required zoning amendments to achieve the vision for the DDA. However, this plan identifies proposed changes to the zoning ordinance, and those should be completed prior to the establishment of the DDA.
- **Financing.** For any projects requiring spending by the DDA, the source of financing must be identified in the development plan.
- **Displacement.** The development plan is required to include a description of any potential displacement that could be caused by new development, especially displacement of residents. Currently, no displacement is envisioned by this LaPlaisance plan update.

## TIF Plan

The TIF plan estimates the revenues from tax increment that will accrue to the DDA over a period of several years. It provides a plan for how the DDA will invest the captured money. The TIF plan is required to include the following elements:

- **Goals and Objectives.** The goals and objectives of the TIF plan will likely be the same as those for the development plan.
- **Base Year.** The TIF Plan will identify the base year for the tax increment and the amount of property tax revenue generated within the DDA boundary during that year. The same amount of revenue from the district in the base year will continue to go to the taxing jurisdictions, including the township. A percentage of revenue over the base year amount (the “tax increment”) will go to the DDA. To maximize revenue, the base year should have the lowest possible initial assessed value.
- **Capture Percentage.** The DDA has the option to collect 100% of the “tax increment.” However, most DDAs do not. The DDA board will need to determine the percentage of increment that will be captured and include that figure in the TIF plan.
- **Planned Debt.** If the DDA plans to borrow any money for its projects, then the terms of the debt and the timeline for borrowing and paying it back must be included in the TIF plan.
- **Estimated Impact.** The DDA must estimate the increase in property values that will be generated by its investment in the district.
- **Estimated Tax Capture.** Based on the estimated impact and the capture percentage, the DDA must estimate the amount of tax capture that it will receive over the years covered by the TIF plan.
- **Planned Expenditures.** Using the development plan as a guide, the DDA must create a list of planned investments, along with an estimated cost for each one.

## Recommended Zoning Changes

In order to support the implementation of this plan, the zoning map should be amended to match the future land use map in Chapter 3. Table 4.1 shows the zoning districts that correspond to the future land use categories within the LaPlaisance plan area.

**Table 4.1: Recommended Zoning Changes**

Future Land Use Designation	Zoning District
Low Density Residential	R-1 Low Density Residential
Commercial/Office	C-2 General Commercial
Commercial Recreation	C-2 General Commercial/ <i>New Zoning District</i>
LaPlaisance Core Commercial	<i>New Zoning District</i>
Light Industrial	LI Light Industrial
Public/Semi Public	N/A

### Recommended Revisions to the Zoning Ordinance and map




In order to meet and further the goals of this plan, the following revisions to the zoning ordinance and map are highly recommended:

- Review the C-2 General Commercial Zoning District for compatibility with the vision for the Commercial Recreation future land use category. If the C-2 district does not match the vision, create a new zoning district for areas planned for Commercial Recreation. It may be possible that other areas of the township would also be appropriate for a new Commercial Recreation district.
- Create a new zoning district for the LaPlaisance Core Commercial future land use category. Uses permitted in this district should specify the exact uses the township wants to see in this corridor.
- Revise the zoning map to match the future land use map, as described in the table above.

## Action Plan

The tables on the following pages present a detailed summary of all of the recommended implementation activities, who is responsible for completing the activity, and available funding resources for each activity.

### KEY

Priority		Timeframe		Responsibility (Color)	
A	Most Important	1	W/in one year		Project Lead
B	Very Important	2	1-3 years		Key Participant
C	Important	3	3+ years		Contributor
		4	As available		
		5	Ongoing		

### RESPONSIBILITY (ABBREVIATION)

<b>MC</b>	Monroe County	<b>PC</b>	Planning Commission
<b>MCT</b>	Monroe Charter Township	<b>HO</b>	Home Owners
<b>BO</b>	Business Owners	<b>FCT</b>	Frenchtown Charter Township
<b>MDOT</b>	Michigan Department of Transportation	<b>SEM</b>	SEMCOG
<b>SM</b>	State of Michigan	<b>DDA</b>	Newly Created DDA Board
<b>TB</b>	Township Board	<b>MCKA</b>	McKenna
<b>COM</b>	City of Monroe	<b>MS</b>	Mannik and Smith
<b>TS</b>	Township Staff	<b>DEV</b>	Developers



CREATION OF DOWNTOWN DEVELOPMENT AUTHORITY								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	DDA
Resolution of intent to create a TIF district	A	1	TB			•		
Ordinance of adoption of TIF district	A	1	TB			•		
Drafting of DDA by-laws	A	1	MCT		MCKA	•		
Public hearing, including required notices	A	1	TB TS			•		
Creation of DDA board and selection of members	A	2	MCT TS		BO	•		
Determination of DDA boundary	A	2	TB MCT		MCKA	•		
Determination of decline	A	2	TB		MCKA	•		
Development plan	B	3	TB TS	DDA	MCKA	•		•
TIF plan	B	3	TB TS	DDA	MCKA	•		•

FUTURE TRANSPORTATION IMPROVEMENTS								
Phase I - LaPlaisance Corridor Design	A	1	MCT	MDOT SEM MC	MCKA MS	•		
Railroad Intersection Design Study	A	1	TB PC	MDOT MC SM	MCKA MS	•		•
I-75 Overpass Design Study	A	1	TB PC	MDOT MC	MCKA MS	•	•	
Shared Use Path/Urban Greenway Design	A	1	TB PC	MDOT MC	MCKA MS	•		•
Phase II – LaPlaisance Corridor Design	B	2	MCT	MDOT SEM MC	MCKA MS	•		•
LaPlaisance Corridor & Path Construction	B	2	TB PC	MDOT MC	BO DEV MCKA MS	•	•	•
Paved Shoulder Connections	B	3	TB PC	MDOT MC	BO DEV MCKA MS	•	•	
Commercial Street Design and Construction	B	3	TB PC	MDOT MC	BO DEV MCKA MS	•	•	
Industrial Boulevard Design and Construction	B	3	TB PC	MDOT MC	BO DEV MCKA MS	•	•	

DEVELOP THE INDUSTRIAL PARK								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV.	PRIVATE	PUBLIC	PRIVATE	DDA
Revise the zoning map to reflect the future land use map in this plan	A	1	PC TB TS		MCKA	•		
Develop agreement with DDA and private developers to build infrastructure for industrial park	B	2	PC TB TS	DDA MC MDOT	BO DEV MCKA MS	•	•	•
Agree on layout and development sites within industrial park/ identify developers as partners for specific projects in the industrial park	B	2	PC TB TS	DDA	BO DEV MCKA MS	•	•	•
Construct industrial park infrastructure	B	3	TB	DDA MC MDOT	BO DEV MS	•	•	•
Complete zoning approvals for development sites within industrial park	B	3	PC TB		BO DEV MCKA	•	•	
Construct new industrial businesses in industrial park	B	4	TS		BO DEV		•	

DEVELOP THE LAPLAISANCE COMMERCIAL CORE								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV.	PRIVATE	PUBLIC	PRIVATE	DDA
Create a new zoning district for LaPlaisance Core Commercial	A	1	PC TB TS		MCKA	•		
Issue RFP for developers to construct commercial core	B	2	TB	DDA	BO DEV MCKA			•
Develop agreement with DDA and private developers to build infrastructure for commercial core	B	2	PC TB TS	DDA MC MDOT	BO DEV MCKA MS	•	•	•
Agree on layout and development sites within commercial core/ identify developers as partners for specific projects in the commercial core	B	2	PC TB TS	DDA	BO DEV MCKA MS	•	•	•
Construct commercial core infrastructure	B	3	TB	DDA MC MDOT	BO DEV MS	•	•	•
Complete zoning approvals for development sites within commercial core	B	3	PC TB		BO DEV MCKA	•	•	
Construct new retail buildings in commercial core	B	4	TS		BO DEV		•	





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