

# Lincoln Charter Township Sub Area Plan

May 10, 2006  
Community Visioning Meeting Summary



**TABLE OF CONTENTS**

**SUMMARY .....1**

**PROCESS .....1**

**PARTICIPANT BACKGROUND.....2**

**IMAGE PREFERENCE SURVEY .....5**

**BREAKOUT GROUPS SESSION.....16**

**VISION STATEMENTS .....18**

**SYNTHESIS .....19**

**SUMMARY OF ISSUES .....21**

**APPENDIX – CROSS TABULATION OF IMAGE PREFERENCE  
EXERCISE**

---

## SUMMARY

**Over 55 people participated in the Community Visioning Meeting.**

On May 10, 2006, Lincoln Charter Township sponsored a Community Visioning Meeting. The public forum convened at 6:00 PM and was held at the Stewart Elementary School. The meeting, which was open to the public and advertised via newspaper and through postcard invitations sent to all property owners in the Sub Area, was intended to gather input from the public on issues related to land use along and near the Red Arrow Highway Corridor.

Over fifty-five people participated and the consultant team retained by the Township to lead the planning effort facilitated the Community Visioning Meeting. The consultant team consisted of representatives from Williams & Works, the lead consultant, and R. Clark Associates. The assembly of residents, property owners and public officials was intended to generate discussion on the form of development and redevelopment, and the aesthetic, social and environmental implications of land use decisions. As such, the citizens expressively offered their concerns and ideas on some of the complex land use planning issues facing Lincoln Charter Township within the Sub Area boundaries.

## PROCESS

**The interactive polling exercise was intended to draw out sensitivity on community strengths and weaknesses.**

The Community Visioning Meeting included an introduction to the existing conditions impacting the Sub Area from a planning perspective and a concise description of the Sub Area planning process. An image preference exercise was employed to garner feedback from residents, property owners and public officials, and to help start the consensus-building process necessary to support the Sub Area Plan. The image preference element of the Community Visioning Meeting was an interactive polling activity. It involved a presentation of a series of images and questions and statements related to those images. Participants were provided with individual, hand-held remote “clickers” that offered the opportunity to select which image best represents how the Sub Area should develop. The real-time polling technology allowed the consulting team to tabulate the votes instantly. Following each selection, the consulting team facilitated a conversation to receive feedback on the images.

The image preference approach allowed the consulting team to receive immediate feedback about how certain conditions or development patterns are viewed by the participants. This simple, interactive polling exercise was intended to draw out sensitivity on community strengths and weaknesses, and potential solutions to perceived problems. In fact, during the exercise, some participants felt that the process was presumptive and did not reflect

any preferred image of the Sub Area. This reaction was helpful because it provided more opportunity for discussion.

The polling technology does not represent a scientific survey. Instead, the purpose of its implementation at the Community Visioning Meeting was to stimulate the thought process on land use and building form issues in the Township and to generate meaningful conversation.

Following the image preference exercise, four breakout groups were formed. Facilitators led participants through an interactive exchange of ideas aimed at identifying the most important changes that need to happen within the Sub Area. Participants prioritized the changes using colored dots ranging in point value from 5 to 1 points. Once tallied, the top three changes were identified, and the group began to craft a vision statement.

## PARTICIPANT BACKGROUND

As an introduction to the exercise, participants were asked several background questions. Following are the questions and responses.

From what perspective will you be answering these questions?	N*	%*
Elected official	2	4%
Township staff person	2	4%
Business owner	5	10%
Homeowner	31	62%
Combination of 2 or more	5	10%
None of the above	5	10%
<b>Totals</b>	<b>50</b>	<b>100%</b>

How long have you lived in Lincoln Township?	N	%
Less than one year	0	0%
1 – 5 years	8	17.39%
6 – 10 years	1	2.17%
11 or more years	24	52.17%
Partial year resident	4	8.70%
Not a resident	9	19.57%
<b>Totals</b>	<b>46</b>	<b>100%</b>

Where do you live?	N	%
Within the Sub Area Boundaries	25	59.52%
Outside of the Sub Area Boundaries, but withi...	10	23.81%
Not in Lincoln Township	7	16.67%
<b>Totals</b>	<b>42</b>	<b>100%</b>

\*Note: Fifty-one persons participated in the polling exercise. For this report, the percent response is based on the number actually responding, ignoring those that elected to respond to a particular item.

Please indicate your age range:	N	%
10 - 14 years	0	0%
15 - 19 years	0	0%
20 - 24 years	0	0%
25 - 34 years	2	4.65%
35 - 44 years	4	9.30%
45 - 54 years	10	23.26%
55 - 59 years	11	25.58%
60 - 64 years	8	18.60%
65 - 74 years	7	16.28%
75 years and over	1	2.33%
<b>Totals</b>	<b>43</b>	<b>100%</b>

Please indicate your income range from 2005.	N	%
Less than \$10,000	1	2.63%
\$10,000 to \$14,999	0	0%
\$15,000 to \$24,999	1	2.63%
\$25,000 to \$34,999	0	0%
\$35,000 to \$49,999	4	10.53%
\$50,000 to \$74,999	10	26.32%
\$75,000 to \$99,999	7	18.42%
\$100,000 to \$149,999	9	23.68%
\$150,000 to \$199,999	3	7.89%
\$200,000 or more	3	7.89%
<b>Totals</b>	<b>38</b>	<b>100%</b>

My biggest concern for the Sub Area is:	N	%
commercial development encroaching into resid...	2	4.44%
lack of character	4	8.89%
poor access management	6	13.33%
too much density	21	46.67%
too much parking	0	0%
traffic/congestion	4	8.89%
poor upkeep of properties	4	8.89%
unsafe environment for pedestrians	3	6.67%
speeding	1	2.22%
<b>Totals</b>	<b>45</b>	<b>100%</b>

My second biggest concern for the Sub Area is:	N	%
commercial development encroaching into resid...	11	25%
lack of character	3	6.82%
poor access management	3	6.82%
too much density	10	22.73%
too much parking	1	2.27%
traffic/congestion	2	4.55%
poor upkeep of properties	4	9.09%
unsafe environment for pedestrians	3	6.82%
speeding	7	15.91%
<b>Totals</b>	<b>44</b>	<b>100%</b>

My third biggest concern for the Sub Area is:	N	%
commercial development encroaching into resid...	12	23.53%
lack of character	7	13.73%
poor access management	4	7.84%
too much density	5	9.80%
too much parking	1	1.96%
traffic/congestion	10	19.61%
poor upkeep of properties	1	1.96%
unsafe environment for pedestrians	3	5.88%
speeding	8	15.69%
<b>Totals</b>	<b>51</b>	<b>100%</b>

## IMAGE PREFERENCE SURVEY

Following the introduction to the Sub Area planning process, the image preference survey proceeded and included an informal discussion regarding general land use and development issues confronting the Township. The consultant team asked participants to select from a set of images that attempted to reflect land use and development forms within the Sub Area and along the Red Arrow Highway Corridor. A follow up question solicited more specific responses as to how planning could address the land use and development form. Following are the questions, images and participant responses. Please note that not all participants responded to each question, therefore, the response count and tallies are provided in addition to a graphical representation of the responses. Additionally, comments received during the discussion are included.

### 1. I'd rather see commercial development along the Red Arrow Highway Corridor that looks like:

A

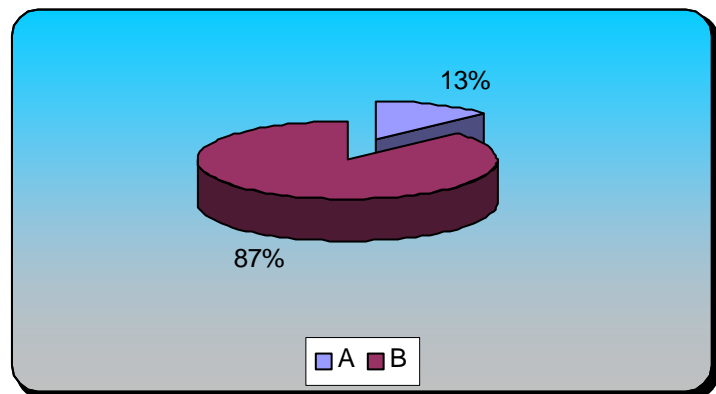


B



A	6	12.77%
B	41	87.23%
<b>Totals</b>	<b>47</b>	<b>100%</b>

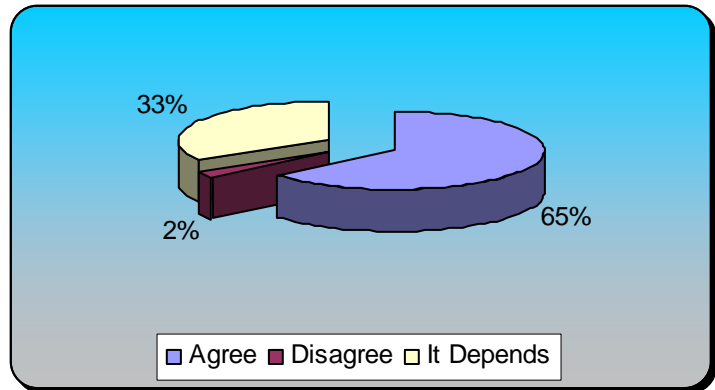
(4 voters abstained)



**1a. Development standards for commercial uses should include parking to the rear or side of buildings, architectural standards, and landscaping.**

Agree	27	64.29%
Disagree	1	2.38%
It Depends	14	33.33%
<b>Totals</b>	<b>42</b>	<b>100%</b>

(9 voters abstained)



Discussion Comments:

1. Would standards apply to new or existing structures?
2. The location of landscaping should not pose a threat to traffic safety.
3. Parking at the rear may not be acceptable if residential is next door.

**2. I'd rather see residential development along the Red Arrow Highway that looks like:**

A



B

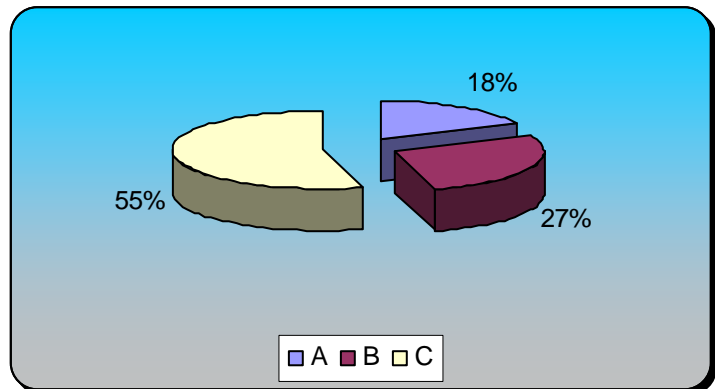


C



A	8	18.18%
B	12	27.27%
C	24	54.55%
<b>Totals</b>	<b>44</b>	<b>100%</b>

(7 voters abstained)

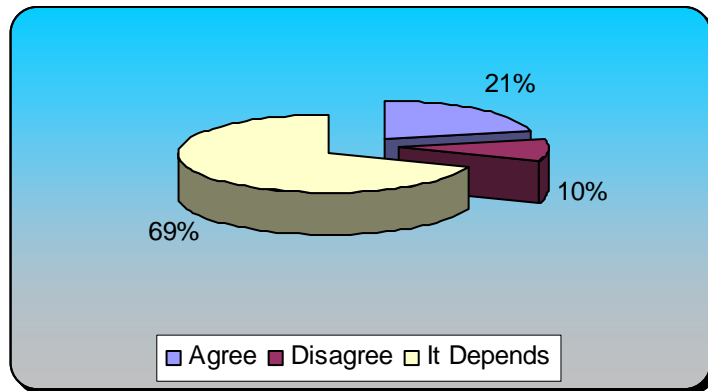




**2a. Town homes or two-unit development along Red Arrow Highway should be a maximum of two stories, and the architectural style should reflect that of a single family home.**

Agree	9	21.43%
Disagree	4	9.52%
It Depends	29	69.05%
<b>Totals</b>	<b>42</b>	<b>100%</b>

(9 voters abstained)



Discussion Comments:

1. "It depends" can mean no more residential development is preferred, or that only single-family homes are desired.
2. This is a forced choice question. We need more detail on architectural style.

**3. I prefer transitions from commercial to residential uses that look like:**

A

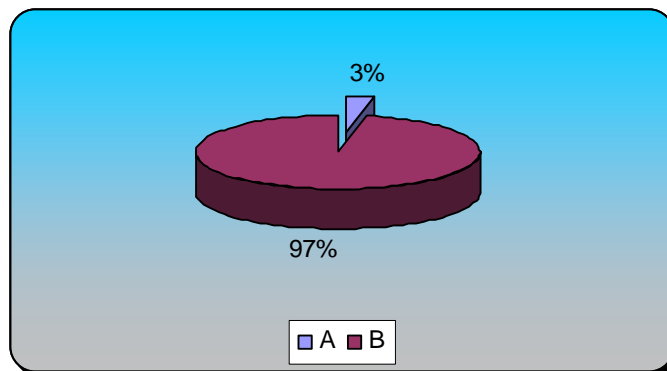


B



A	1	3.23%
B	30	96.77%
<b>Totals</b>	<b>31</b>	<b>100%</b>

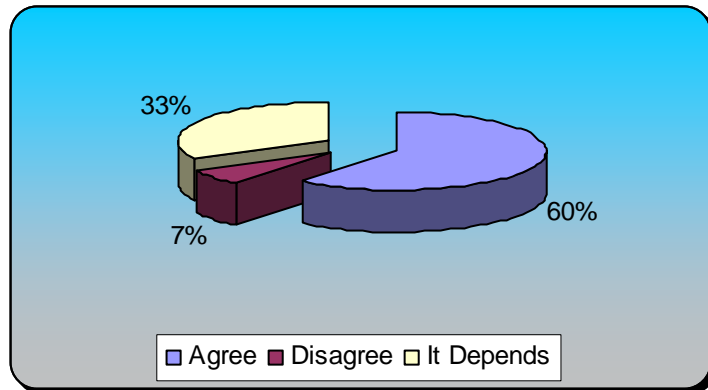
(20 voters abstained)



**3a. Commercial development adjacent to residential development should incorporate buffers in the form of berms, landscaping, or backage roads.**

Agree	28	60.87%
Disagree	3	6.52%
It Depends	15	32.61%
<b>Totals</b>	<b>46</b>	<b>100%</b>

(5 voters abstained)



Discussion Comments:

1. We need a better definition of “transition”
2. It depends may indicate not preferring either option.

**4. I'd rather see signage along the Red Arrow Highway that looks like:**

A

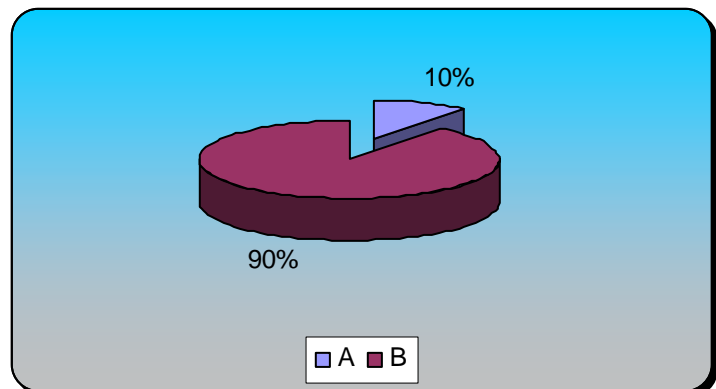


B



A	4	10.26%
B	35	89.74%
<b>Totals</b>	<b>39</b>	<b>100%</b>

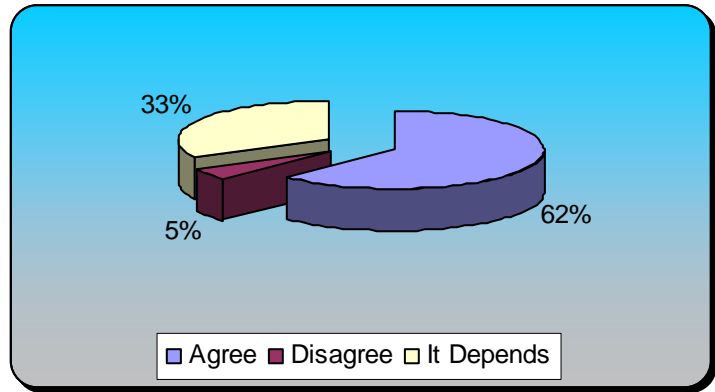
(12 voters abstained)



**4a. Pole signs along the Red Arrow Highway create visual clutter and should be prohibited.**

Agree	27	62.79%
Disagree	2	4.65%
It Depends	14	32.56%
<b>Totals</b>	<b>43</b>	<b>100%</b>

(8 voters abstained)



Discussion Comments: None

**5. I'd rather see parkways along the Red Arrow Highway that look like:**

A

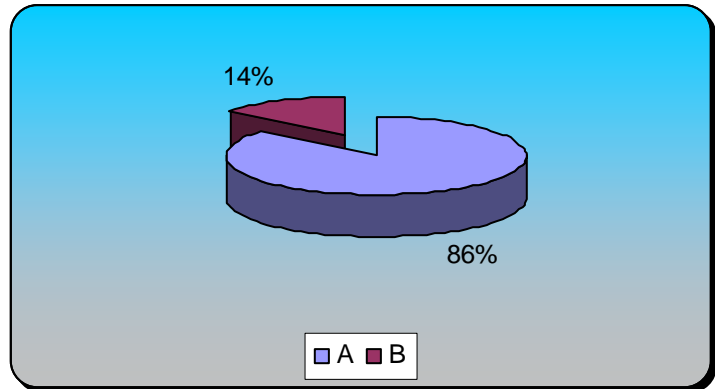


B



A	31	86.11%
B	5	13.89%
<b>Totals</b>	<b>36</b>	<b>100%</b>

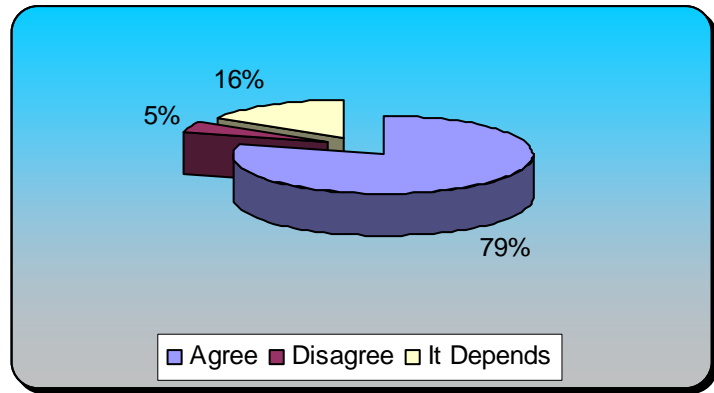
(15 voters abstained)



**5a. Greenbelts and parkways should be located along the Red Arrow Highway.**

Agree	35	79.55%
Disagree	2	4.55%
It Depends	7	15.91%
<b>Totals</b>	<b>44</b>	<b>100%</b>

(7 voters abstained)



Discussion Comments: None

**6. I prefer parking lots within the Sub Area that look like:**

A

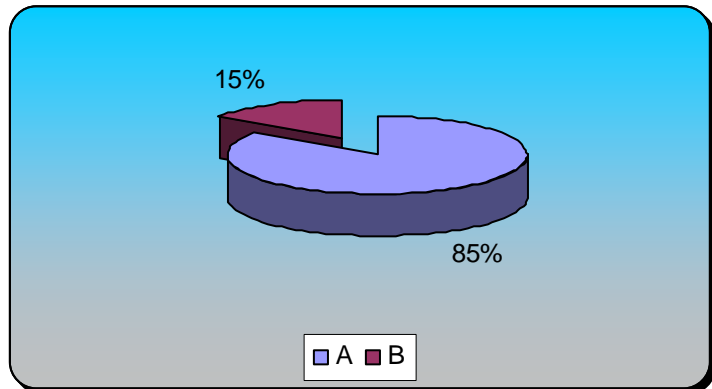


B



A	33	84.62%
B	6	15.38%
<b>Totals</b>	<b>39</b>	<b>100%</b>

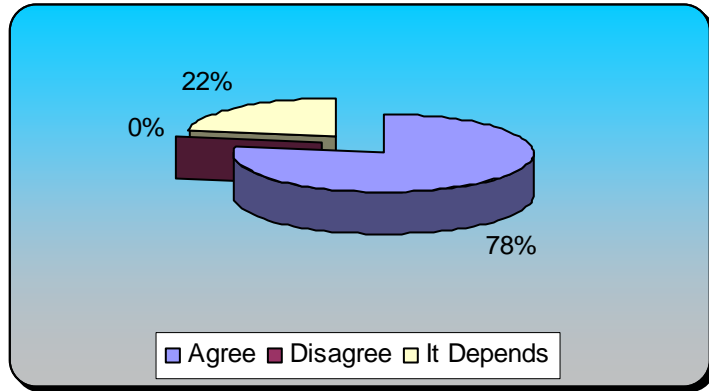
(12 voters abstained)



**6a. Parking lots should incorporate landscape islands, pedestrian connections, paving and curbs.**

Agree	32	78.05%
Disagree	0	0%
It	9	21.95%
Depends		
<b>Totals</b>	<b>41</b>	<b>100%</b>

(10 voters abstained)



Discussion Comments:

1. Depends on the size of the lot
2. How stringent are the requirements?
3. Depends on pedestrian connections to property

**7. I'd rather see access drives along the Red Arrow Highway that look like:**

A

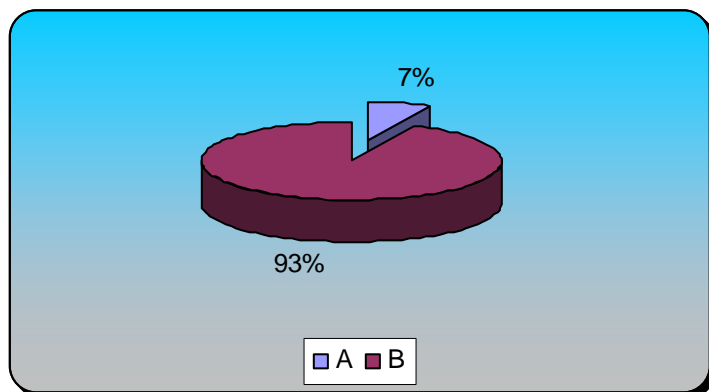


B



A	3	6.98%
B	40	93.02%
<b>Totals</b>	<b>43</b>	<b>100%</b>

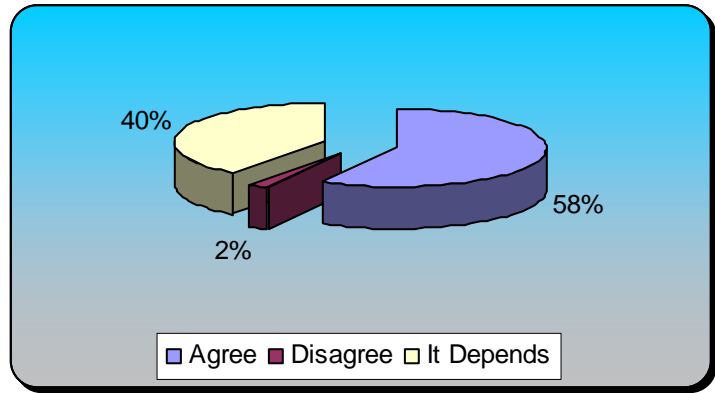
(8 voters abstained)



**7a. Requiring shared drives and shared access easements should be objectives for the Sub Area Plan.**

Agree	25	58.14%
Disagree	1	2.33%
It Depends	17	39.53%
<b>Totals</b>	<b>43</b>	<b>100%</b>

(8 voters abstained)



Discussion Comments:

1. Depends on property or use
2. May require additional traffic signals
3. Increased conflict at share points

**8. I prefer the franchise architecture in:**

A

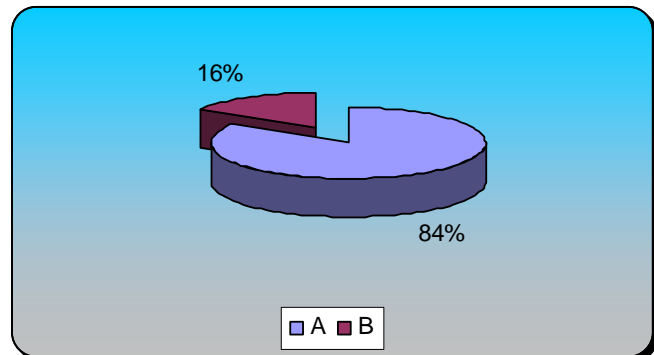


B



A	37	84.09%
B	7	15.91%
<b>Totals</b>	<b>44</b>	<b>100%</b>

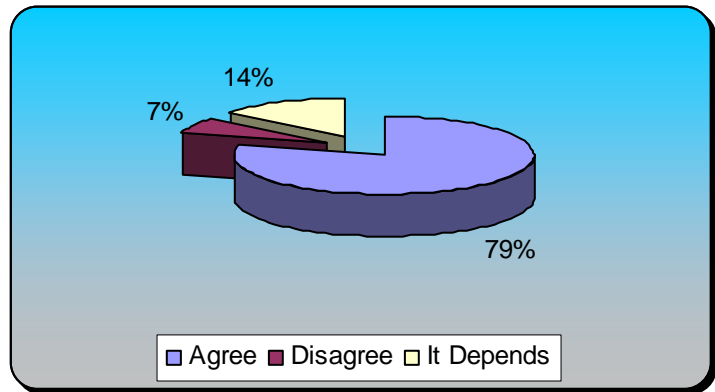
(7 voters abstained)



**8a. Architectural standards should be in place for all new development along the Red Arrow Highway commercial corridor.**

Agree	34	79.07%
Disagree	3	6.98%
It Depends	6	13.95%
<b>Totals</b>	<b>43</b>	<b>100%</b>

(8 voters abstained)



Discussion Comments:

1. Architectural standards mean increased construction costs
2. Depends on who sets the standards

**9. I prefer the Red Arrow Highway to look like:**

A

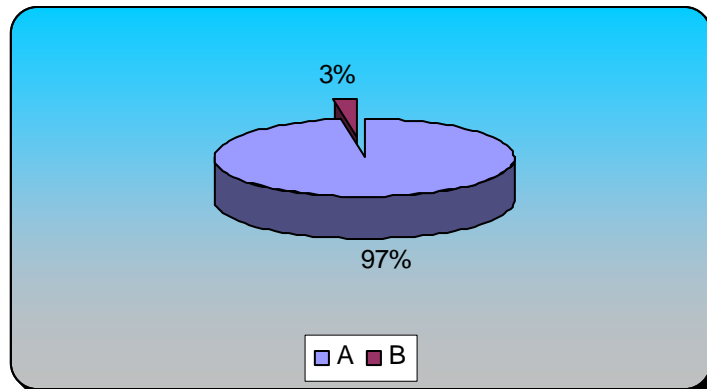


B



A	38	97.44%
B	1	2.56%
<b>Totals</b>	<b>39</b>	<b>100%</b>

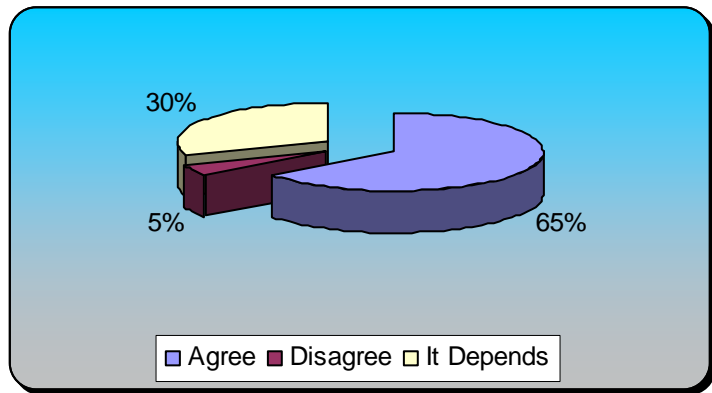
(12 voters abstained)



**9a. The Red Arrow Highway should have street trees, sidewalks, and limited curb cuts.**

Agree	28	65.12%
Disagree	2	4.65%
It Depends	13	30.23%
<b>Totals</b>	<b>43</b>	<b>100%</b>

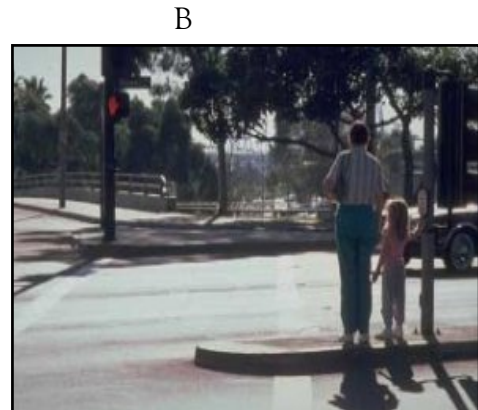
(8 voters abstained)



Discussion Comments:

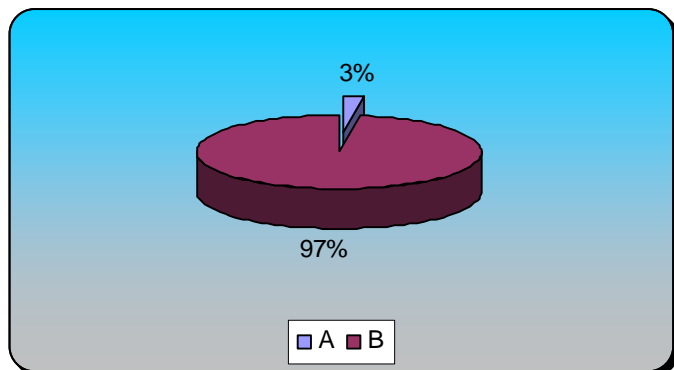
1. Prefer bike path to sidewalk
2. Trees can obscure vision
3. Increases cost to taxpayers/businesses

**10. I prefer pedestrian accessibility along Red Arrow Highway like:**



A	1	2.56%
B	38	97.44%
<b>Totals</b>	<b>39</b>	<b>100%</b>

(12 voters abstained)

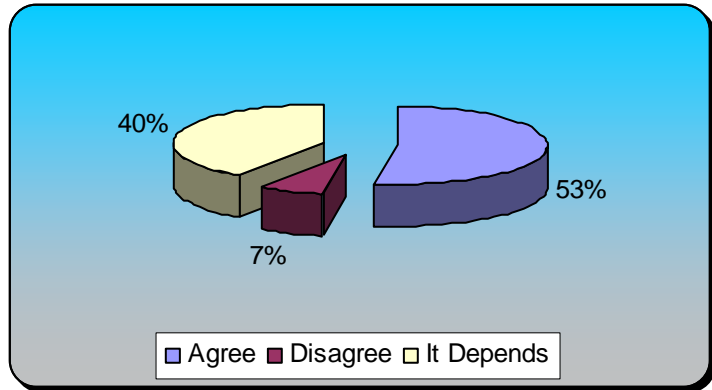




**10a. Crosswalks and center medians will enhance pedestrian safety along the Red Arrow Highway.**

Agree	22	52.38%
Disagree	3	7.14%
It Depends	17	40.48%
<b>Totals</b>	<b>42</b>	<b>100%</b>

(9 voters abstained)



Discussion Comments:

1. Should we promote pedestrians at all?
2. May have to widen road
3. Driveways don't always line up
4. Crosswalks and medians are not the same
5. Crosswalks don't always enhance safety
6. Crosswalks feasible, medians are not
7. Center median require more space for cars and or wider road?

## BREAKOUT GROUP SESSION

**With a future vision in mind, group members were asked to consider the biggest changes needing to occur in the Sub Area**

After the image preference exercise, four breakout groups were assembled and participants were asked to visualize the Sub Area in the year 2026. With a future vision in mind, group members were asked to consider the biggest changes they would like to see in the Sub Area. These changes would be necessary to achieving the vision. Each change was written on a board. Next, members prioritized the changes using colored dots of different point values. Finally, the participants were asked to craft a vision statement for the Sub Area.

The following tables provide a list of the changes identified by each group as well as the ranking of each change. The statements are listed exactly as group members articulated them. It is important to understand that because participants were forced to identify only the three most important changes on the list, many of the changes had lower ranking. This does not mean that these items will be over looked in the process. But it does mean that, relative to other listings that were ranked, they may have a lower priority—at least in the minds of the participants of the workshop.

<b>Lincoln Charter Township Sub Area Plan Visioning Workshop</b>	
<b>May 10, 2006</b>	
<b>Facilitator: Andy Moore, Williams &amp; Works</b>	
<b>Rank</b>	<b>Changes</b>
1	Strict adherence to a master plan for corridor.
2	More bike/pedestrian paths and/or trails.
3	Certain percent of properties should be kept as green space.
4	“No Growth” zones that protect open space.
5	Traffic light situation on Red Arrow Hwy, North of I-94 – lights at I-94 and Marquette.
6	Promote single-family housing.
7	No more high-density PUDs
8	Encourage higher-end businesses to locate on Red Arrow Hwy.
9	Use the existing 100’ Right of way btw Marquette Woods & Glenlord – in 1992 Master Plan
10	Less “spot” zoning.
10	Sub-due & attractive signage
10	Set back new development from Red Arrow Hwy.

<b>Lincoln Charter Township Sub Area Plan Visioning Workshop</b>	
<b>May 10, 2006</b>	
<b>Facilitator: Sue Olsen, R Clark Associates</b>	
<b>Rank</b>	<b>Changes</b>
1	Zoning – Maintain current density
2	Significant Buffer Between Residential & Commercial
3	Design standards for commercial – gain character
4	“Prevent sign clutter flashing arrow – against flashing reader boards – watch temporary signs
5	Bike paths – if possible separate from roads safe
6	Not 100% developed keep some green space – buffer between residential & commercial
7	Pedestrian friendly roads
8	Keep larger parcels, keep lot size – the historical – size stays the same
9	Bike paths – if possible separate from roads
10	Intersection at Red Arrow: I-94 needs to be safer
10	Pay attention to natural areas – possibly businesses are moved back from highway; depends on feasibility

<b>Lincoln Charter Township Sub Area Plan Visioning Workshop</b>	
<b>May 10, 2006</b>	
<b>Facilitator: Ryan Kilpatrick, Williams &amp; Works</b>	
<b>Rank</b>	<b>Changes</b>
1	Accurate zoning that corresponds to future land use, which is reviewed every 2 yrs.
2	No high density west of Red Arrow Highway
3	Calming traffic
4	Keeping an organic barrier between residential and other uses
5	Lower signs, greenbelt, improved aesthetics
6	More open space
7	Regular neighborhood meetings (small scale)
7	Strict enforcement of speed/traffic
7	No bikes on Red Arrow Highway
8	Big lots for big houses
9	Mass transit
10	Further discussion of residential properties
10	Limit highway access

<b>Lincoln Charter Township Sub Area Plan Visioning Workshop</b>	
<b>May 10, 2006</b>	
<b>Facilitator: Jay Kilpatrick, Williams &amp; Works</b>	
<b>Rank</b>	<b>Changes</b>
1	Control congestion & growth
2	Increase lot size to reduce density
3	Put Utilities Underground
4	Keep commercial uses only on frontage of roadways
5	Provide better access to landlocked residential
5	Slower Speeds
5	Tree lined greens & gaslights
6	Buffer depth between commercial and residential
6	Better Access
7	Replace trees on Glenlord Road
7	Another signal to control speeds
7	Excessive number of variances
8	Maintain vacant lands as vacant
9	Develop landscape standards
9	Set architectural/design standards
9	Eliminate heavy industrial uses in corridor
9	Trees on Red Arrow Highway can be a hazard to visibility, signs, too
9	Buffer and protect railroad tracks

## VISION STATEMENTS

Each of the breakout groups crafted visioning statements. A vision statement expresses a desired future state. The following are the statements that were developed.

- ◆ In the year 2026, the Sub Area will have less congestion, be a better place to live, have better air quality, have less “visual” pollution with utilities underground and be an area of favor you want to go to.
- ◆ In the year 2026, the Sub Area will have a zoning ordinance that matches the Master Plan and lower density uses west of the Red Arrow Highway.
- ◆ In the year 2026, the Sub Area will contain attractive commercial developments and contain low-density residential developments.
- ◆ In the year 2026, the Sub Area will part of a community that is aesthetically pleasing & wonderful to live in!

## SYNTHESIS



It is helpful to group the changes statements into similar categories to identify where consensus and disagreement exist. The breakout groups identified over 57 changes to the Sub Area. The changes speak to values that participants hold about the future of the Sub Area.

The following grouping is intentionally general in scope. In addition, in some instances, the placement of statements in one category as opposed to another is a matter of judgment; and other groupings are possible. However, by combining the statements into similar groupings, it is possible to begin to make some generalizations about the opinions of the participants. While the previous tables listed the participant's comments in rank order, the following lists the comments by category:

- (1) Aesthetics/Appearance of the Sub Area
- (2) Residential and Commercial Interface
- (3) Access Management
- (4) Implementation

### **Aesthetics/Appearance of the Sub Area**

- ◆ Put utilities underground
- ◆ Tree lined greens & gaslights
- ◆ Replace trees on Glenlord Road
- ◆ Develop landscape standards
- ◆ Set architectural/design standards
- ◆ Eliminate heavy industrial uses in corridor
- ◆ Trees on Red Arrow Highway can be a hazard to visibility, signs, too
- ◆ Buffer and protect railroad tracks
- ◆ Lower signs, greenbelt, and improved aesthetics
- ◆ More open space
- ◆ Design standards for commercial – gain character
- ◆ “Prevent sign clutter flashing arrow – against flashing reader boards – watch temporary signs
- ◆ Sub-due & attractive signage

### **Residential and Commercial Interface**

- ◆ Increase lot size to reduce density
- ◆ Keep commercial uses only on frontage of roadways
- ◆ Provide better access to landlocked residential
- ◆ Buffer depth between commercial and residential
- ◆ Maintain vacant lands as vacant



- ◆ No high density west of Red Arrow Highway
- ◆ Keeping an organic barrier between residential and other uses
- ◆ Big lots for big houses
- ◆ Zoning - maintain current density
- ◆ Significant buffer between residential and commercial
- ◆ Not 100% developed, keep some green space
- ◆ Keep larger parcels, keep lot size - the historical - size stays the same
- ◆ Pay attention to natural areas - possibly businesses are moved back from highway; depends on feasibility
- ◆ Certain percent of properties should be kept as green space.
- ◆ “No Growth” zones that protect open space.
- ◆ Promote single-family housing.
- ◆ No more high-density PUDs
- ◆ Use the existing 100’ Right of way btw Marquette Woods & Glenlord - in 1992 Master Plan
- ◆ Set back new development from Red Arrow Hwy.

#### **Access Management**

- ◆ Slower Speeds
- ◆ Better Access
- ◆ Another signal to control speeds
- ◆ Calming traffic
- ◆ Strict enforcement of speed/traffic
- ◆ No bikes on Red Arrow Highway
- ◆ Mass transit
- ◆ Limit highway access
- ◆ Bike paths - if possible separate from roads safe
- ◆ Pedestrian friendly roads
- ◆ Bike paths - if possible separate from roads
- ◆ Intersection at Red Arrow: I-94 needs to be safer
- ◆ More bike/pedestrian paths and/or trails.
- ◆ Traffic light situation on Red Arrow Hwy, North of I-94 - lights at I-94 and Marquette.

#### **Implementation**

- ◆ Control congestion & growth
- ◆ Excessive number of variances
- ◆ Accurate zoning that corresponds to future land use, which is reviewed every 2 yrs.
- ◆ Regular neighborhood meetings (small scale)
- ◆ Further discussion of residential properties
- ◆ Strict adherence to a master plan for corridor.
- ◆ Encourage higher-end businesses to locate on Red Arrow Hwy.
- ◆ Less “spot” zoning.

---

## SUMMARY OF ISSUES

The Sub Area is a distinctive place in Lincoln Charter Township. It is the gateway to the Township and in many cases, the only experience of Lincoln Charter Township a passer-by may have. Because of its importance to the Township, the Sub Area is the topic of this special planning effort. Through the involvement of area residents, business owners, community leaders and elected officials, the area can be planned for appropriate densities, with an appearance that is inviting, and safe vehicular and pedestrian connections. As evidenced by the lists of changes identified during the Community Visioning Meeting, there are topics where both consensus and disagreement exist. There are also cause and effect relationships that need to be explored further during Focus Group meetings.

The following provides a summary of the key results of the Community Visioning Meetings and address some of the remaining issues:

**Participants want to see a transition in land uses and more open space.**

1. **Density:** Several comments related to density within the Sub Area. The image preference survey showed a strong support for a continuation of low-density residential development patterns. However, participants also want to see a transition in land uses and more open space. Oftentimes, there needs to be an incentive for a property owner to provide open space, such as a density bonus and/or smaller lot sizes. The trade offs between property rights and greater community benefit should be explored.
2. **Single-family Housing Types:** Single-family development can mean many things. To some, it is one detached single-family home on a lot. To others, it can mean an attached single-family dwelling or a town home. In the image preference survey, some participants found town homes development and two-unit attached dwellings as appealing. Others, want to see detached single-family. The changes statements pointed to a continued desire for maintaining density, but creating a buffer between the commercial character of the Red Arrow Highway and the residential character near Ridge Road. An opportunity exists to explore different single-family housing types, which may provide a transition and continue the tradition of residential land uses at the interior.
3. **Buffers:** There was a strong interest in a buffer between residential and commercial development. Some want to see a natural buffer, while others want to see something of more permanence. Others want to see better access to the interior residential property. An opportunity may exist for a buffer that provides both access and

creates a permanent separation between commercial and residential uses.

4. **Aesthetics:** Many participants acknowledged a desire for more character along the Red Arrow corridor. Some people desire a level of architectural control, while others are conscious of the economic costs of requiring buildings built of certain materials. Signage was another topic relating to character. Many feel that a low profile sign type is appropriate in the corridor while maintaining visibility at corners and intersections. Finally, many participants spoke of a desire for more green space along the corridor, while others continued to express a concern for visibility.
5. **Pedestrian Accessibility:** With posted speeds of forty miles per hour, four lanes of travel, a center turning lane, and countless driveways on both sides of the street, the Red Arrow Highway Corridor may not be a location to foster pedestrian accessibility, according to some participants. A sidewalk on the west side of the highway may be the only encouragement the residents want to brave the busy thoroughfare. However, some participants feel that through greenbelts, additional landscaping, bike lanes, crosswalks, and reducing the speed limit, the corridor may become a more attractive place to walk.
6. **Planned Development:** While many participants spoke about a dissatisfaction with some of the high density planned development approved in the Sub Area, other participants seem to want more control over the type, scale, and appearance of new development. A Planned Development process is one useful planning tool, which offers more community involvement, and input than zoning allows. In an area where lot configuration poses development challenges, some property owners are looking to consolidate lots and create a planned development. If written properly, a Planned Development ordinance can require the provision of open space in exchange for smaller lots. And, since a Planned Development is a rezoning, neighbors are notified and the process becomes more collaborative and sensitive to neighborhood desires.

To address these themes where consensus has not been reached, three Focus Groups will be organized. The topics for the Focus Groups include: access management, aesthetics, and the residential and commercial interface. Density will be a topic that transcends each of the Focus Group meetings. Clearly, some give and take needs to occur to balance the desires of the participants with the rights of all property owners and business owners. And, a balance needs to be reached between the existing conditions of the Sub Area such as property configuration, the built environment, and traffic counts which are not likely to change, and the desires of property owners to develop in harmony with the existing land use mix.

**The Red Arrow Highway Corridor may not be a location to foster pedestrian accessibility, according to some participants**