



City of Brighton Planning Commission

200 N First St • City Hall Council Chambers • Brighton, Michigan 48116 • (810) 227-1911

Special Meeting Joint Session of Planning Commission and City Council February 12, 2024 – 7:00 p.m. AGENDA

1. Call to order/roll
2. Consider approval of agenda
3. Call to the public
4. Comprehensive Master Plan, 5-year review
5. Call to the public
6. Adjournment



City of Brighton

REPORT FROM THE COMMUNITY DEVELOPMENT MANAGER FEBRUARY 12, 2024

SUBJECT: PLANNING COMMISSION / CITY COUNCIL JOINT REVIEW OF THE COMPREHENSIVE MASTER PLAN

ADMINISTRATIVE SUMMARY

At least every 5 years after adoption of a master plan, “The Michigan Planning Enabling Act” requires the planning commission to review the document to determine whether to commence the procedure to amend the master plan or adopt a new master plan. In collaboration with the city’s planning consultant, Jill Bahm of Giffels Webster, the City of Brighton City Planning Commission initiated a review at their meeting held on September 18, 2023, and continued discussions at their meeting conducted on November 20, 2023.

The Brighton City Council meeting agenda of November 16, 2023, included a discussion regarding the master plan review process. Council members discussed the plan and referred items of interest to the Planning Commission for review. A joint meeting was also discussed and set by City Council at their January 9, 2024, meeting.

The following has occurred with the Planning Commission’s review thus far:

- September 2023:
The Planning Commission received an extensive report from Jill Bahm regarding the review process of the master plan.
- September 18, 2023:
The Planning Commission initiated the review process.
- November 16, 2023:
The Planning Commission received a follow-up memo from Jill Bahm regarding their discussion from the initial meeting.
- November 20, 2023:
The Planning Commission continued discussion regarding the master plan.

The following are items of interest discussed by City Council at their November 16, 2023 meeting:

- Density of multi-family districts,
- Lot coverage in residential districts,
- Updates to the zoning map – possible change for certain areas,
- Clarity of language throughout the plan, i.e. “adjacent” etc.,
- Height limits in the Downtown Business District,
- Determine if current Goals and Objectives of the plan have been met,
- Accessory structures in residential zoning districts,
- Short-term rentals,
- Define boundaries within the plan.



City of Brighton

REPORT FROM THE COMMUNITY DEVELOPMENT MANAGER FEBRUARY 12, 2024

Prepared by: Michael Caruso, Community Development Manager

Attachments:

1. Consultant Report to Planning Commission
2. Planning Commission Minutes – 09/18/2023
3. Consultant Follow-up Memo
4. Planning Commission Minutes – 11/20/2023

Comprehensive Plan Review

CITY OF BRIGHTON



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Introduction

This Comprehensive Plan Review represents an opportunity to affirm and update the course for new development and redevelopment in the City of Brighton as identified and described in the 2018 Comprehensive Plan. The plan included the future vision, goals, objectives, and strategies for the City of Brighton, and included a Master Land Use Plan, Downtown Plan, Complete Streets Plan, and Parks and Recreation Plan. The Comprehensive Plan is intended to guide future decision-making processes related to land use and development in Brighton, as well as overall community quality of life.

This Comprehensive Plan Review is intended to provide the Planning Commission and City Council with an understanding of what changes have occurred since the last Comprehensive Plan in 2018. The findings may be used to develop a scope of work for an update to the Comprehensive Plan, as appropriate.

Within each section, the following guides may be included: “Questions to Consider” and “Opportunities for an Update.”

Guide to this report

Questions to Consider

Questions for the Planning Commission to consider while reading the text as to whether the findings suggest changes should be made to the Master Land Use Plan.

Opportunities for an Update

“Opportunities for an Update” offer some suggestions to guide the Planning Commission in this planning process. Changes may include updates to the Future Land Use Map, descriptions of land use categories and/or implementation strategies.



Existing Conditions

This chapter includes an abridged update to the Existing Conditions chapter included within the Appendix of the 2018 Comprehensive Plan. Previously, in 2018, the chapter included the following sections:

- Regional Setting
- Regional Influences
- Planning in Neighboring Communities (in this review, discussed in the [Future Land Uses in Neighboring Communities](#) section of the [Master Land Use Plan](#) chapter)
- Demographics
- Housing
- Employment
- Natural Features (presumed to be consistent with the 2018 plan)
- Transportation
- Existing Land Use

The Appendix also included Market Study and Public Input chapters.

Questions to Consider

1. Are additional updates to the city's existing conditions not covered in this chapter valuable or needed?
2. Does the 2018 Comprehensive Plan adequately provide for housing, transportation, and other choices, particularly for aging residents?
3. Should an update to the 2018 Comprehensive Plan address the COVID-19 pandemic and some of the resulting impacts it has had (e.g., the shift to remote work, housing supply shortages, infrastructure investments) as well as other trends like an aging population, extreme weather events, and the rise of internet sales? Is more specific data needed to understand where the city currently is and where it is projected to be?

Regional Influences

Population. Brighton and its surrounding communities are all expected to experience double-digit population growth from 2020 to 2050.

Table 1. Brighton and Region: Population, 2020 - 2050

Community	2010 Population	2020 Population	SEMCOG 2050 Projection	Change 2015 - 2020	Change 2020 - 2050
City of Brighton	7,444	7,446	9,909	-1.4%	33.1%
Brighton Township	17,791	19,144	22,953	5.2%	19.9%
Green Oak Township	17,476	19,539	26,127	8.5%	33.7%
Hamburg Township	21,165	21,259	23,616	-0.7%	11.1%
Genoa Township	19,821	20,692	26,429	3.7%	27.7%
Livingston County	180,967	193,866	238,137	3.5%	22.8%

Source: SEMCOG Community Profile

The Southeast Michigan Council of Governments (SEMCOG) projects significant growth in Livingston County. This dramatic increase for the City of Brighton should be viewed conservatively and may be worth additional research with a Master Plan update. Nevertheless, the senior population growth is consistent with past trends, both locally and nationally.

From 2010 to 2021 (American Community Survey 5-Year Estimates), the age 65 and over population has increased from 13 percent to 16.3 percent, while the age 85 and over population now makes up 20 percent of the population (up from 19 percent). By 2050, SEMCOG projects the cohorts will reach 21.5 percent and 4.5 percent respectively. For a detailed look at regional population change, see Figure 1.

Economy. The county continues to be a service-based economy, with a significant presence in information and financial activities, retail trade, leisure and hospitality as well as professional and technical services and corporate jobs—all of which are expected to experience further growth into 2050. Manufacturing jobs are also still in decline, with some small growth expected in the next 5 to 10 years before reverting to decline from 2035 to 2050. In 2021, the median household income in Livingston County was reported to be \$88,908, a notable increase from \$76,764 in 2016 (in 2021 dollars when adjusted for inflation). The county has the highest median household income of any county in Michigan. The high overall income levels in the county present opportunities for Brighton, as a key hub for social, cultural, educational, recreational, and commercial activities



Land Use. Since the last Comprehensive Plan, Livingston County has experienced a significant shift in the ways that land is being used, particularly with respect to housing. Although the Southeast Michigan Council of Governments (SEMCOG) methodology for determining land use has changed since the last Comprehensive Plan, the new methodology indicated that between 2015 and 2020 there was an increase in both single-family (+1,176 acres, +3%) and multi-family housing (+56.3 acres, 8.6% increase), with a decline in attached condo housing (-46.2 acres, -20.50%) in Livingston County. In addition, there was an increase in the medical land use category (+78.4 acres, +22.2%) during this period.

Demographics

Population

According to the 2020 Decennial Census, Brighton had 7,446 residents, compared to a population of 7,444 in 2010, a net increase of just 2 people.

Table 2. Brighton and Region: Median Age, 2010 - 2021

Community	2010	2021	Change 2010 - 2020 (%)
City of Brighton	43.4	45.4	4.6%
Livingston County	40.9	43.6	6.6%
Southeast Michigan	38.7	39.0	0.8%

Source: SEMCOG Community Profile

The city's 65-84 cohort is projected to increase from 1,565 to 2,116 in 2030 and 2,124 in 2040 before declining slightly to 1,853, diverging from regional trends, but the 85+ cohort is projected to grow steadily.

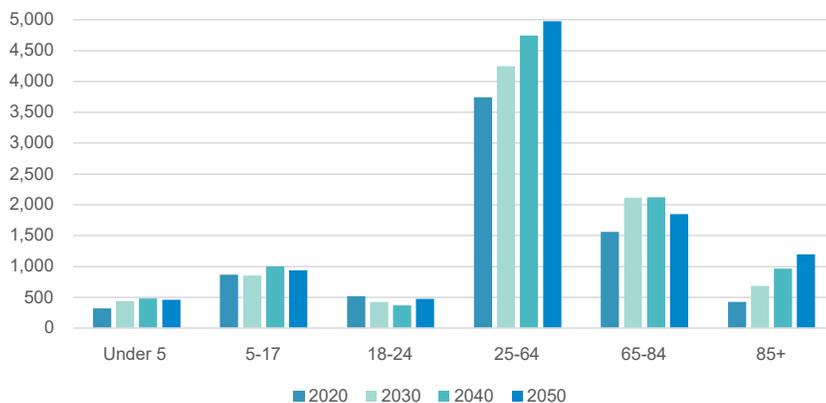
Table 3. Brighton: Race, 2010 - 2020

Community	2010	2020	Change 2010 - 2020 (%)
Population	7,444	7,446	0.0%
Race - white alone (count)	7,032	6,815	-2.9%
Race - white alone (percent)	94.5%	91.5%	

Source: SEMCOG Community Profile

Despite the slight decline in population from 2010 to 2020 according to the Decennial Census, Brighton is becoming slightly more diverse, though still predominantly white.

Figure 1. Projected Population by Age Cohort, 2020 - 2050



Source: SEMCOG Regional Forecast

Households

Although there has been significant growth in the surrounding region, Brighton’s population has remained relatively stagnant over the last decade. Southeast Michigan has seen a 25.3 percent increase in households with seniors and a -3.9 percent decrease in households without seniors from 2010 to 2021, compared to 4.1 percent and -1.9 percent, respectively, in the city over the same period.

Meanwhile, households with a senior resident living alone has increased by 25.5 percent in the region, but Brighton has seen a decrease of -21.2 percent. However, fewer households comprising two or more people with children and more households without is a trend that Brighton shares with the region.

Table 4. Brighton: Households, 2020 - 2050

Household Types	2010 Census	2021 ACS	Change 2010 - 2021	
With Seniors 65+	1,152	1,199	47	4.1%
Without Seniors	2,451	2,404	47	1.9%
Live alone, 65+	712	562	-150	-21.1%
Live alone, <65	826	819	-7	-0.8%
2+ Persons, With children	803	669	-134	-16.7%
2+ persons, Without children	1,262	1,553	291	23.1%
Total Households	3,603	3,603	0	0.0%

Source: SEMCOG Community Profile

Education

Educational attainment has improved across the board in Brighton, county, and the region since 2016, with the city seeing nearly half of residents over the age of 25 with at least a bachelor’s degree.

Table 5. Brighton and Region: Educational Attainment, 2010 - 2021

Highest Level of Education (25+)	Brighton		Livingston County		Michigan	
	2010	2021	2010	2021	2010	2021
Bachelor's Degree or Higher	31.0%	47.0%	28.2%	37.8%	21.8%	31.7%
Did Not Graduate High School	8.8%	6.5%	8.6%	4.1%	16.6%	8.0%

Source: SEMCOG Community Profile

Housing

Despite SEMCOG's efforts to make existing land use data in the region more detailed, housing units data has become less so since the existing conditions were developed for the 2018 Comprehensive Plan, with townhomes and attached condos now grouped together in multi-unit housing. [Table 6](#), which is derived from SEMCOG's analysis of Census data, shows the percent share of single unit and multi-unit housing appears to be fairly steady between 2015 and 2021.

SEMCOG collects and publishes residential building permit information for all communities in Southeast Michigan. New construction and demolition information are collected for single family, two-family, condominium, and multi-family/apartment units. Building permits over the past five years have been consistent—outside of the approval of the Vista at Uptown 235-unit apartment complex on the Millpond in 2022, as seen in [Figure 2](#)—with a net total of a thousand permits issues in the last two decades. [Figure 3. Residential Building Permits Breakdown by Type, 2000 - 2023](#) illustrates the breakdown of building permits by housing type, according to SEMCOG data.

SEMCOG defines the four residential building types as follows:

- **Single-Family:** A free-standing, detached building with only one housing unit. Includes single-family homes, detached condominiums, and manufactured homes not located within a manufactured housing park.
- **Two-Family:** A duplex, two-family flat, or condo with two units per structure and not considered to be a townhouse or attached condominium.
- **Townhouse/Attached Condos:** Townhouses or condominiums that are attached; units can be either side-by-side or above/below each other and each unit has a separate heating system, utility meter, and direct outside entrance.'
- **Multi-Family:** A residential building that contains three or more housing units, not considered to be a townhouse or attached condo, and usually has one entrance from the outside and a common hall (e.g., an apartment building).

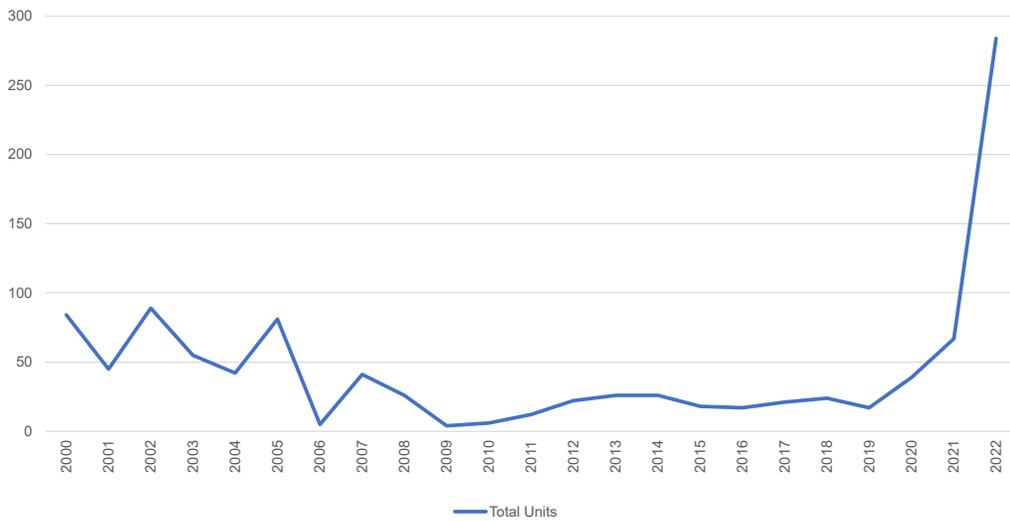
Most permits have resulted in new attached condo dwelling units, with some single-family units, with no permits for two-family or multi-family units from 2000 to 2021.

Table 6. Brighton: Housing, 2015 - 2021

Housing Characteristic	2015	2021	2021 Percent share	Change 2015 - 2021
Total housing units	4,112	3,858		-254
Single unit	1,705	1,662	43.1%	-43
Multi-unit	2,358	2,196	56.9%	-162
Mobile homes or other	49	0	0.0%	-49
Owner-occupied	2,224	2,356	61.1%	132
Renter-occupied	1,481	1,247	32.3%	-234
Vacant	207	255	6.6%	48
Median housing value (in 2021 dollars)	\$195,839	\$245,400		\$49,561
Median gross rent (in 2021 dollars)	\$979	\$1,068		\$89

Source: SEMCOG Community Profile

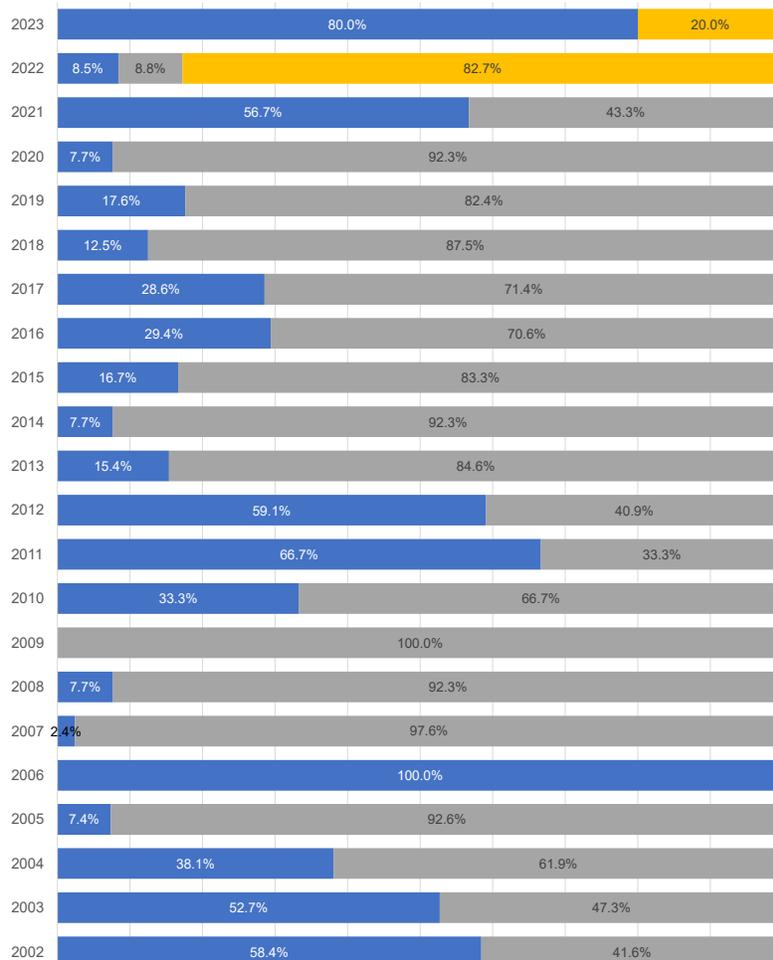
Figure 2. Total Residential Building Permits, 2000 - 2023



Source: SEMCOG Development

Note: Permit data for most recent years may be incomplete and is updated monthly. Data obtained November 2022.

Figure 3. Residential Building Permits Breakdown by Type, 2000 - 2023



Source: SEMCOG Development

Note: Permit data for most recent years may be incomplete and is updated monthly. Data obtained August 2023.

Elsewhere in the region and throughout the U.S., a rise in multi-family dwellings is a common trend. According to the National Multifamily Housing Council, the housing market needs 4.6 million apartments by 2030 to keep up with demand.¹ This 2018 report notes that both Baby Boomers and Millennials, who together comprise 100 million households are creating an increased demand for rental housing.

However, housing costs continue to increase. Though the Census reports median housing values at \$245,400 in 2021, housing data from the Census tends to lag behind the real estate market. Three of the main real estate listing platforms provide the following data on the competitive Brighton housing market:

- According to Zillow, as of August 31, 2023, the average Brighton home value is \$403,144, up 2.6% over the past year and goes to pending in around 7 days. [Figure 4](#) shows how home values in Brighton have changed since 2000 using the Zillow Home Value Index (ZHVI), a measure of the typical home value and market changes across a given region and housing type which reflects the typical value for homes in the 35th to 65th percentile range.
- According to Redfin, in July 2023, Brighton home prices were up 2.8% compared to last year, selling for a median price of \$329K. On average, homes in

Brighton sell after 8 days on the market compared to 9 days last year. There were 21 homes sold in July this year, down from 27 last year.

- According to Rocket Homes, in August 2023, the median sold price of homes is \$399,722 based on all homes sold in the last 12 months, which is a +\$78,442 (+24.4%) difference since August 2022.

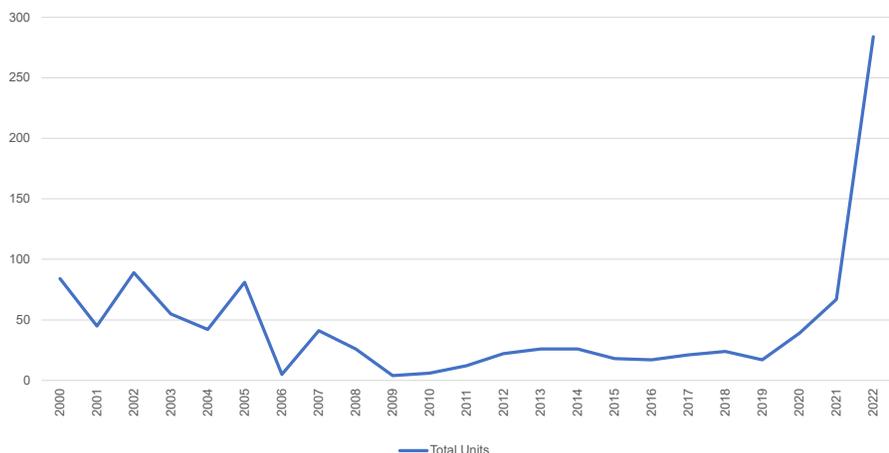
Along with high demand, supply of for-sale existing homes in Southeast Michigan was at record lows in 2021, and with increased costs, supply chain delays, and skilled trade labor shortages as well as rising inflation and mortgage rates, housing affordability is a major concern.²

The Urban Land Institute defines “attainable” housing as “nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).” A widely accepted rule of thumb is to spend a maximum of 30% of a household’s income on housing costs; this should be considered along with transportation costs, typically a household’s next highest expense. According to the Center for Neighborhood Technology, the total housing and transportation costs for the City of Brighton are 61 percent (34 percent on housing, 27 percent on transportation). In comparison, in Southeast Michigan, households spend 25 percent of income on housing and 22 percent on transportation.

¹ Apartment Supply Shortage (2018): https://www.nmhc.org/contentassets/0662d3fe113046bb89019d0dfabfb271/apartment_supply_shortage_2018_08_fact_sheet.pdf

² Residential Construction in Southeast Michigan, 2021 (2022): <https://maps.semcog.org/residentialconstruction/>

Figure 4. Brighton: Home Values, 2000 - 2023



Source: Zillow

Employment

SEMCOG provides information on top employment sectors in the city as the Southeast Michigan region. Healthcare services, hospitality, and retail trade are strong in the city, with the latter expected to decline in the next 30 years.

Table 7. Brighton: Jobs by Industry Section, 2019 - 2050

Forecasted Jobs By Industry Sector	2020	2025	2030	2035	2040	2045	2050	Change 2019-2050	Pct Change 2019-2050
Natural Resources, Mining, & Construction	436	692	732	764	758	750	754	297	65%
Manufacturing	1,085	1,265	1,292	1,251	1,182	1,130	1,102	-53	-4.60%
Wholesale Trade	283	303	305	314	305	302	294	-6	-2%
Retail Trade	1,774	1,909	1,865	1,794	1,723	1,663	1,601	-260	-14%
Transportation, Warehousing, & Utilities	213	239	238	236	236	234	240	32	15.40%
Information & Financial Activities	1,492	1,569	1,655	1,685	1,703	1,731	1,768	238	15.60%
Professional and Technical Services & Corporate HQ	1,073	1,079	1,119	1,155	1,170	1,183	1,209	176	17%
Administrative, Support, & Waste Services	376	391	421	446	459	475	490	116	31%
Education Services	391	356	365	376	384	386	385	-23	-5.60%
Healthcare Services	2,213	2,433	2,448	2,451	2,552	2,658	2,811	351	14.30%
Leisure & Hospitality	1,656	2,192	2,355	2,472	2,552	2,552	2,524	455	22%
Other Services	636	687	703	708	716	722	722	62	9.40%
Public Administration	185	210	223	233	242	242	240	47	24.40%
<i>Source: SEMCOG Community Profile</i>									

Transportation

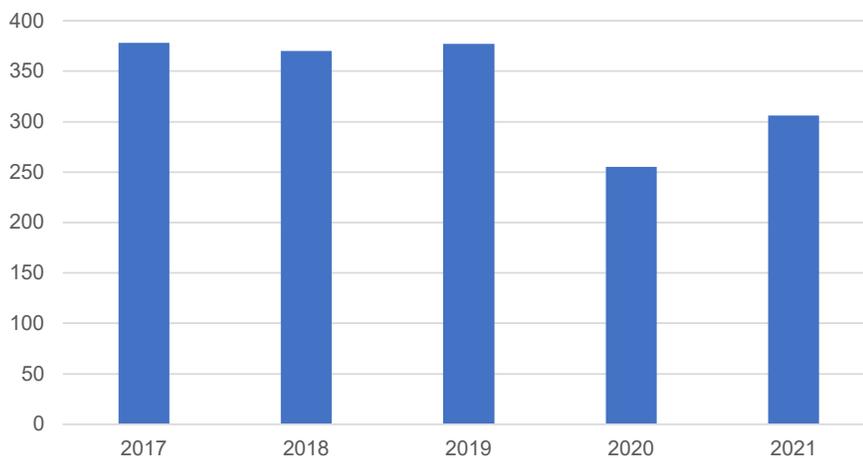
Traffic Safety

The 2018 Comprehensive Plan Appendix's Transportation section included information about road classifications and a Traffic Crash Report for the years 2014, 2015, and 2016.

An updated Traffic Crash report is provided below, which generally shows proportionally fewer crashes from the five-year period between 2017 and 2021 as the preceding three-year period provided in the 2018 plan.

Additional information related to transportation was available in the Complete Streets chapter of the 2018 Comprehensive Plan. This data was sourced from a study completed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety, the Centers for Disease Control and Prevention (CDC), U.S. Census Bureau, and SEMCOG provided context on the basis for Complete Streets: safety, inactive lifestyles, disabilities, and aging population and limited mobility.

Figure 5. Brighton: Total Crashes, 2017 - 2021



Source: SEMCOG

Table 8. Brighton: Crash Severity, 2017 - 2021

Severity Type	2017	2018	2019	2020	2021
Fatal	1	0	0	0	0
Serious Injury	1	4	0	1	3
Other Injury	55	48	57	42	39
Property Damage Only	321	318	320	212	264
Total Crashes	378	370	377	255	306

Source: SEMCOG

Table 9. Brighton: Crashes by Type, 2017 - 2021

Type	2017	2018	2019	2020	2021
Head-On	2	0	5	3	3
Angle or Head-on/ Left-Turn	81	69	66	45	59
Rear-End	147	149	136	92	116
Sideswipe	84	70	88	45	61
Single Vehicle	45	62	65	61	48
Backing	6	10	9	7	13
Other or Unknown	13	10	8	2	6

Source: SEMCOG

Land Use

With the change in SEMCOG's land use methodology, as noted when discussing Livingston County's existing land use, the city also has a more nuanced breakdown of its existing land uses (as seen in [Table 10](#)).

The county has primarily agricultural/rural residential land, but Brighton has almost none. Compared to many communities in the region which are characterized by single-family residential, the city has a smaller share and a broader mix of different types of land uses. As the city is largely built out, changes in land use from 2015 to 2020 have been minimal.

Table 10. Brighton: Existing Land Use, 2015 - 2020

Parcel Land Use	Acres 2015	Acres 2020	Change 2015-2020	Pct Change 2015-2020	Percent of Total Land Use 2020
Single-Family Residential	466.1	466.9	0.8	0.20%	19.9%
Recreational/Open Space	311.9	311.9	0	0%	13.3%
Vacant	288.4	282.3	-6.1	-2.10%	12.0%
Retail	166.3	168.5	2.2	1.30%	7.2%
Institutional	137.7	131.1	-6.6	-4.80%	5.6%
Industrial	120.7	120.7	0	0%	5.1%
Water	90.7	90.7	0	0%	3.9%
Office	92	89.4	-2.6	-2.80%	3.8%
Multi-Family Housing	83.2	73.1	-10.1	-12.10%	3.1%
Cemetery	43.3	43.3	0	0%	1.8%
Hospitality	35	43.1	8.1	23.20%	1.8%
Medical	39.1	41.1	2	5%	1.8%
Attached Condo Housing	39.2	40.3	1.1	2.70%	1.7%
TCU	38	38	0	0%	1.6%
Parking	14.6	14.6	0	0%	0.6%
Mixed Use	0	11.3	11.3	-	0.5%
Agricultural/Rural Residential	3	3	0	0%	0.1%
Mobile Home	2.9	2.9	0	0%	0.1%
Golf Course	0	0	0	0%	0.0%
Extractive	0	0	0	0%	0.0%
Not Parceled	373	373	0	0%	15.9%
Total	2,345.30	2,345.30	0	0%	100.0%

Source: SEMCOG Community Profile

Opportunities for an Update

The Planning Commission may wish to consider how market and demographic trends have impacted the city's development pattern and land use composition, and whether this prompts changes to any of the plans within the Comprehensive Plan. In particular, data on population makeup by age group, projected population, and housing types may necessitate a need for refinement to the Comprehensive Plan, and particularly overall plan goals and respective objectives.

An update of the Comprehensive Plan could include a focused look at land use, in conjunction with impervious surface coverage and development limitations, to develop strategies to reduce flooding, improve water quality, and mitigate the impacts of significant weather events (such as extreme temperatures and precipitation).

A Comprehensive Plan update should also review the breakdown of uses and consider whether there are too many or too few of certain use categories. For example, 12% of parcels in the city are vacant—along with other parcels that may have a high likelihood for redevelopment, an update may introduce opportunities to have future development meet city goals. During the update, the overall use breakdown should also be reviewed to consider where it would be appropriate to phase-out or expand use categories.



Master Land Use Plan

This chapter includes a recap of the Master Land Use Plan’s goals and objectives. The goals of the Master Land Use Plan guide all of the planning documents included in the Comprehensive Plan. Observations and opportunities start and end the sections in this chapter, with additional questions to consider alongside each goal, all of which are intended to prompt discussion.

Purpose

A Master Land Use Plan (or Master Plan) addresses future land uses, community development, and other community features in a coordinated fashion. It should provide a clear statement of community goals and objectives, establish a vision of the future, and include plans to achieve the vision. If followed carefully, the Master Land Use Plan will have a lasting impact on the built and natural environment. Decisions made when the plan is developed will likely be implemented over short-term, medium-term, and long-term timelines as specified in an Implementation Plan.

The Master Land Use Plan is long-range in its view and is intended to guide development over a period of 10 to 20 years, with reviews and any necessary updates occurring every five years to maintain consistency with the Michigan Planning Enabling Act of 2008. The information and concepts presented in the Master Land Use Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. A sound Master Land Use Plan promotes a land use pattern that reflects a community’s goals. It establishes long-range general policies that can be continually referred to in decision-making.

Relationship between the Master Land Use Plan and Zoning Ordinance

The Master Land Use Plan is not an ordinance, it does not change the zoning of anyone’s property, and it does not have the force of law. It is a set of policies and strategies to enhance and improve as well as guide new development in a community over a long planning horizon.

Zoning is a regulatory mechanism for controlling how land is used. It has the force of law. The Zoning Ordinance controls land uses based on today’s conditions.

While the Zoning Ordinance and Zoning Map regulate how land is developed, the Master Land Use Plan and its maps and policy statements are intended to guide land use decision-making for 10-to-20 years. The Master Land Use Plan is a community’s “vision,” while the zoning ordinance provides the rules that shape development to that vision. State law requires that the Zoning Ordinance be based on a plan. Therefore, the Master Land Use Plan forms the basis upon which zoning decisions are made. With a valid Master Land Use Plan in place, zoning decisions consistent with the plan and ordinance are presumed by the courts to be valid.

In addition, the recommendations of the Master Land Use Plan have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate. However, many of the recommendations, goals, and objectives in the Master Land Use Plan can be aided by amendments to the Zoning Ordinance.

Goals & Objectives

What are Goals, Objectives, and Action Items?

The 2018 Master Land Use Plan defines these as:

Goals: Goals are general guidelines that explain what the community wants to achieve. Goals are usually long-term and represent global visions, such as “protect the city’s natural resources.” Goals define the “what” but not the “how.”

Objectives: Objectives identify the milestones that mark progress in achieving goals- more of the “how.” For example, the goal of the “protect the city’s natural resources” could be measured in terms of “maintain the city’s tree cover.”

Action Items: Action items are more specific and define the steps to accomplish objectives and attain the identified goals- these could be considered the “who” and the “when.” The most effective action strategies will include who will tackle that task and when it should be accomplished.



Performance Indicators

Performance Indicators: Performance indications are the various measurable metrics that help communities chart a path towards meeting objectives. If the objective is, “maintain the Township’s tree cover,” a performance indicator would be percentage of total canopy. Communities should evaluate performance indicators periodically (annually or as data is available) to assess trends.

In some cases, new tools will need to be developed to help gauge success. This can allow a community to see how improvements are occurring, incrementally over time. Further, being able to show improvement helps maintain momentum and garner support from the community as well as appointed and elected officials.

Questions to Consider

1. To what degree have the goals, objectives, and strategies been met since the plan was adopted? Which goals and objectives have been achieved?
2. Are there any goals and objectives that are no longer relevant or that require modification to meet changing or new conditions in the community?
3. Are there any new goals that the plan does not address? What objectives and strategies can help accomplish these goals?
4. Would developing a set of performance indicators be helpful towards the city’s successful progress towards plan goals?

Goal 1: Quality and Variety of Housing

Ensure the availability of a wide range of attractive housing choices for residents of all ages. Connect housing with neighborhood commercial goods and services while protecting residents from noise, traffic, and other impacts of non-residential development. Encourage the preservation, maintenance, and renovation of older homes in the city.

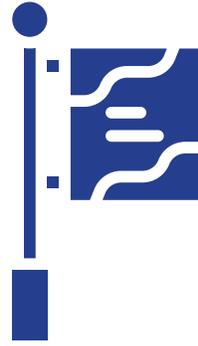


Objectives:

- a. Downtown. Add a variety of new medium- to high-density housing units in and near downtown that encourage and support walkable access to downtown commercial goods and services
- b. Existing Housing.
 - i. Support healthy communities by improving connectivity and access to green space in existing neighborhoods.
 - i. Maintain structurally safe and attractive housing choices and safe neighborhoods.
 - ii. Maintain existing housing stock and related infrastructure.
 - iii. Ensure adequate housing options are available to allow residents to “age in community.”
- c. Transition areas. Provide and maintain buffers between non-residential and residential development that protect residents from noise, light, and other impacts of commercial and industrial development.

Questions to Consider

1. Does the current housing supply meet the needs of and demand in the community? If not, what new housing types would be desirable for Brighton residents and where should they be permitted or restricted?
2. Where should residential growth be encouraged? Where should it be discouraged?
3. What impact has the recent adoption of the R5 Zoning District had on housing in Brighton? How has this new zoning helped the city progress towards its goals/objectives?



Goal 2: Community Identity

Recognize that the city's identity is largely based on its downtown. Encourage civic, social, and cultural activities, support downtown businesses, and promote the development of additional housing to strengthen not only downtown, but also the city's identity. Ensure the city's residential areas and downtown are well-connected via motorized and non-motorized transportation options. Maintain a standard of high-quality design and materials on new and redeveloped buildings throughout the city.

Objectives

- a. Foster the identity of the city as a distinctive, attractive, vibrant community with a strong sense of place.
- b. Enhance gateways to the city and downtown, especially along Grand River Avenue.
- c. Support downtown businesses by providing adequate parking, clear wayfinding signage, and attractive streetscape.
- d. Maintain quality architecture and design throughout the city.
- e. Maintain the strong cultural presence and identity of the city by partnering with a variety of groups to preserve historic structures and creating gathering places for residents and community activities.
- f. Adopt a form-based code for downtown that promotes the historical development pattern, maintains a continuous street wall within blocks, and requires ground floor spaces to include design elements that enhance the pedestrian experience.
- g. Maintain and expand support for the arts and cultural resources in the city.

Questions to Consider

1. Following investments in the downtown streetscape, what other key priorities does the city have to enhance vibrancy and build off of local successes achieved in downtown?
2. What new programming has been established that highlights Brighton's character? What new programming could be implemented to strengthen community pride and identity?
3. The Zoning Ordinance was updated in 2019 with new form-based code standards for downtown Brighton. What, if any, additional design standards are needed to further improve the aesthetics of downtown?

Goal 3: Environmental Stewardship

Maintain public and private stewardship of the natural environment through the preservation of open space, protection of woodlands and wetlands, and utilization of low-impact development techniques. Educate residents and business owners about the long-term value of the city's natural resources. Maintain a balance between the economy, the environment, and the community to ensure sustainable development that meets the needs of today while ensuring the needs of future generations can be met.



Objectives:

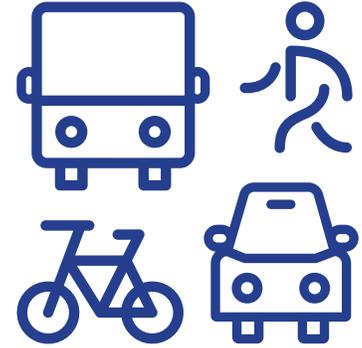
- a. Provide resources and guidelines for the development and application of solar, wind, and other alternative energies.
- b. Protect, enhance, and restore the city's woodlands, wetlands, water features, habitats, and open space.
- c. Improve storm water management using best management practices; establish appropriate standards for the community in coordination with the Livingston County Drain Commission.
- d. Promote and communicate sustainability concepts and incentivize residents and businesses to implement relevant strategies.
- e. Increase recreational opportunities in the city, especially within neighborhoods.
- f. Encourage energy-efficient and environmentally sustainable development through raising awareness and creating standards that support best practices.

Questions to Consider

1. What has the city done since 2018 to prioritize conservation/preservation of land, trees, watersheds, and wildlife? Where should the city focus these efforts in the future? What tools and resources can the city implement to maintain/expand its conservation preservation efforts?
2. Has the city adopted new standards to better align with Best Management Practices for stormwater? How can the city better encourage low impact development and improved stormwater management?
3. How have recreation opportunities been increased in the city?

Goal 4: Infrastructure and Civic Spaces

Invest wisely in ongoing maintenance and improvements to existing infrastructure, including utilities and the transportation network. Maintain civic spaces, including city hall and recreation facilities. Ensure that new development minimizes the demands placed on the city's existing infrastructure. Support the city's entire transportation network through the development and enhancement of non-motorized transportation facilities and amenities.



Objectives

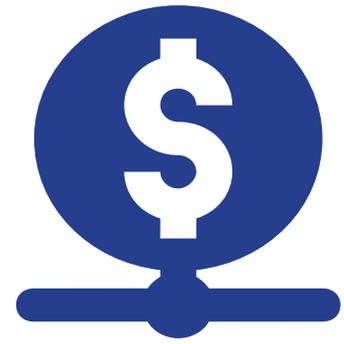
- a. Provide a network that accommodates a variety of transportation choices for users of all ages, including facilities for motorized and non-motorized transportation.
- b. Apply low-impact development standards for new development and redevelopment.
- c. Ensure civic spaces are well-maintained.
- d. Ensure utilities and other infrastructure are well-maintained by following and updating the city's capital improvement plan.

Questions to Consider

1. How has the capital improvement plan (CIP) helped direct capital projects since the 2018 Master Plan? What capital projects are included in the CIP for the next 6 years?
2. In addition to the Downtown Streetscape project and other street/sidewalk repairs, what other transportation improvements and non-motorized connections have been made since the 2018 plan? What transportation improvements and non-motorized connections are needed to reduce congestion, enhance safety, and promote multi-modal options for connectivity?
3. The city has made many investments in public facilities since the 2018 Master Plan. What additional public facility needs remain unsatisfied?

Goal 5: Economic Development

Maintain a vibrant and strong local economy by supporting current and new businesses. Build upon strengths that make Brighton an attractive community for business development. Nurture businesses downtown, in the east and west Grand River corridors, and industrial areas.



Objectives

- a. Regulate for site and building design that offers flexibility in redevelopment and is adaptable to new trends and technologies.
- b. Create development review processes that are consistent, predictable, fair and cost effective.
- c. Encourage and nurture start-up and growing businesses.
- d. Develop links and programs with institutes of higher learning.
- e. Review zoning ordinance to provide for flex space that is adaptable to innovation.

Questions to Consider

1. What types of process improvements and regulatory flexibility have been implemented to enhance the development review process? What additional improvements are necessary?
2. What new partnerships between the public and private sector have been established since the 2018 plan? How can the city continue to foster these relationships to leverage desired outcomes for city residents and business owners?
3. Should the Planning Commission pursue the creation of any new zoning districts to encourage the type of development outcomes desired? What flexible zoning tools can be applied to encourage innovation and economic development?

Opportunities for an Update

Five years have lapsed since the City of Brighton collected input on the Master Land Use Plan and the city's long-term vision. Since this time, the city has experienced changes locally and within the region. The Covid pandemic also impacted how people live, work, shop, and interact in the community. New outreach and engagement with residents and businesses may help to provide a stronger understanding of the direction the community would like to go.

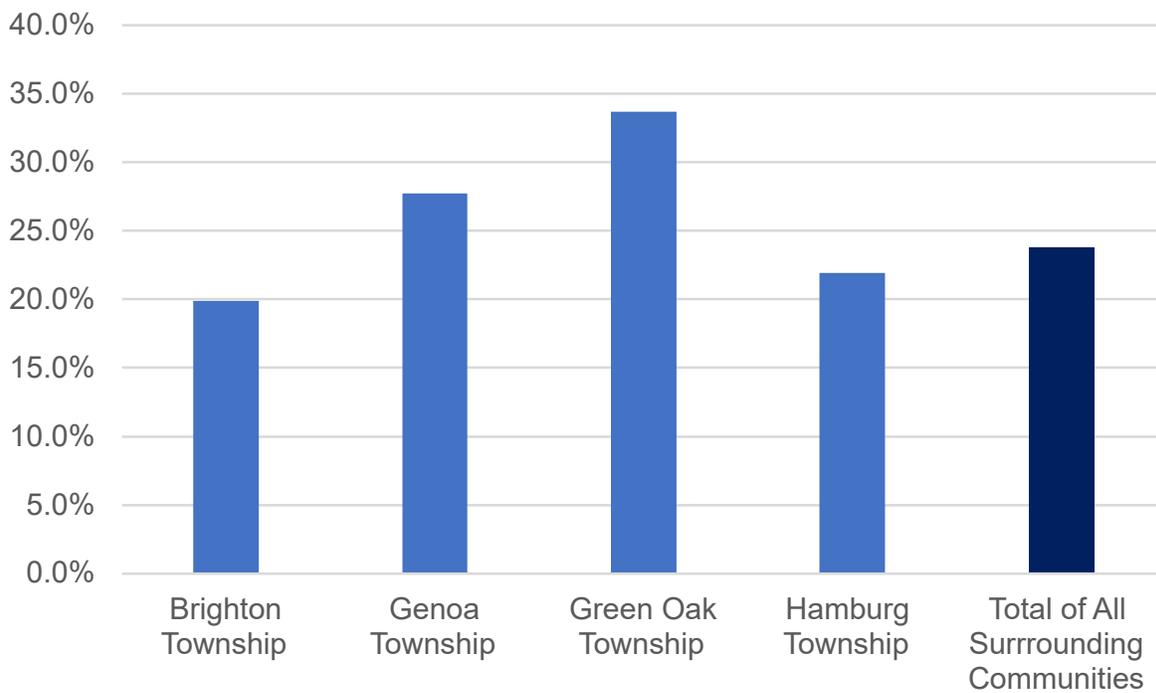
The city should consider changes (in market and demographic trends, growth and development) to consider whether these changes are in alignment with the goals and objectives. The Commission may also wish to consider which objectives have been met and whether goals should be updated to align with progress since the 2018 Master Plan. Metrics to measure progress towards achieving goals are recommended.

Future Land Uses in Neighboring Communities

As Brighton plans for its future, it is important to be aware of neighboring long range goals and objectives. The city is surrounded by townships that are growing in population and projected to continue. The City of Brighton serves as the hub for cultural, commercial, and social uses, and the Planning Commission may wish to consider how change in the surrounding areas will affect land use and development in the city.

The City of Brighton is located between Genoa, Hamburg, Brighton and Green Oak Townships.

Figure 6. Surrounding Communities: Projected Population Change, 2020 - 2050



Source: SEMCOG Regional Forecast

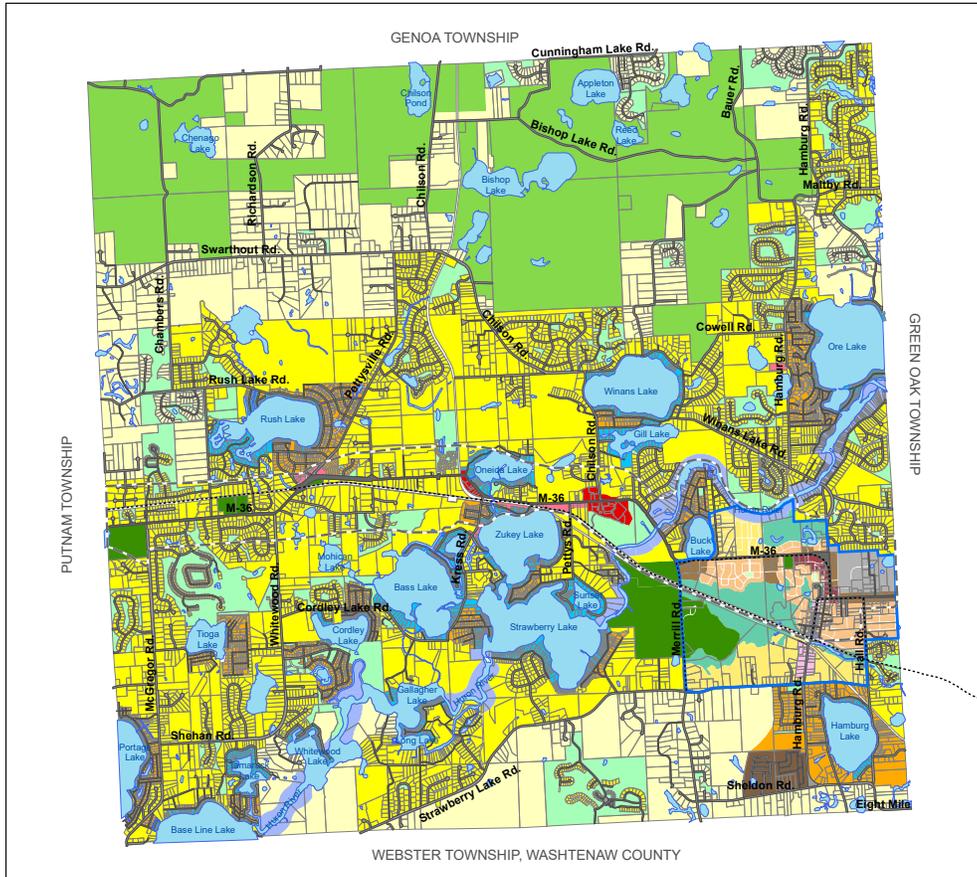
Questions to Consider

1. How does long-range planning in adjacent communities impact Brighton?
2. Has development occurred in shared border areas since the 2018 Comprehensive Plan? If so, were the changes consistent with long-term plans?
3. What strategies could strengthen or support development and redevelopment in shared border areas? Are there opportunities for regional collaboration beyond the city boundaries?

Hamburg Township

Hamburg Township is a rural township, spanning between Webster Township to the south and the City of Brighton to the north. Hamburg's population is expected to grow by 11.1% over the next 30 years, which is remarkably the slowest projected growth rate among the townships surrounding Brighton. The city's boundaries with Hamburg Township extend along the Brighton Recreation Area and some residential neighborhoods; the Township's 2020 Future Land Use map maintains these uses from its previous 2011 Future Land Use Map.

Map 1. Hamburg Township: Future Land Use, 2020



Map 4
Future Land Use
Hamburg Township,
Livingston County, Michigan

- High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Multiple Family Residential
 - Waterfront Residential
 - Natural River Residential
 - Neighborhood Commercial
 - General Commercial
 - Conserved Open Space
 - Public and Private Recreational Facilities
 - Public/Quasi-Public
 - Water Bodies
 - M-36 Corridor
 - Trail
- Village Center Area**
- Village Residential-2
 - Village Residential-10
 - Village Core
 - Village Gateway
 - Village Historic
 - Village Transition
 - Industrial
 - Conservation District
 - Parkland
 - Village Boundary

0 0.25 0.5 1 1.5 2 Miles



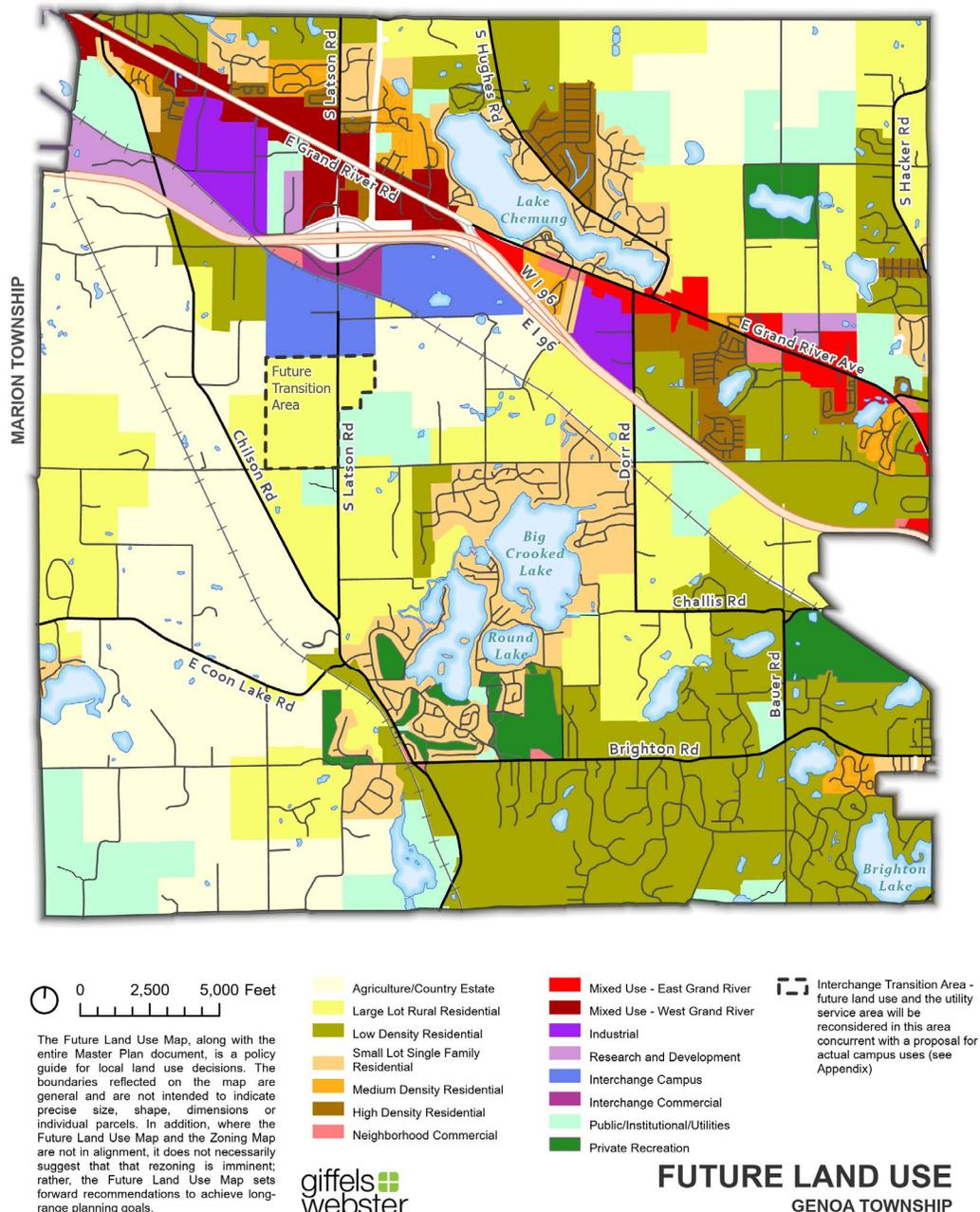
Source: Hamburg Township, 2020

08/2020

Genoa Township

The City of Brighton shares the majority of its western boundary with Genoa Township, a rural-suburban township that spans between the City of Brighton and the City of Howell. Genoa Township’s quiet natural settings and prominent location between the two cities along I-96 and Grand River Avenue makes the Township as an attractive residential setting; this residential demand was reflected in SEMCOG’s projection of a 27.7% increase in residential population in the township by 2050. The Township’s 2023 Future Land Use map matches current zoning near the city boundary, with areas designated for predominantly low density residential uses. Along the Grand River Corridor, there were changes in the Future Land Use map to support a variety of compatible uses, including the creation of two new mixed-use districts serving the eastern and western ends of the corridor.

Map 2. Genoa Township: Future Land Use, 2023

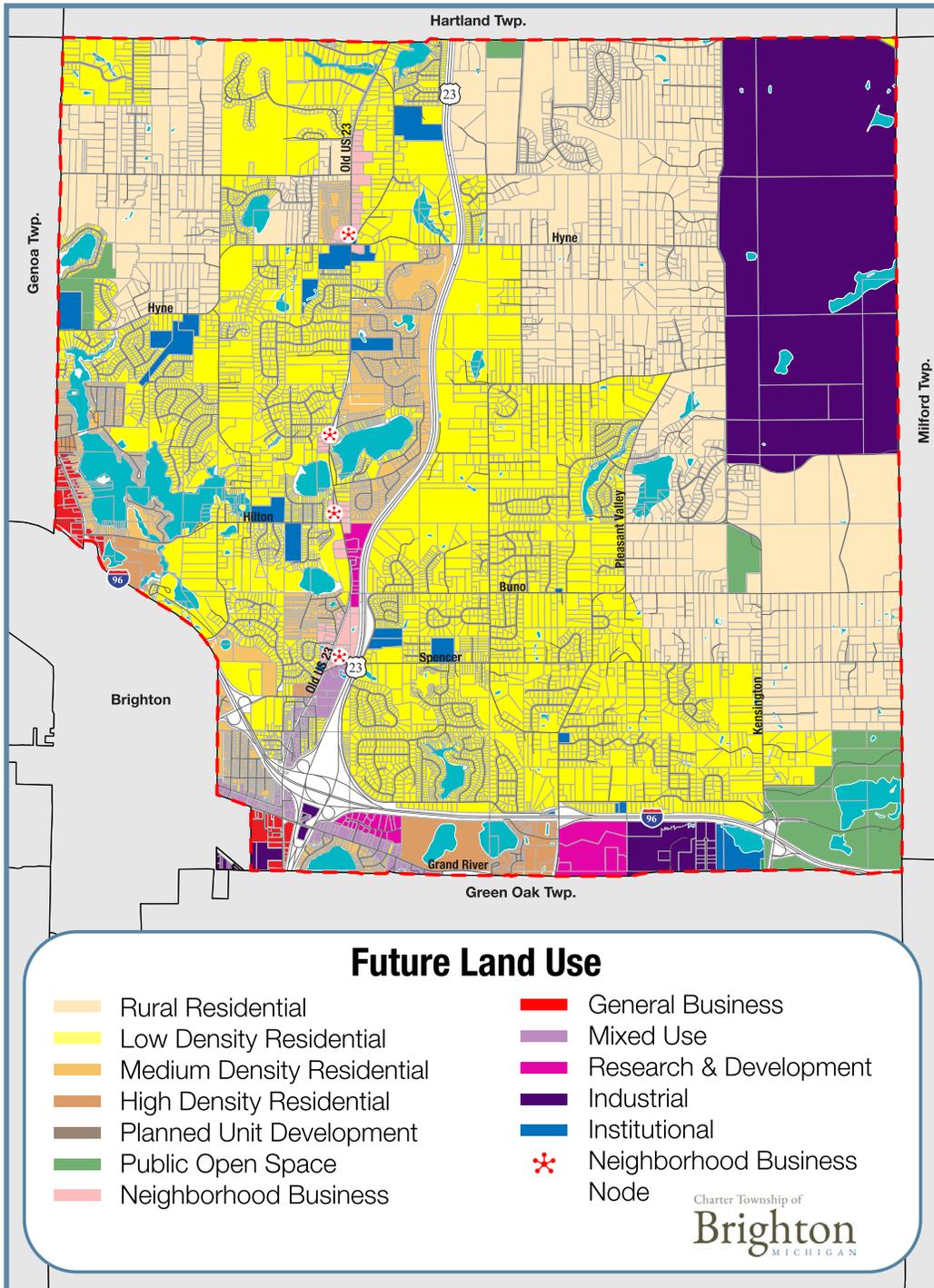


The Future Land Use Map, along with the entire Master Plan document, is a policy guide for local land use decisions. The boundaries reflected on the map are general and are not intended to indicate precise size, shape, dimensions or individual parcels. In addition, where the Future Land Use Map and the Zoning Map are not in alignment, it does not necessarily suggest that rezoning is imminent; rather, the Future Land Use Map sets forward recommendations to achieve long-range planning goals.

Brighton Township

Most of Brighton's eastern boundary is shared with Brighton Township, a growing rural-residential township between the City of Brighton and Hartland Township to the north. Similar to other communities in Livingston County, Brighton Township has a growing population that will continue to increase, with a projected 19.9% shift in population over the next thirty years (SEMCOG). Brighton Township's 2020 Future Land Use map indicates plans for increased residential density near the city boundary, as well as shifts from Commercial to Mixed Use zoning along the Grand River Corridor

Map 3. Brighton Township: Future Land Use, 2020



Green Oak Township

Green Oak Township a small portion of its northwestern boundary with the City of Brighton. Green Oak Township is located along the US-23 Corridor, the primary route between Brighton and Ann Arbor. The Township's location, highway access, and natural surroundings have influenced its growth as a bedroom community, and SEMCOG projections indicate this will continue, with a rise in population of 33.7% expected by the year 2050. The portions of the Township which abut the city boundaries are primarily residential and planned to maintain this designation on the 2023 Draft Future Land Use Plan. Many visitors of Brighton enter the city through Green Oak Township at the Lee Road exit off US-23, this area is planned to maintain its designation to support general commercial types of uses.

Map 4. Green Oak Township: Future Land Use, 2014

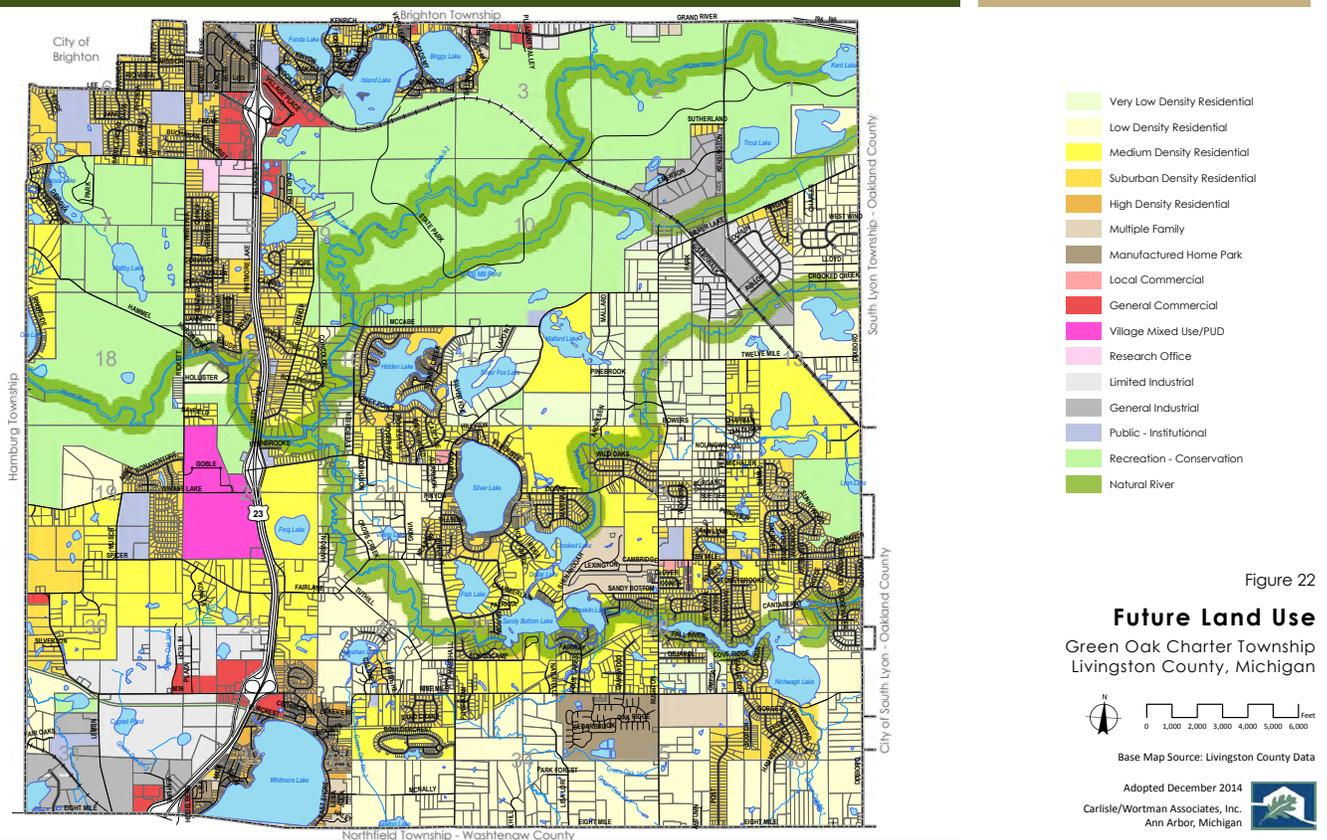


Figure 22
Future Land Use
 Green Oak Charter Township
 Livingston County, Michigan

Base Map Source: Livingston County Data
 Adopted December 2014
 Carlisle/Wortman Associates, Inc.
 Ann Arbor, Michigan

Future Land Use Plan

This chapter consists of relevant information from the Master Land Use Plan's "Future Land Use Plan" chapter. Key elements are identified for the Planning Commission's discussion.

Questions to Consider

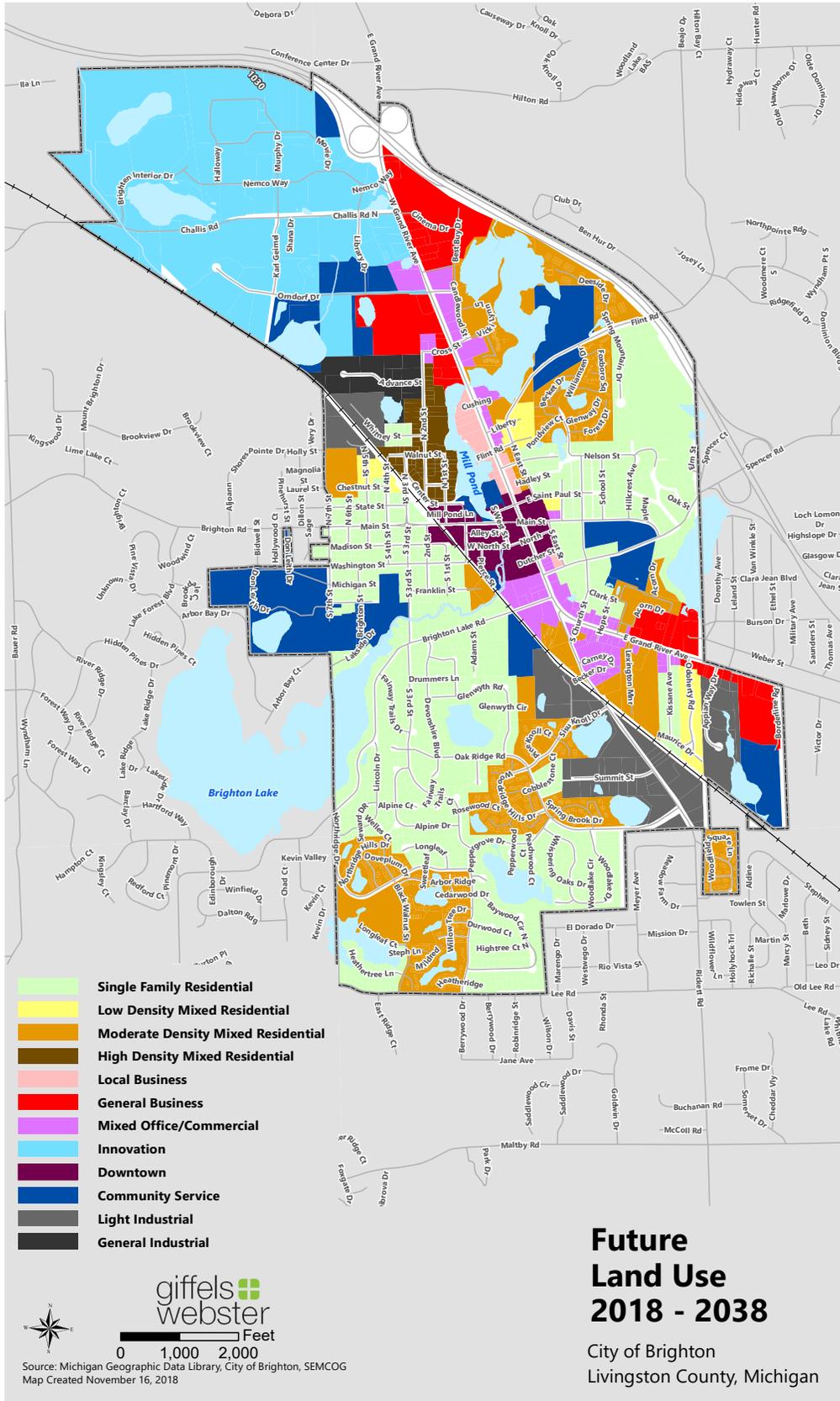
1. Do these land use categories make sense within the context of existing and anticipated future development?
 - » How have changes in technology affected land uses?
 - » How have changes in the economy and the COVID-19 pandemic affected land use (housing, retail, professional office)
 - » How has the aging of the Baby Boomer generation affected land use? (Housing needs, accessibility)
 - » How have shifts in community preferences affected land use? (Demand for public space, transportation, commercial and housing needs)
 - » What new land uses should we plan for? (commercial solar, EV charging, housing types)
2. Do all land uses fit within the context of the city and its character?
3. Do the land use descriptions provide enough information to guide land use decisions?
4. Should a form based code be applied to any other Zoning Districts or overlay areas?

Future Land Use Map

The Future Land Use Map serves to translate community land use and future development goals into a graphic illustration.

The Future Land Use Map, along with the entire Master Land Use Plan document, is a guide for local decisions regarding land use. The boundaries reflected on the map are not intended to indicate precise size, shape, dimensions, or individual parcels. In addition, the Future Land Use Map does not necessarily imply that rezoning is imminent; rather, the recommendations set long-range planning goals.

Map 5. Brighton: Future Land Use Map



Future Land Use Categories

In order to guide the development of future land uses throughout the city, distinct land use categories are established. The categories, which are discussed in the following sections and indicated on the Future Land Use Map, are outlined below.

Single Family Residential

These areas are intended for low-density, single family detached homes, with neighborhood-related facilities such as parks and schools. Planned density for these areas is between 2.5 and 4 dwelling units per acre. This corresponds with the A-1, A-2, and R-1 Zoning Districts.

Low Density Mixed Residential

These areas are intended to accommodate a variety of home types, including single family homes, duplexes, and small scale multi-family developments. Development is limited to six units per acre. The final density for sites designated Mixed Residential should be determined by consistency and compatibility with neighboring buildings and density. This density corresponds to that permitted by the city's R-3 zoning district. The designated areas are typically existing Mixed Residential areas. In some cases this designation is used in single family residential areas that appear to be in transition, but where a residential use is still considered desirable.

Moderate Density Mixed Residential

These areas are intended to include single family attached homes, townhouses, and apartments. Development is limited to not more than eight dwelling units per acre, and corresponds with the R-4 zoning district, except where such areas are adjacent to downtown. In that case, up to 25 dwelling units per acre are envisioned to support downtown. This designation serves as a transition between non-residential districts and lower density residential uses. In some areas it is part of a local mixed use pattern.

High Density Mixed Residential

This area is designated to allow a high density residential environment such as attached condominiums, townhouses, multiplexes, apartments (traditional and courtyard), and senior residences that may serve as a transition between non-residential districts and moderate to lower density residential uses.

Downtown

This land use designation is intended to include the traditional downtown area of the city. Downtown is envisioned as an area of pedestrian-friendly, vibrant activity with a mixture of small retailers, restaurants, services, and cultural and civic amenities. Automotive-related services, such as drive-throughs and other facilities that negatively impact pedestrian circulation should be prohibited. Residential uses are encouraged downtown, including high density residential, to support the viability of downtown businesses.

General Business

The area accommodates a broad range of retail and service businesses, intended to serve the needs of local residents and the regional population. This includes larger chain businesses, as well as restaurants and service establishments, including drive-through uses. These businesses are highly auto-dependent and are located along the Grand River Corridor.

Local Business

This area is designated to accommodate goods and services that serve the local community, and at a less intensive scale than the general business area. These areas are intended to be a transitional area between general business and neighborhoods. These uses can be found along Grand River, serving both locals and those traveling through the city.

Mixed Office/Commercial

This designation is intended to encompass existing and future areas within the city that are or have been transitional in nature. These areas are changing from one set of land uses to another and are located between two or more well-defined land use areas. This designation would permit a mix of less intensive office, service and commercial uses. The reuse of existing structures for new uses is a common feature in these areas, though new structures are also possible. In either case, the main goals of this designation are to maintain the existing character of the area in which they occur and to provide a physical transition between the differing land uses which lie adjacent to it.

Innovation

This land use designation is intended to facilitate the transition of this area from automobile-oriented retail uses into a district that supports the growth and development of leading-edge research, technology, and light manufacturing businesses. Single-purpose residential buildings are discouraged in this area unless the residential units support innovation uses and demonstrate intentional connectivity within the district, to downtown, and to other commercial areas.

Light Industrial

This land use designation accommodates small scale manufacturing, processing, warehousing, storage of raw materials and intermediate and finished products, industrial service providers, industrial parks, and industrial research activities. Such uses are intended to have a very minimal impact on neighboring districts. This use correlates with the Office Research, Research Manufacturing, and Light Industrial Park Districts.

General Industrial

Includes land devoted to large-scale manufacturing, processing, warehousing, storage of raw materials and intermediate and finished products, and industrial service providers. Such uses are intended to have a very minimal impact on neighboring districts. This category generally correlates to the Intermediate Industrial district.

Community Service

Includes lands devoted to governmental facilities and offices, public, parochial and private schools, churches, cemeteries, and other quasi-public and private institutions.

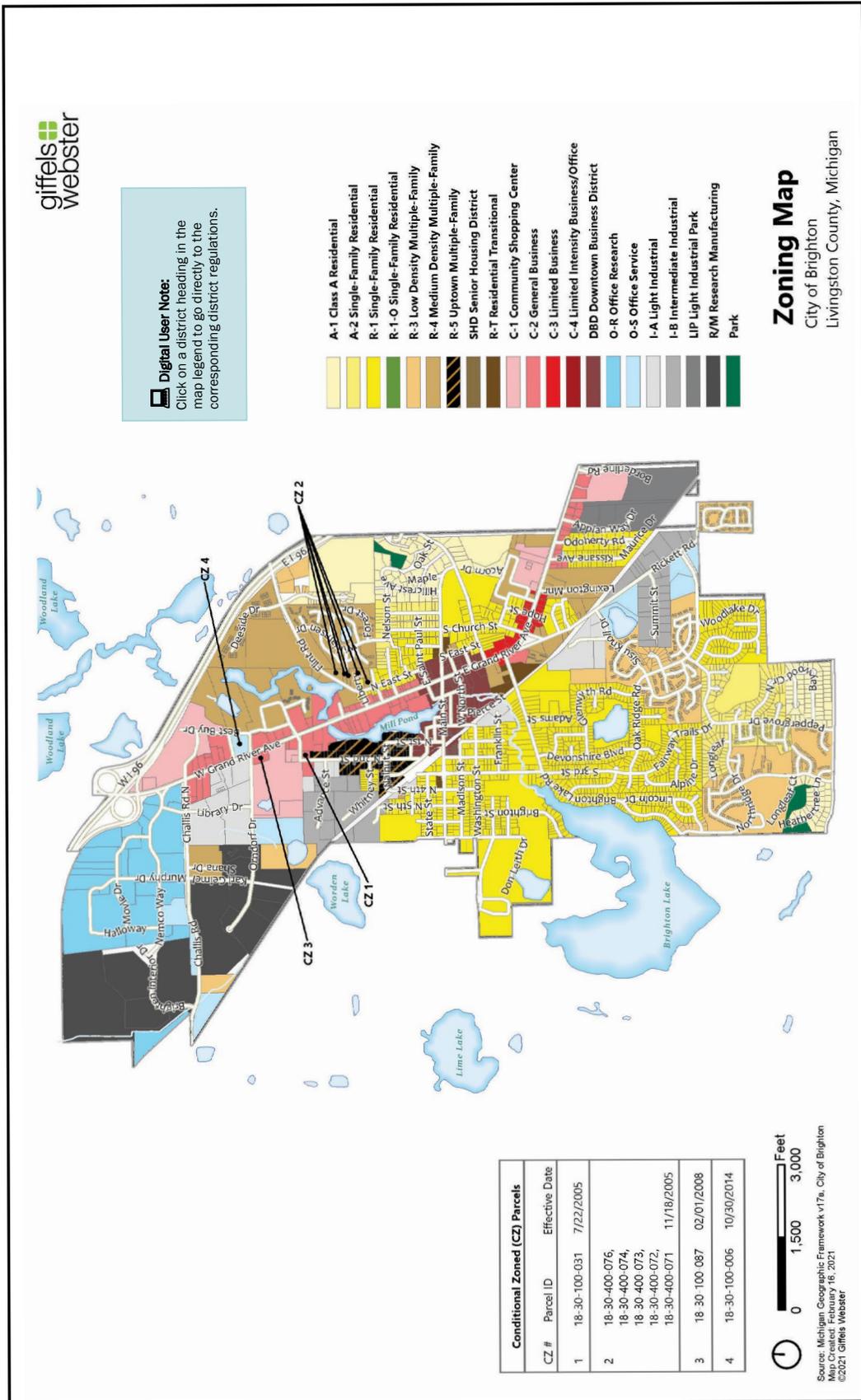
Opportunities for an Update

As a part of a Master Land Use Plan Update, the city could compare the Zoning Map with the Future Land Use Map to consider where changes have occurred, and whether changes in zoning align with the vision outlined in the 2018 Future Land Use Map.

The 2018 Future Land Use Map proposed the consolidation of some mixed commercial districts into the Innovation district, but these changes have not been implemented. The city should consider whether this remains an aspirational goal, and if so, establish action steps to implement this change and include them in the plan update.

The 2018 Future Land Use Map proposed the conversion of some commercial and multiple-family residential districts along Grand River to a mixed-use designation, but this change has not been implemented. The city should consider whether this change remains a priority and consider action steps that could be included to progress towards the Future Land Use Map in the plan update.

Map 6. Brighton: Current Zoning Map



Redevelopment Sites

The 2018 Comprehensive Plan included recommendations for three opportunity sites, including two which are discussed in the Downtown Plan (provided here in the Downtown Plan chapter's "[Redevelopment Sites](#)" on page 47) and one redevelopment outside of downtown, on Challis Road. The vision for the city-owned Challis Road Parcel is expounded on below.

Questions to Consider

1. Have any new sites surfaced as priority redevelopment opportunities in Brighton?
2. Have the plans for the Challis Road site changed since the 2018 Comprehensive Plan? Are the proposed uses and development patterns consistent with today's market and development opportunities? What changes in conditions have occurred since 2018?
3. Are there any new incentives or economic development resources to help support redevelopment of the Challis Road site?

Redevelopment Site 1: Challis Road Parcel (city-owned)

The Challis Road Parcel is a city-owned parcel that is currently zoned OR, Office-Research-Limited Manufacturing. Permitted uses include research, design, product development, data processing, studios, office, housing for students, and light industrial.

Surrounding parcels to the east and south are similarly zoned and are developed with big-box regional commercial uses, including a movie theater, Home Depot, Staples, Target and similar stores.

The Master Land Use Plan included a redevelopment vision for this site that looked at the following components:

Land use: In light of declining market demand for retail uses, the plan recommends research, office, or light industrial to take advantage of highway visibility and the existing road network.

Building form: The plan notes that this site should set a new standard for building form, rather than replicate what is in the surrounding area, which may require zoning flexibility, particularly from height restrictions or setbacks. In addition, this site should be designed in a manner that breaks up the massing of larger structures at a pedestrian-oriented scale. The plan emphasizes the importance of site amenities such as landscaping, sidewalks, and art.

Transportation: The plan emphasizes the importance of non-motorized facilities to connect locations inside and outside of the site. Connections and wayfinding signage should be provided to the planned shared use path on the south side of Challis.

Sustainability: The plan contends that development on this site should be based on a framework of sustainable building and site design practices that offers a model for development and redevelopment elsewhere in the city.

Opportunities for an Update

There may be other sites in Brighton where redevelopment could have a transformational impact on the rest of the city. A Comprehensive Plan update could examine additional redevelopment opportunities where additional resources may be necessary to overcome development limitations.

An update to the Master Land Use Plan could revisit the vision for redevelopment outlined for the Challis Road Parcel to consider whether the city's current aspirations, as well as current market demand, align with the plan.

The city may wish to explore whether multiple-family residential could be suitable in this area, as this use may support other uses nearby with workforce housing.



Complete Streets Plan

The Comprehensive Plan includes a Complete Streets plan, with informative background information on complete streets including discussion of relevant Michigan law and design elements that are consistent with Complete Streets.

An important element of the Comprehensive Plan is a plan for the overall system of streets and roads in a community. This system provides for the movement of people and goods to and from places inside and outside the community. Road rights-of-way also provide places for utilities such as water lines, gas lines, sanitary and storm sewers, cable television lines, electrical power and telephone lines to co-locate, lowering the need for easements across private land. Because of these combined roads and utility function, the system of roads in a community can impact economic conditions, environmental quality, energy consumption, land development, and overall quality of life in a community.

The plan contains a review of existing conditions, which describes gaps in the non-motorized network to identify needs and prioritize, a “Goals, Objectives, & Action Strategies” section specific to Complete Streets, a section on “New Connections” reviewing future considerations for developing a safe non-motorized network with the current framework, best practices for safely crossing pedestrians and cyclists, and recommendations for implementation.

Maps illustrating the proposed bicycle facilities network and how this network would connect to planned regional non-motorized networks are also included. The region’s trail systems are not only an important recreational amenity, but also an important transportation facility locally and regionally.

‘Complete Streets’ is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities. Complete streets provide transportation choices, allowing people to move about their communities safely and easily.

In 2010, Michigan passed the Complete Streets legislation to encourage and justify the development of Complete Streets in communities. At that time, Michigan’s Planning Enabling Act was also amended to require master plans to address Complete Streets.

Communities that adopt Complete Streets policies recognize that:

- Complete Streets provide transportation choices, allowing all people to move about their communities safely and easily.
- Complete Streets policies acknowledge the problems with current transportation facilities.
- Implementing Complete Streets strategies will make communities better places to live and work.

Figure 7. Benefits of Complete Streets & Related Strategies

Safety



- Reduce pedestrian accidents by increasing the safety factor.
- Perceptions of the safety of non-motorized travel strongly influence decisions about alternative modes of travel for many.
- Reducing either the width or number of travel lanes (road diet) to make space for shoulder or bike paths will improve safety.



On average, a pedestrian was killed in the US every 88 minutes in traffic crashes in 2017.

Health



- Walking or biking to school may result in reduced child obesity rates.
- Sedentary lifestyles are associated with a host of long-term health problems.
- Sidewalks, bike paths and access to transit increases level of physical activity.



Between 1989 and 2018, child obesity rates have risen dramatically, while the percentage of walking or biking to school has dropped.

Access



- A variety of transportation options allows everyone – particularly people with disabilities and older adults – to get out and stay connected to the community.
- Designing a street to accommodate those with mobility challenges may reduce overall pedestrian risk.



54% of older American living in inhospitable neighborhoods say they would walk and ride more often if things improved.

Environment



- Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads.
- Studies have shown that 5 to 10 percent of urban automobile trips can reasonably be shifted to non-motorized transport.



Carbon-dioxide emissions can be reduced by 20 pounds per day or more than 4,800 pounds in a year per each commuter by using transit instead of driving.

Economy



- Increase consumer activity by redesigning residential and local business districts with traffic calming measures.
- Implementing Complete Streets has proven to be an effective placemaking strategy for economic development and community revitalization.



Nearly 40 percent of merchants reported increase in sales, and 60 percent more area residents shopping locally due to reduced travel time and convenience associated with Complete Streets strategies.

The city, in partnership with the Brighton Downtown Development Authority is undergoing a one-year project to upgrade all streets, sidewalks, and infrastructure in the downtown area, which was completed in August 2023.

Other than ongoing maintenance to keep local streets, sidewalks (where provided) and trail surfaces in good repair, there may still be opportunities to further enhance the city's transportation network to better serve all users, particularly in areas outside of downtown. These may include the following:

Site Design

Minor improvements within a site can improve the usability of public non-motorized facilities such as requiring safe pedestrian connections from building entrances to street sidewalks, requiring parking facilities including bike racks and/or storage lockers along with parking for motorized vehicles and considering access management within the parking lot. All bike parking should meet the APBP guidelines (Association of Pedestrian and Bicycle Professionals).

Access Management

Typical driveway standards require alignment or minimum offsets, as well as separation from intersections and other driveways on the same side of the street to improve safety of motorists. Additional access management techniques include limiting the number of access drives on major roads, shared drives, encouraging joint access easements and maximizing corner clearance requirements especially for intersections that require special attention.

Collaboration

Collaboration with multiple stakeholders is another important tool for successful implementation. Indeed, with road facilities connecting with and shared by adjacent communities, it is critical to have shared visions of local transportation goals. Most of the time, the roadway jurisdiction determines the combination of outside agencies that are required to be part of the stakeholder team. Local residents, surrounding municipalities, the RCOC, Southeast Michigan Council of Governments (SEMCOG), Michigan Department of Natural Resources (MDNR), Michigan Department of Transportation (MDOT) and other local non-profit agencies such as Michigan Trails and Greenways, or Rails to Trails conservancy are the potential members of a team.

Goals & Objectives

The Complete Streets plans includes objectives tied to the goals in the Comprehensive Plan.

Goal 1: Quality and Variety of Housing

- CS 1.A.** Ensure neighborhoods are connected internally, to other neighborhoods, important city destinations including schools and parks, and goods and services

Goal 2: Community Identity

- CS 2.A.** Provide non-motorized transportation options that connect downtown with residential areas and other commercial corridors in the city
- CS 2.B.** Reinforce the community's character by incorporating wayfinding signage, art, and other civic installations throughout and along the non-motorized network where possible
- CS 2.C.** Ensure high-quality materials are utilized in the construction of the non-motorized transportation network; including high-quality amenities such as furnishings and lighting, as appropriate

Goal 3: Environmental Stewardship

- CS 3.A.** Encourage the use of non-motorized transportation to reduce environmental impacts of vehicular travel, which include air pollution from idling vehicles and water contamination from stormwater runoff of roadways
- CS 3.B.** Incorporate environmental education into the non-motorized transportation network as appropriate through interpretive signage and related events

Goal 4: Infrastructure and Civic Spaces

- CS 4.A.** Ensure the non-motorized transportation plan is efficiently and effectively implemented
- CS 4.B.** Ensure all civic uses are connected via the non-motorized transportation network
- CS 4.C.** Provide a complete non-motorized transportation network, which includes parking, lighting, and furnishings as appropriate

Goal 5: Economic Development

- CS 5.A.** Encourage non-motorized transportation options to alleviate traffic and parking concerns in the downtown area
- CS 5.B.** Encourage business to tap into the market potential associated with non-motorized travel, which could include healthy food, recreational clothing and equipment, and also delivery services for those shopping by bicycle and on foot
- CS 5.C.** Ensure new development is connected to the non-motorized transportation network

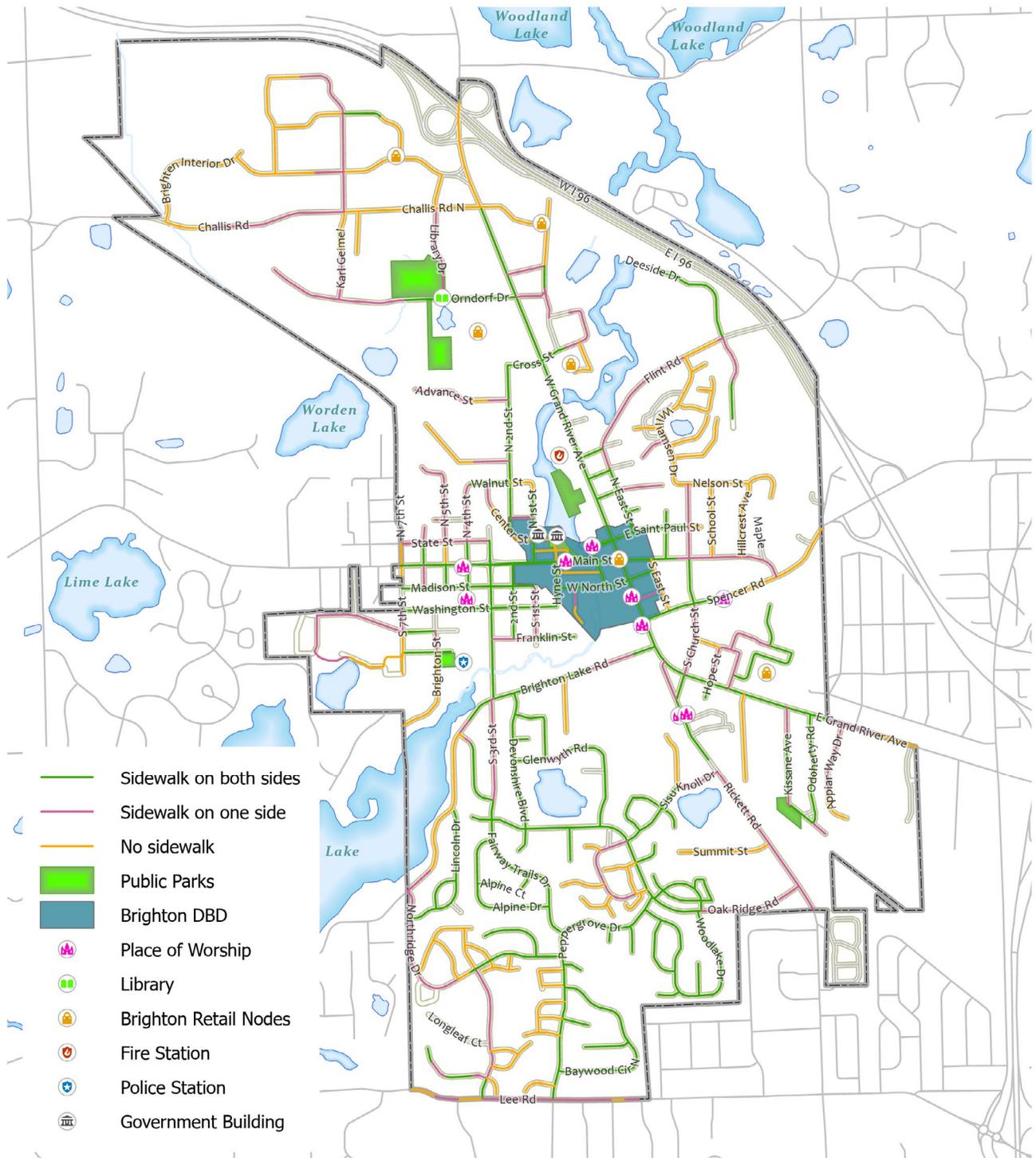
In addition to a review of Complete Streets objectives, the plan includes recommendations for new non-motorized connections, including:

Sidewalks

The plan discussed challenges with the city's sidewalks including gaps in the network, narrow widths, numerous intersections between sidewalk and driveways, and maintenance needs of older sidewalks. In addition, this section highlighted the incompatibility of sidewalks for bicycles, noting that these facilities are not ideal, and often unsafe, for bicyclists.

The map on the following page includes the city's 2021 sidewalk map, with improvements made since the 2018 Comprehensive Plan. Sidewalk improvements should continue to be monitored and documented overtime to help the city evaluate priorities on an ongoing basis.

Map 7. Brighton: Existing Sidewalk Network, 2021



- Sidewalk on both sides
- Sidewalk on one side
- No sidewalk
- Public Parks
- Brighton DBD
- ⛔ Place of Worship
- 📖 Library
- 🏠 Brighton Retail Nodes
- 🚒 Fire Station
- 👮 Police Station
- 🏛️ Government Building

Existing Sidewalk Network



giffels webster ■ Source: Michigan Geographic Framework v17a, City of Brighton.
 Map Created: November 09, 2021.
 ©2021 Giffels Webster

City of Brighton, Livingston County, Michigan

Shared Use Pathways

The plan included information on shared use pathways, explaining that unlike sidewalks, the added width provides for safe and efficient use by all users. In addition, by developing a shared pathway network throughout the entire city, plans can strive to strategically reduce road crossings or direct the pathways to less intense roadways. While sidewalks are intended for one-way traffic for pedestrians only, shared use pathways often use guides and markers to separate types of users and direct the flow of traffic. Finally, the plan acknowledges certain design principles for shared-use pathways that consider variables such as stopping distance and sight lines, which are not characteristic of sidewalks.

The plan recommends two key shared use pathways:

- In the northwest quadrant of the city, connected from the Mount Brighton area, just outside the city limits, to a bike route on N. 2nd Street, with the potential to link this path to Grand River Avenue and, ultimately, to the City of Howell.
- Along Brighton Lake Road, however, the plan notes challenges for implementation due to narrow ROW, development, and topography.

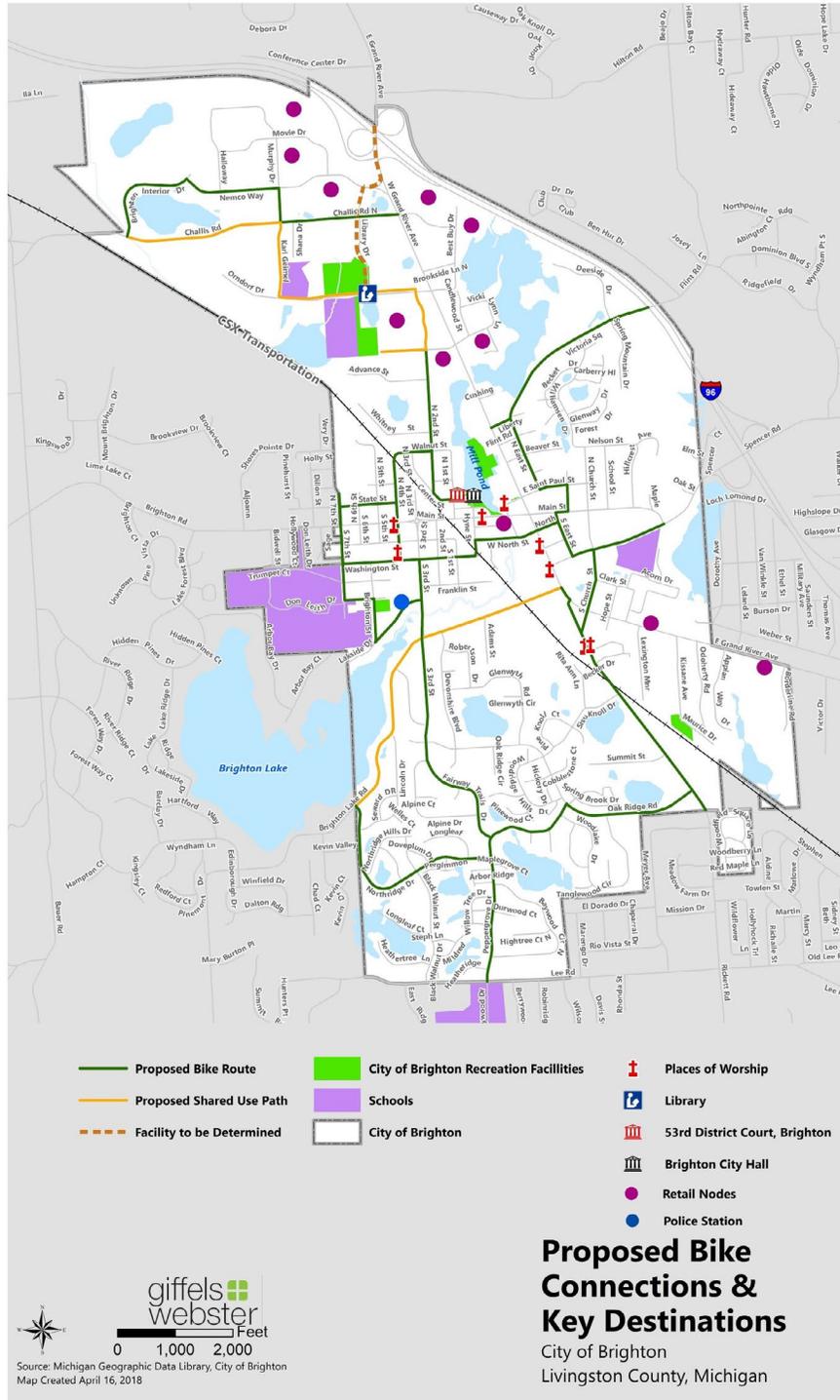
Roadway Facilities

The plan includes strategies to use the existing road network to accommodate transportation alternatives. This section of the plan acknowledges that this is not the most desirable solution for non-motorized transportation, but often is easier to implement due to space and cost limitations. The plan discusses opportunities to designate bike routes within the non-motorized network, even if it includes stretches of the route where bicycle facilities are not provided. However, one easy way to add bicycle facilities is to provide sharrows to indicate shared usage of a roadway when a connection is needed, but options for implementation are limited. In addition, the plan discusses bike lanes, but acknowledges that there are not plans for bike lanes currently in place.

The Complete Streets plan concludes with an implementation section, detailing action items to align with each plan objective.

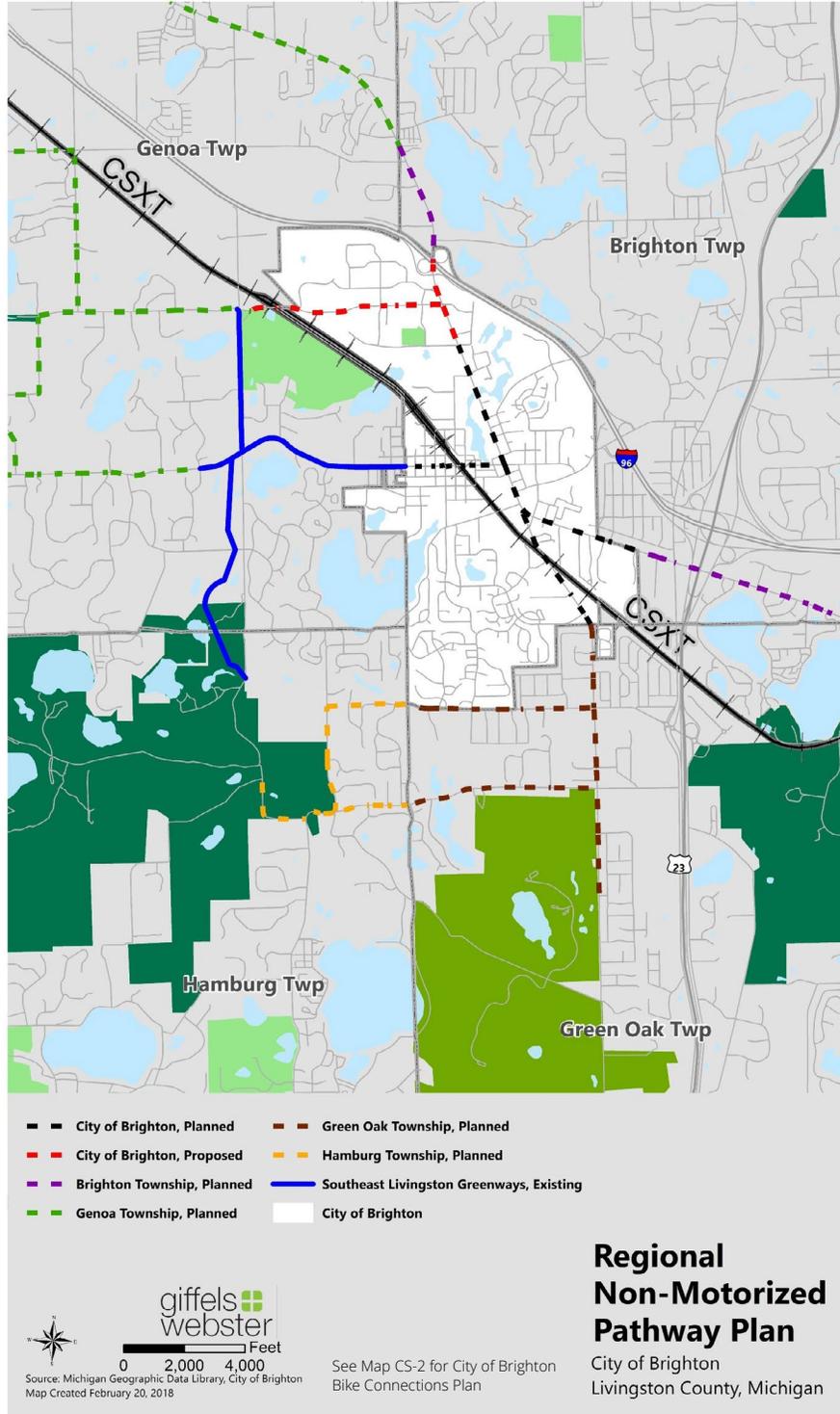
Map 8. Brighton: Proposed Bike Connections Plan, 2018

Map CS-3: PROPOSED BRIGHTON BIKE CONNECTIONS PLAN



Map 9. Regional Non-Motorized Pathway Plan, 2018

Map CS-4: PLANNED REGIONAL NON-MOTORIZED NETWORK



Questions to Consider

1. Where have non-motorized networks expanded beyond the city limits? How can the city plan for connections to these regional networks? What other jurisdictions/ stakeholders should the city work with to strengthen connections within the region?
2. Where have sidewalk-gaps been addressed and where do they remain a priority? Have any new pathways or bicycle facilities been constructed?
3. Where is it unsafe to travel by bike/walking in Brighton? What makes these areas unsafe and what improvements are needed to provide better access and connectivity?
4. Where have amenities such as trailheads, benches, wayfinding or art been installed to complement the non-motorized network?
5. How have shifts in the economy impacted who is on the road and peak hours? The rise of remote work has led to shifts in commuting patterns, while services like Amazon and Door Dash have increased demand for transportation-related occupations.

Opportunities for an Update

An updated Comprehensive Plan could include a refined Complete Streets plan that considers changes that have occurred since 2018. The updated plan should consider what connections are available and where sidewalk have been improved around the city. As a part of the planning process, the city should document areas where sidewalk improvements are still needed, including maintenance issues and gaps in the network.

The downtown streetscape enhancements are intended to bolster foot traffic and accommodate a safer and more efficient flow of pedestrians through downtown Brighton. The city may wish to consider improvements to connections leading to downtown Brighton to accommodate an influx of pedestrians and other modes of non-motorized transportation.



Downtown Plan

The Downtown Plan is comprised of the following subsections, outlined below.

What is Working and What Needs Work

The 2018 Downtown Plan included an assessment of existing conditions, summarized here.

What is Working (2018)	What Needs Work (2018)
<ul style="list-style-type: none"> • Mix of compatible land uses • Variety in hours of operation • High occupancy • Storefront displays • Vibrant street amenities • Walkable/Pedestrian focus • Parking availability and location in rear of buildings • Few driveways, restricted drive-thrus • Sense of place 	<ul style="list-style-type: none"> • More housing units near downtown Brighton to support the downtown economy. • More office development on secondary streets • Sense of traditional downtown quickly dissipates • Include residential in the mix of permitted uses • A parking garage could provide reductions in surface parking lots

Goals and Objectives

This section of the plan applies plan goals from the Master Land Use Plan (to consider objectives specific to downtown Brighton). The following objectives were included:

Goal 1: Quality and Variety of Housing

Objectives

- D 1.A.** Add a variety of new medium-high density housing units in and near downtown that encourage and support walkable access to downtown commercial goods and services.

Goal 2: Community Identity

Objectives

- D 2.A.** Foster the identity of the city as a distinctive, attractive, vibrant community with a strong sense of place.
- D 2.B.** Enhance gateway to downtown, especially along Grand River Avenue.
- D 2.C.** Support downtown businesses by providing adequate parking, clear wayfinding signage, and attractive streetscape.
- D 2.D.** Maintain the strong cultural presence and identity of the city by partnering with a variety of groups to preserve historic structures and creating gathering places for residents and community activities.
- D 2.E.** Adopt a form-based code for downtown that promotes the historical development pattern,

maintains a continuous street wall within blocks, and requires ground floor spaces to include design elements that enhance the pedestrian experience.

- D 2.F.** Maintain and expand support for the arts and cultural resources in the city.

Goal 3: Environmental Stewardship

Objectives

- D 3.A.** Apply low-impact development standards for new downtown development and redevelopment

Goal 4: Infrastructure and Civic Spaces

Objectives

- D 4.A.** Connect downtown with the rest of the city via a network that accommodates a variety of transportation choices for users of all ages, including facilities for motorized and non-motorized transportation.
- D 4.B.** Ensure civic spaces are well-maintained.

Goal 5: Economic Development

Objectives

- D 5.A.** Regulate downtown site and building design that offers flexibility in redevelopment and is adaptable to new trends and technologies.
- D 5.B.** Encourage and nurture start-up and growing businesses.

Questions to Consider

1. What performance indicators can be used to evaluate progress in downtown?
2. Have any objectives been achieved? Are any objectives no longer relevant?
3. What new priorities for downtown should be reflected in an update to the Comprehensive Plan?

Downtown Design

These are components of downtown that are distinct to Brighton's community identity. The plan highlights elements of physical appearance, including historic buildings, quality building materials, engaging street walls, and a vibrant public realm, which contribute to the overall look and sense of place in Brighton.

Opportunities for an Update

Highlight components of the recent streetscape project, including:

Water features. Water features contribute to community vibrancy and offer a natural escape in an urban setting. Downtown Brighton's proximity to Millpond Park helps to enhance the overall aesthetic appeal and provide a unique experience for walking and gathering. An update may highlight the importance of water features and recent improvements to downtown that build off of this asset. An update may also consider the value of other natural features in the overall aesthetic of downtown, such as the urban tree canopy.

Accessible and inclusive design. Accessible and inclusive design is another component of a welcoming downtown. A plan update may review and consider where there are design features that enhance accessibility, especially those included in the recent streetscape improvements. The plan may also consider strategies to address ADA nonconformities in buildings and sidewalk maintenance.



Downtown Land Use

Future Land Use Vision. This section of the plan provides context for the Future Land Use vision for the downtown area. In the 2018 Master Land Use Plan, two changes were proposed to add additional residential density near downtown. The plan explains that in addition to the maintenance and upkeep of existing single family neighborhoods, adding opportunities for different housing types will support the city's residents and downtown.

Redevelopment Sites

The Plan identified two redevelopment sites in downtown Brighton, in addition to the Challis Road Site discussed earlier in this review.

Questions to Consider

1. Have any new sites surfaced as priority redevelopment opportunities in downtown?

Redevelopment Site 2: Former Lindbom Elementary

This privately-owned parcel contains approximately 10.5 acres and is currently zoned R-1, Single Family Residential. Surrounding parcels to the west and south are similarly zoned and are developed with single family homes. This area is within an easy walk of downtown.



Updates since 2018

The former elementary school will be demolished in September 2023, and this site will be used for an attached single-family residential use of 124 multi-family units.

Redevelopment Site 3: Washington Street

This privately-owned parcel contains approximately two acres and is just south of downtown, across the railroad tracks at Washington/Hyne. The current Future Land Use designation is Mixed Industrial/Research/Office. The property is zoned Light Industrial, where a variety of storage, manufacturing, and other industrial activities are permitted. The site is currently developed with an older industrial building.

The Downtown Plan highlighted the long-term vision for various components of site redevelopment, including:

Land use: The plan notes that this site’s location near downtown makes it a viable location for moderate density mixed residential uses.

Building form: The plan recommends buildings up to three stories with tuck under or enclosed garages, with high quality building materials. Given constraints on yard area, balconies and patios may be desired amenities.

Transportation: The plan recognizes the need for any development on this site to connect to existing sidewalks and include appropriate on-site parking.

Sustainability: The plan recommends sustainable building and site design practices to serve as a model for development elsewhere in the city.

Development of the district: The plan suggests form-based standards may be explored to address neighborhood character, connectivity, building design, materials, and landscaping.

Opportunities for an Update

There may be other sites in downtown Brighton where redevelopment could have a transformational impact on the rest of downtown. A Comprehensive Plan update could examine additional redevelopment opportunities. The Downtown Plan discusses the prospect of a parking structure in downtown, with the potential to include first floor uses or an engaging street wall, particularly along North Street. A Comprehensive Plan update could identify a redevelopment site that would be appropriate to accommodate this type of structure.

A Comprehensive Plan update could revisit the visions for redevelopment outlined for each opportunity site and consider whether they align with the city’s current aspirations, as well as current market demand.

A Comprehensive Plan update could include concept plans or more specific visions for each redevelopment site, however, while this offers a clearer policy vision, it may encumber the city from exploring desired flexibility.



Physical Environment

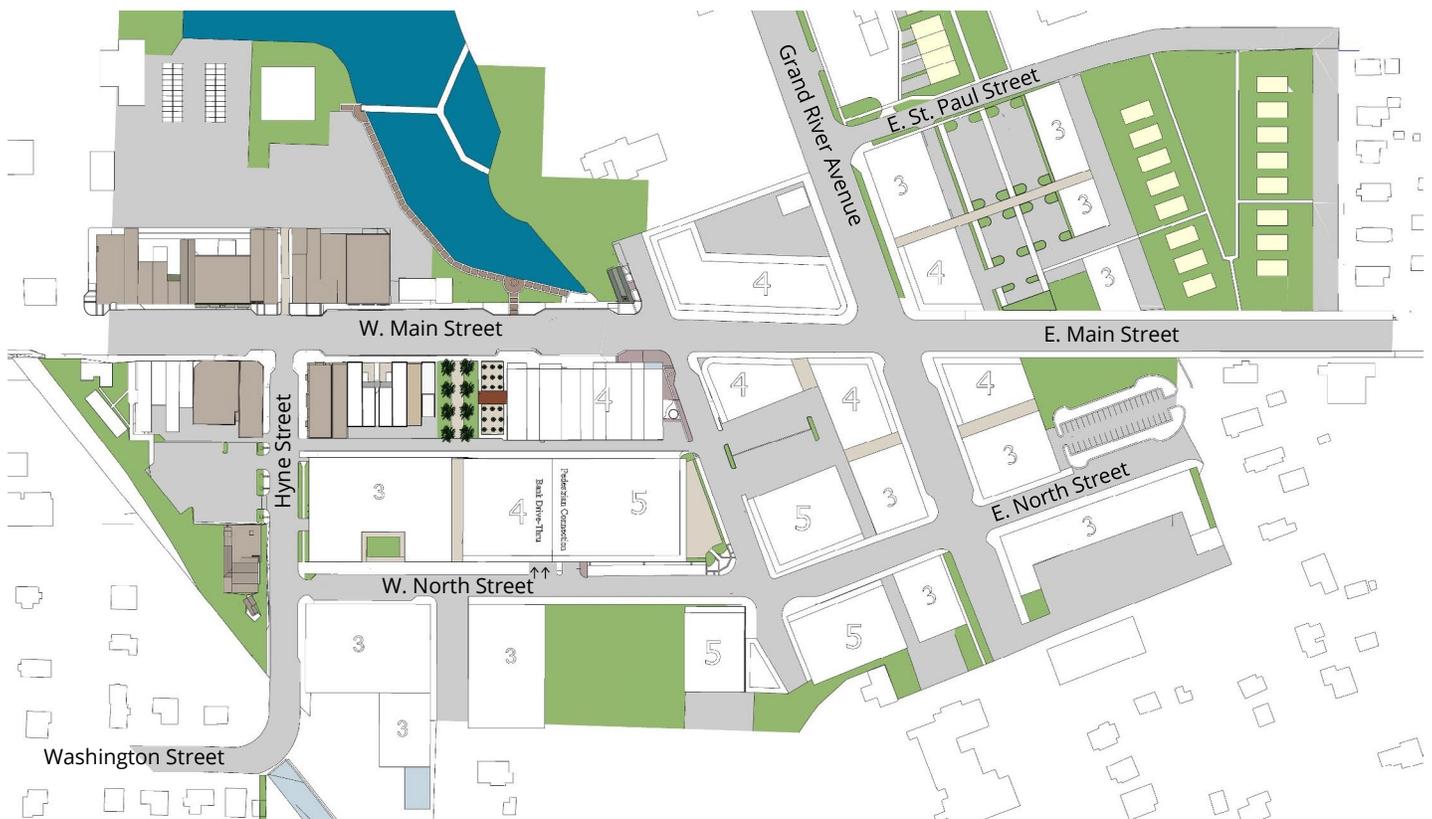
Downtown Concept Plan

The Downtown Concept Plan (Figure 8) shows potential for redevelopment of private and public space within the downtown boundary. The plan reflects a potential to increase density and building height at selected locations to allow for new downtown housing, retail and office uses, entertainment uses, and structured and surface parking.

- Potential new buildings and structures are indicated in white.
- The numbers illustrate the intended maximum height of buildings and structures.
- **Note: The upper limit of development is not envisioned as a by-right ability to construct. Rather, special land use approval will be necessary to construct the upper floor in some locations, and it is often required to be stepped back.**

Figure 8. Brighton: Downtown Concept Plan, 2018

Figure D-8: DOWNTOWN CONCEPT PLAN



The key elements of the concept plan include:

Four corners. The intersection of Main Street and Grand River Avenue is a key focal point of the downtown. It connects Main Street with Grand River, which is an arterial that connects the city to other cities and places in Livingston County and beyond. The plan envisions potential redevelopment up to four stories in height, with the fourth floor recessed so that the street-facing façade appears to be three stories high to the pedestrian on the street. This permits the four corners area to have an increased visual presence in the downtown and it provides a visual cue to passing motorists on Grand River and Main Street that this intersection has a pedestrian focus.

The four-story pattern includes up to one block from the intersection, with one exception, where the four-story block pattern extends west along the south side of Main Street to the existing public parking lot west of Ciao Amici's. This western extension provides an opportunity for residential dwellings to overlook the Millpond.

North Street (west). Directly south of the proposed four-story block that includes Ciao Amici's is the W. North Street block. The intersection of W. North Street and S. West Street is proposed to have up to five-story structures. This is an area of downtown where the topography slopes down towards the Ore Creek. The impact of the taller structures will be mitigated by the changing topography, and the third to fifth floor step backs will minimize the bulk of the new buildings as viewed from the street. It is anticipated that at least one of these five-story structures will be developed to primarily serve as public parking, providing 5 levels of parking over ground floor liner retail storefronts.

South Ore Creek. A key plan implementation element for this subarea is investigation the potential of daylighting South Ore Creek from W. Main Street to North Street. This would likely require recessing the potential five-story structure at the northwest corner of North and West so the creek can be exposed along the west side of West Street. This amenity could be a catalyst for outdoor dining and a small plaza flanking the creek.

Traditional Downtown Building Forms. One of the key redevelopment sites is the existing Fifth Third Bank building on W. North Street. As noted elsewhere in the plan, the bank and other existing retail, restaurant, office, and personal service

uses (beauty salons, etc.) are welcome downtown now and as part of any future redevelopment of individual parcels. The existing bank is developed in a suburban style format with a single floor structure and off-street parking. Transforming this site will help support pedestrian activity and provides greater density in the downtown. For example, the plan envisions the bank relocating on the ground floor of a 4-story building on the same site, with the drive-through operation continuing for as long as the demand exists for drive-through banking. The upper floors could include residential, office, or entertainment uses.

Farmers Market Area. The existing 53rd District court building next to the Millpond is slated for potential closure in the future. This provides a potential opportunity to use this building for another purpose. The adjacent parking lot area is also currently used as part of the Farmers Market operation. The plan envisions exploring the conversion of the court building into a structure that could support the Farmers market. This area could also serve as an incubator for budding food-related entrepreneurs looking to establish new businesses. The plan also envisions installation of two or more sheltered areas within the parking lot that could provide a covered area for Farmers Market stalls, while served as a covered parking space during non-Farmers Market operations.

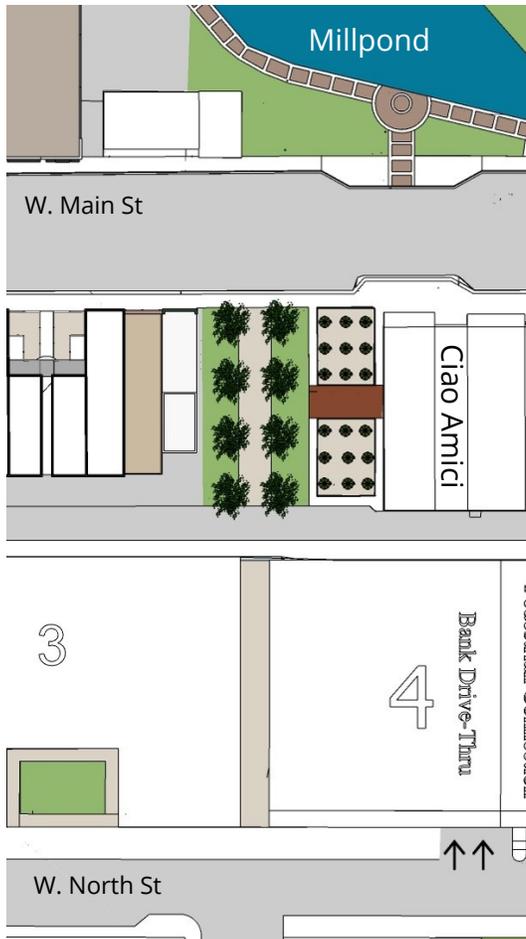
Pedestrian Passages. Pedestrian passages, also known as vias and paseos, are critical to establishing a convenient and efficient network in the downtown. They often are placed near mid-block and can serve multiple functions including 1) linking the storefront sidewalks on Main Street with larger parking fields behind buildings, 2) providing a location for outdoor dining, 3) serving as a place for pedestrian-oriented amenities such as landscaping, art, and lighting. The Hyne passage adjacent to the Brighton Bar and Grill is an example of how a space between buildings can serve multiple functions. (See [Figure 10](#) for additional examples of pedestrian passages

The Pierce Pedestrian Passage ([Figure 9](#)) is proposed directly west of Ciao Amici's, where a small public parking lot currently exists. It will connect pedestrians on W. Main Street to W. North Street, west of a location where it is likely that a future parking structure will be constructed near the intersection of North Street and West Street. The connection between Main Street and the alley is envisioned as an urban amenity, with a tree lined pedestrian pathway, flanked by two rectangular

Figure 9. Downtown Concept Plan, Pierce Passage, 2018

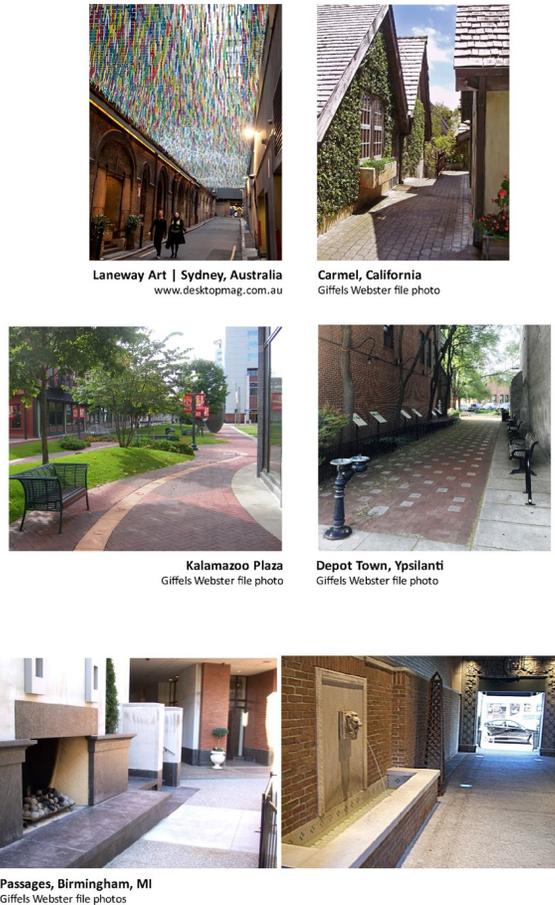
Figure 10. Downtown Concept Plan, Precedent Images - Passages, 2018

Figure D-9: PIERCE PASSAGE



Proposed Pierce Pedestrian Passage, would connect the shopping and dining areas on W. Main Street with parking areas and other uses on West North Street. This effectively shortens the block length an increases pedestrian convenience.

Figure D-10: PRECEDENT IMAGES—PASSAGES



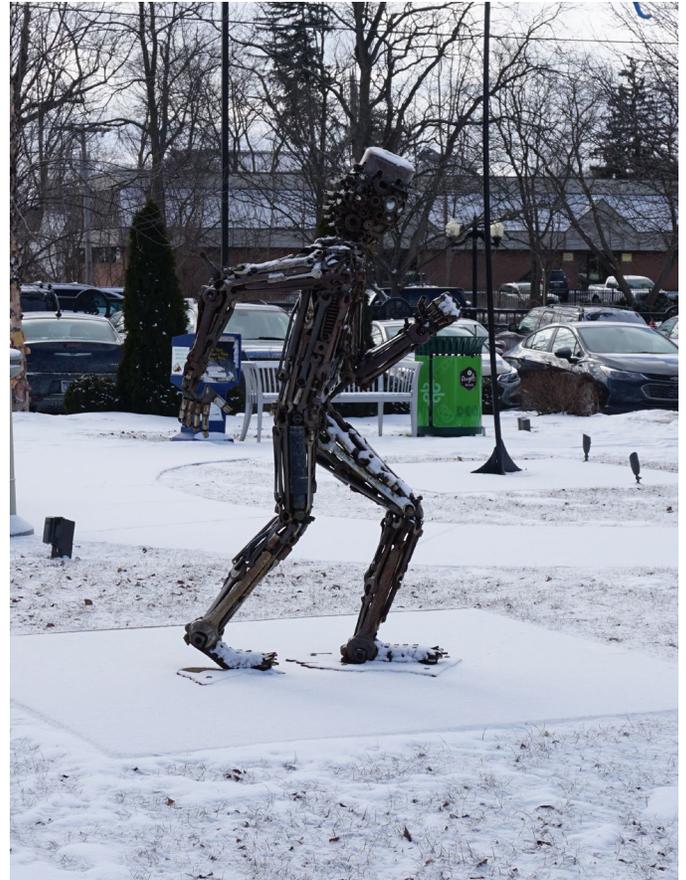
lawn areas. This park will also serve as an amenity for the private plaza area that is part of the Ciao Amici's site. It would be an excellent location to establish an outdoor dining area fronting on this new urban park space. The connection from the alley to North Street would narrow as a passage between two new four-story buildings. It is anticipated this pedestrian passage would have lighting and artwork above the passage way to provide visual cues to passing pedestrians that this is a welcoming place. The photographs in [Figure 10](#) show some precedent images from other communities showing amenities that would be consistent with this vision.

Rooftops and Terraces. As the downtown evolves, opportunities for development and redevelopment can be found above grade, utilizing rooftops and terraces. Possible land uses range from green roofs, which provide stormwater management benefits, to outdoor dining and park / plaza space. As a downtown with important water features, including the Millpond and Ore Creek, using green roofs for stormwater management makes sense. It will reduce the amount of impervious surface downtown, which leads to less demand on the stormwater system during periods of heavy flooding. By promoting green roofs, the city is effectively protecting important downtown features that help attract customers to the area.

For residential uses, step back spaces, which are envisioned for 4th and 5th floors, can be used as terraces overlooking features including the Millpond. These terraced areas could also incorporate green roof features as a supplement to hardscaped patio areas.

Questions to Consider

- What has been constructed since the 2018 Comprehensive Plan was adopted? Have buildings been consistent with the Downtown Framework Plan and the Downtown Concept Plan? Why or why not?
- Has the recent adoption of new Downtown Business District zoning standards had an impact on development? Are there opportunities to expand on these changes to encourage or require other recommendations from the plan?
- Since the Downtown Framework Plan and Downtown Concept Plans were adopted, what opportunities and challenges have been identified in implementing the recommendations provided?



Opportunities for an Update

Consider the effect of public art in downtown Brighton and what types of art are compatible with Brighton's historic character. A public art component could be a part of an updated Downtown Plan.

Open Space

Thoughtfully designed open space serves an important role in a downtown by offering places for gathering and respite, as well as opportunities to connect with nature in an urban setting. The Comprehensive Plan considers the value of accessible open spaces downtown in this section, focusing on the different types of open spaces, including:

- Green spaces
- Plazas
- Courtyards
- Sun decks/terraces
- Passages
- Parklets

Parking

The plan discusses the importance of shared parking in a downtown as a balanced approach to avoid excessive pavement, while ensuring that spaces are sufficient for businesses and downtown Brighton visitors. Shared parking allows the city to consider hourly, daily, and monthly variations in parking space usage by different land uses.

In addition, the plan recognized a 2011 study by Rich and Associates which called for additional parking spaces to meet demand for parking in downtown. Although a public parking garage has been the source of some consideration through the years, planning for additional demand should continue to be a factor in considering new development. The plan recommends ongoing monitoring of downtown parking demand.

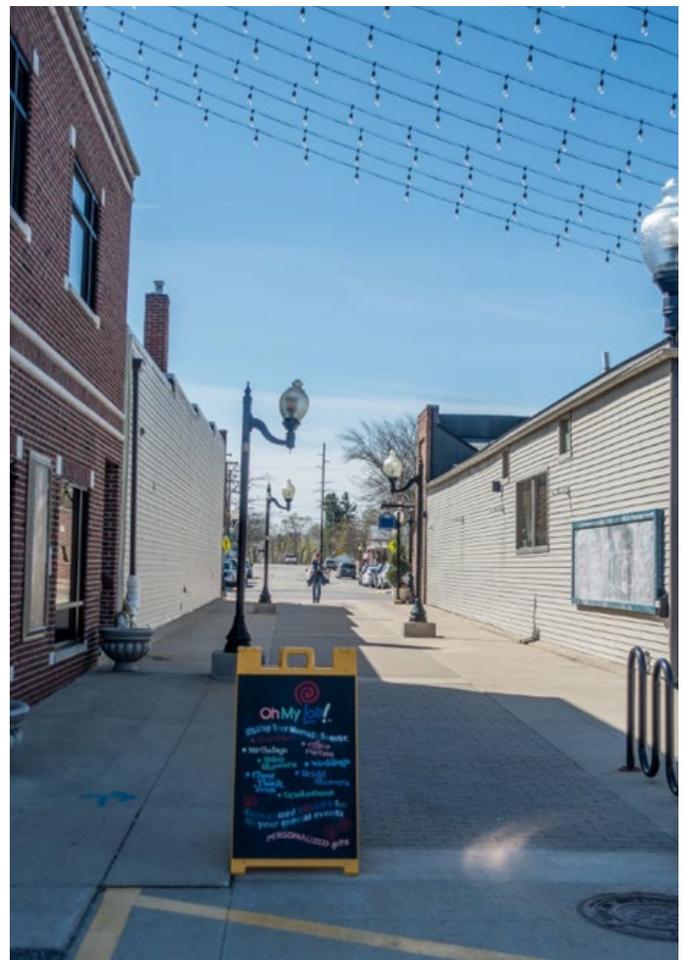
Connections/Circulation

This section of the plan references the Complete Streets plan, but calls special attention to the importance of wayfinding in downtown to help direct visitors to key destinations, sub-districts, and attractions.

The plan recommends the city conduct a street name evaluation of the downtown, as the current directional names are a frequent source of confusion. The plan recommends naming streets after people who played a significant role in the city's history, with special attention towards the contributions of women and others who may have previously been overlooked.

Opportunities for an Update

A new wayfinding plan was completed in 2023. Once implemented, the city may wish to revisit this section.





Recreation Plan

The State of Michigan's Department of Natural Resources (DNR) requires communities adopt a five-year plan for parks and recreation to be eligible for relevant technical assistance and grant opportunities. Brighton's 2018-2023 Parks and Recreation Plan is a component of the overall Comprehensive Plan.



A parks and recreation plan must include the following components:

- **Community Description.** Brief overview of community, including demographics and description of the physical environment.
- **Administrative Structure.** Overview of how the parks and recreation function is carried out, who is involved, and how parks are funded.
- **Recreation Inventory.** An inventory of local parks and recreation facilities.
- **Status Report for all Grant-Assisted Parks and Recreation Facilities.** Ongoing updates of any facilities that have a history of grant funding through the DNR.
- **Description of the Planning Process.** Explanation of the methods used to develop the Parks and Recreation Plan.
- **Description of the Public Input Process.** Explanation of the methods used to gather public input for the Parks and Recreation Plan.
- **Goals and Objectives.** The goals and objectives that will result in the outcomes the community desires.
- **Action Program.** The specific actions needed to meet the goals and objectives.

Parks and Recreation Inventory

The Parks and Recreation Inventory includes an overview of the local parks in the City of Brighton as of 2018.

Local Parks

Millpond Park. Located in the heart of the downtown, Millpond Park is a major gathering area in the city. The park offers a paved walking trail along the perimeter of the pond, as well as a boardwalk over the pond. A gazebo is also on site, which is free for community use and often hosts performances in the spring, summer, and fall.

Imagination Station. Built in 1995, this park is located in downtown Brighton between Millpond and the Municipal Building. The 10,000-square foot park contains a large, wooden, castle-like playscape that is enjoyed by children of all ages. Restrooms, drinking fountains, benches, a covered picnic pavilion, and interactive art and sculptures are also located in this area.

BACC Sculpture Garden. The Brighton Arts and Culture Committee created a Sculpture Garden in 2013, located on East Main Street. The park is a part of the city's many outdoor art displays, and showcases art by local artists. A walking tour map is available.

St. Paul Pocket Park. Located along St. Paul Street near Grand River, this linear pocket park contains three sculptures and a built-in concrete seating area. The sculptures were the selected submission chosen by City Council in January 2011, and were designed by local artists. The artwork was installed with funding from the Michigan Economic Development Corporation.

Kissane Park. This neighborhood park is located on the west side of Maurice Drive at the intersection of Kissane Avenue. This park includes limited visitor parking, an open space area, as well as a jungle gym, swings, a slide, and seating areas.

Brighton Community Center. This indoor recreation space is available for the community to rent for events. Rentals are handled by the Brighton Area Schools. The Garden Club, local boy and girl scout troops, and other groups use the center.

Charles and Albert Parker Families Nature Preserve. This nature preserve is located behind the Brighton District Library on Orndorf Drive. The Parker Family sold the property to the library with the stipulation of keeping it a natural area. A short walking trail is located in this scenic area.

Regional Parks

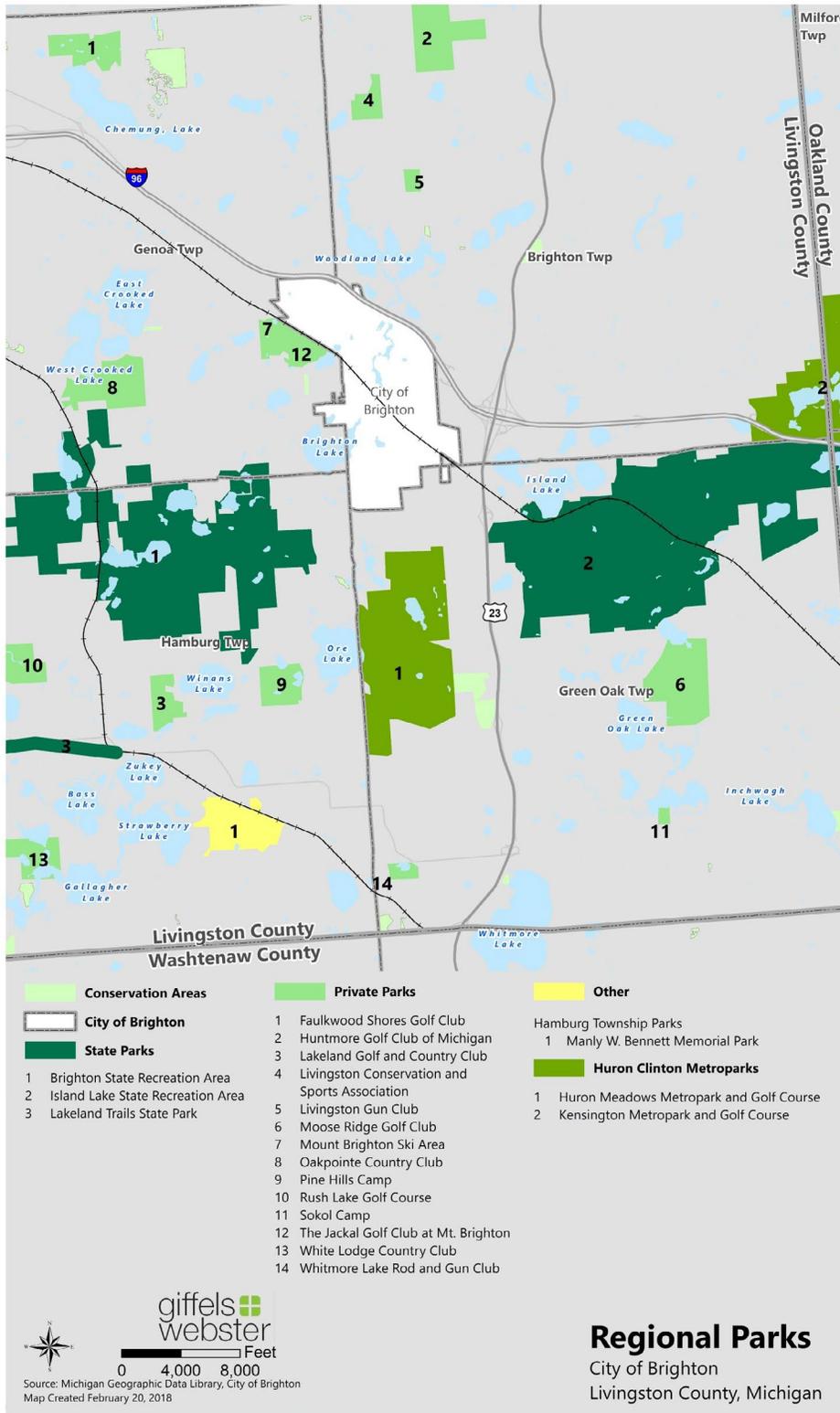
The plan describes important parks and recreation destinations in the region, including state parks, county parks, school-owned facilities, other nearby local parks, and private recreation resources.

Programming and Opportunities

In addition to the physical places used for parks and recreation, the plan includes an overview of the civic events that the city holds to activate its parks and the volunteer opportunities to help maintain them.

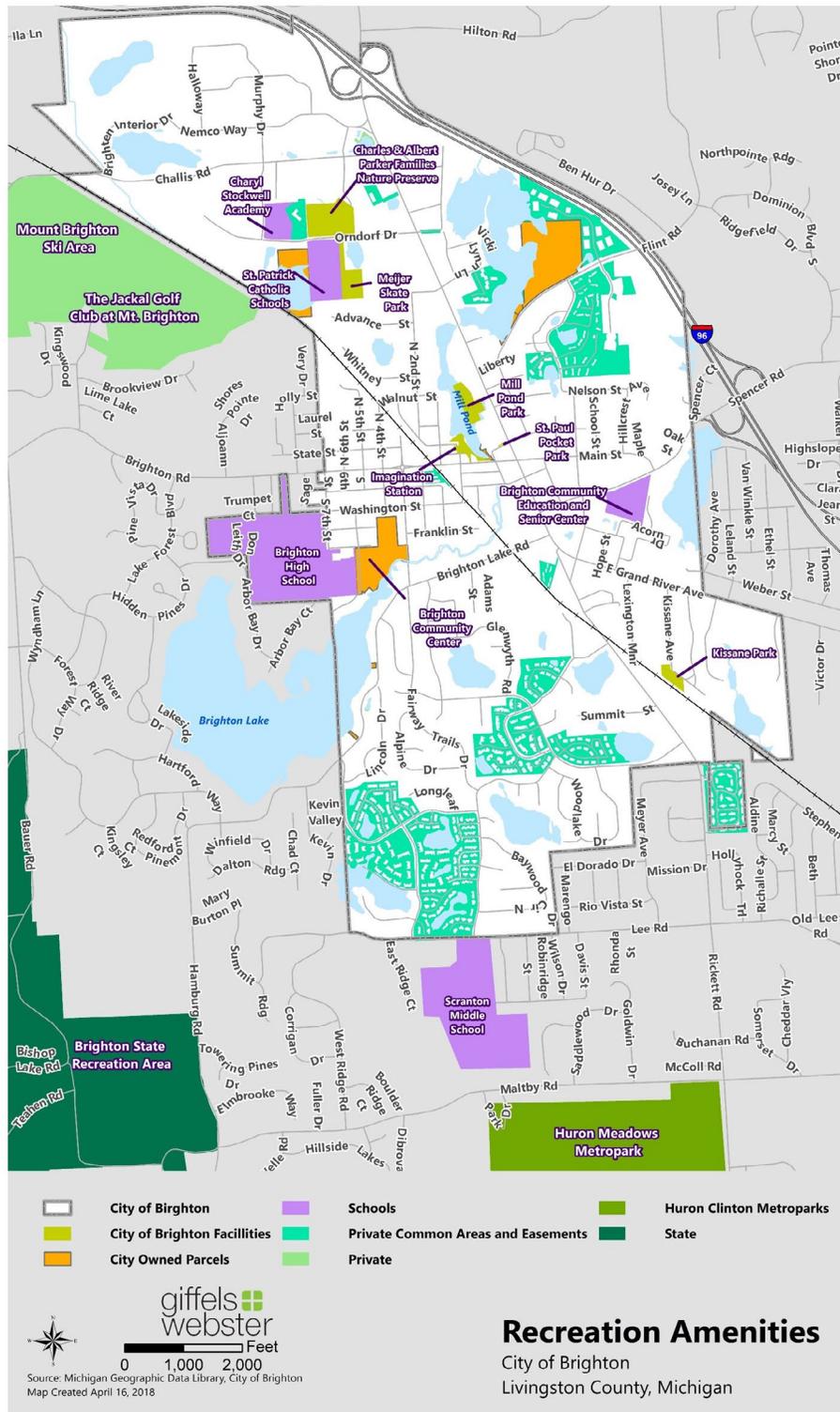
Map 10. Regional Parks, 2018

Map R-2: REGIONAL PARKS



Map 11. Brighton: Local Parks, 2018

Map R-3: LOCAL PARKS



EXECUTIVE SUMMARY

MASTER LAND USE PLAN

COMPLETE STREETS PLAN

DOWNTOWN PLAN

RECREATION PLAN

APPENDIX

Barrier Free Assessment

The Parks and Recreation Plan includes an assessment of the accessibility of parks and recreation facilities in alignment with the Americans for Disabilities Act Accessibility Guidelines. The assessment includes an overall ranking for each park. The final rankings are included below.

	Millpond	Imagination Station	St. Paul Pocket Park	Kissane Park	Brighton Community Center	Parker Nature Preserve	BACC Sculpture Garden
Overall Ranking*	3	3	3	2	3	2	4
<p>*Ranking:</p> <p>1 = None of the facilities/park areas meet accessibility guidelines</p> <p>2 = Some of the facilities/park areas meet accessibility guidelines</p> <p>3 = Most of the facilities/park areas meet accessibility guidelines</p> <p>4 = The entire park meets accessibility guidelines</p>							

Recreational Needs Analysis

This portion of the parks and recreation plan includes an assessment of community recreation needs to identify deficiencies and opportunities for improvement.

The analysis includes an inventory of recreational facilities, with benchmarks for communities of a similar size. The current number of recreational facilities in Brighton did not meet the recommended benchmark for any of the types of facilities included on the list, even with the inclusion of public school facilities.

In addition, the analysis includes a classification system for types of parks (mini-park, neighborhood park, school park, community park, etc) and benchmarks for recommended land area based on Brighton’s population. This analysis also showed some deficiencies in the total park land available to residents, with natural resource areas listed as the only type of park/public space where the benchmark acreage has been met.

The plan goes on to include an assessment of park accessibility, reviewing the number of residents within a 10-minute walk of a park. This analysis indicates that 70% of city residents are in walking distance of a park, a greater portion of the population than in Howell, Pinckney, Novi or Milford.

Goals, Objectives, and Action Strategies

The Goals and Objectives for Parks and Recreation are listed below.

Goal 1: Quality and Variety of Housing:

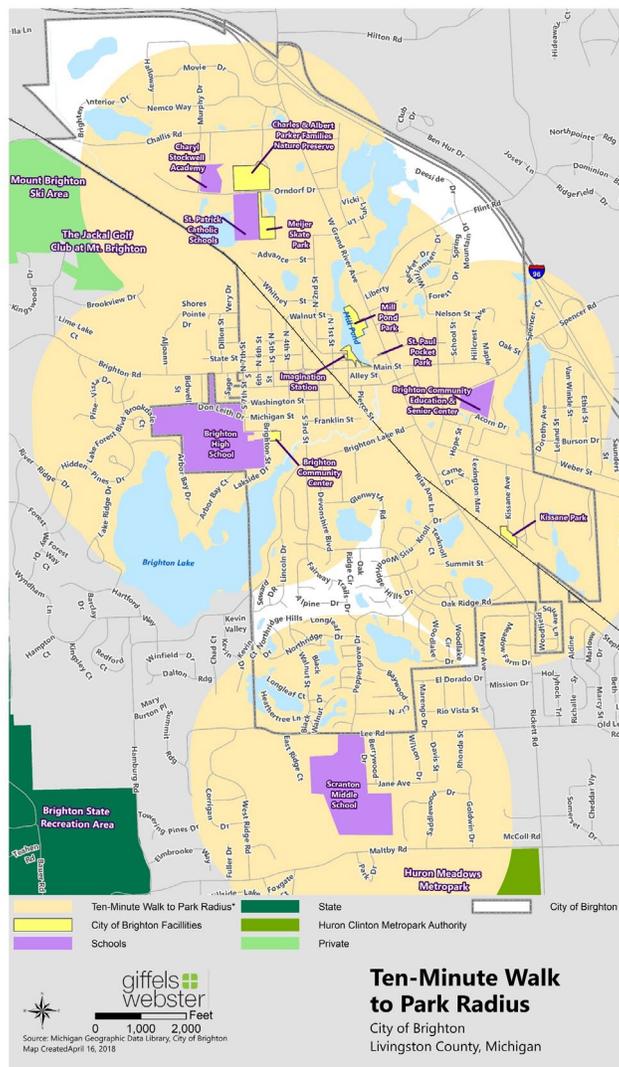
- R 1.A.** Encourage the provision of neighborhood open space and recreation areas in new residential developments and within existing neighborhoods, where possible.
- R 1.B.** Ensure neighborhoods are connected to parks and recreation facilities in and around the city.

Goal 2: Community Identity:

- R 2.A.** Ensure residents are connected to downtown and other commercial areas.
- R 2.B.** Encourage residents to use non-motorized transportation options for recreation as well as for accessing goods, services, and community activities.
- R 2.C.** Incorporate local art and culture into recreation facilities and programming.
- R 2.D.** Incorporate open space and recreation facilities with non-residential development

Map 12. Brighton: Ten-Minute Walk to Park Radius, 2018

Map R-4: TEN-MINUTE WALK RADIUS



Goal 3: Environmental Stewardship

- R 3.A.** Ensure that the city's parks and open spaces are maintained in an environmentally sound manner, which includes managing invasive species, protecting wildlife habitats, and planting native species that minimize water needs and maintenance.
- R 3.B.** Encourage environmental education through interpretive signage and demonstration projects within city parks and other civic facilities.

Goal 4: Infrastructure and Civic Spaces

- R 4.A.** Maintain and improve existing parks facilities for accessibility, safety, and enjoyment for people of all ages and abilities.
- R 4.B.** Explore opportunities to add more parks and recreational amenities throughout the city.
- R 4.C.** Enhance recreation opportunities and access to water resources, including the Millpond and Brighton Lake.

Goal 5: Economic Development

- R 5.A.** Explore opportunities to partner with businesses on park improvements, expansions, amenities, and programming.
- R 5.B.** Encourage recreation-focused businesses to locate and expand in the city, which is in proximity to a wide variety of parks and recreation facilities.

In addition to these goals and objectives, the Plan includes a list of corresponding actions to meet the objectives, and ultimately achieve the vision established in the planning goals.

Questions to Consider

1. What changes have been made to the city's parks and recreation facilities and programming since the last Parks and Recreation Plan update? Has accessibility improved?
2. What types of parks and recreation amenities are in-demand that were not addressed in the last plan?
3. How have changing demographics had an impact on the types of visitors who use the city's parks and recreation facilities? How can changes in design, amenities, and offerings match the needs of these groups?

Opportunities for an Update

The Administrative Structure section should be updated to reflect the current budget and any administrative changes which may have occurred since 2018.

The Parks Inventory, Barrier Free Assessment, and Recreational Needs Analysis sections should be updated to reflect current conditions.

The information used to draft Parks and Recreation goals and objectives was based on community priorities in 2018. Updated community engagement efforts could better reflect current priorities for parks and recreation in the city.



Implementation

The 2018 Comprehensive Plan contained an implementation matrix designed to show how the goals of the Comprehensive Plan are fulfilled by the action strategies of the Future Land Use Plan, Complete Streets Plan, Downtown Plan and Parks and Recreation Plan.

Provided in the pages that follow are the action strategies for each plan goal with the lead body and supporting partners as a well as right-most column that indicates progress made on implementation since plan adoption.

Table 11. Implementation Action Strategy Types

Action Strategy Type	Description
Zoning	These are items requiring zoning amendments and will generally be led by staff and the Planning Commission.
Advocacy	These will be items involving education of the community, including residents, business owners, property owners, developers and design professionals. They will be led by a combination of staff, boards and commissions. This may also involve the city staff and officials working with county and state officials to coordinate plans and funding, as appropriate.
Capital Improvement	These items involve large capital investments, such as equipment, projects or studies, that require inclusion into the city’s Capital Improvement Plans (CIPs) in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Other	Other items may involve research, study, and further evaluation by staff and/or other boards and commissions.

Table 12. Quality and Variety of Housing Action Strategies, 2018

Action Strategy		Lead Body	Supporting Partners	Current Progress
Zoning Items				
Z.1	Amend the Zoning Ordinance to allow for medium-high density housing in and near downtown.	PC	City Administration	Created the R-5 zoning district to provide for missing middle housing types near downtown
Z.2	Amend the Zoning Ordinance to require internal connections within housing developments and external connections to adjacent development.	PC	City Administration	
Z.3	Amend the Zoning Ordinance to require open space within housing developments.	PC	City Administration	
Z.4	Evaluate areas of the City where zoning standards restrict redevelopment of existing homes. Consider zoning amendments that facilitate home renovations and expansions in a context-appropriate manner.	PC	City Administration	Some minor amendments to allow for garages/accessory buildings on smaller lots to be closer to side/rear lot lines
Z.5	Amend the Zoning Ordinance to require neighborhood open space and recreation facilities with all new residential developments in the city.	PC	City Administration	
Advocacy				
A.1	Provide resources, including home improvements, social services, and transportation options, for aging residents that allow them to age in place.	CC	City Administration	
A.2	Support homeowners efforts to maintain existing housing stock throughout the city by providing resources and information on financing and home improvement tips.	CC	City Administration	
A.3	Promote policies and programs to make housing more accessible to the elderly and mobility challenged individuals.	CC	City Administration	
A.4	Work with homeowners' associations on maintenance plans for existing and future open spaces and recreational facilities.	CC	City Administration	
A.5	Consider incentives for the development of new housing downtown (see NextSteps Assessment for additional recommendations on housing).	DDA	City Administration	
Capital Improvement				
C.1	Continue public investment in new and existing pathways, sidewalks, parks, roads, and street trees to improve the quality of life in existing neighborhoods.	CC	City Administration	Sidewalk improvements are ongoing throughout the City, including installing new sidewalks at gaps. Reconstruction plan for major and local streets implemented. Numerous streets have been improved.
C.2	Improve existing non-motorized facilities, including sidewalks and pathways, particularly those in residential areas.	CC	City Administration	The shared use pathway and sidewalk network are being completed with new development.

Action Strategy	Lead Body	Supporting Partners	Current Progress
C.3 Implement new non-motorized facilities and connections.	CC	City Administration	
C.4 Continue to develop the pedestrian passages system downtown by connecting pedestrian sidewalks that are parallel to public roads to parking facilities and other destinations.	DDA	City Administration	Ongoing
Other			
O.1 Explore opportunities to acquire land within existing neighborhoods for parks and open spaces.	CC	City Administration	

Table 13. Community Identity Action Strategies, 2018

Action Strategy		Lead Body	Supporting Partners	Current Progress
Zoning Items				
Z.1	Review and amend the Zoning Ordinance as needed to require high quality building materials and design standards for all new development.	PC	City Administration	The zoning ordinance has been amended for the downtown business district.
Z.2	Review and amend the Zoning Ordinance as needed to encourage preservation and reuse of historic structures.	PC	City Administration	
Z.3	Create a form-based for downtown that promotes the historic character of downtown and enhances the pedestrian experience.	PC	City Administration, DDA	The downtown business district has been updated with form-based standards that allow new development within the context of existing buildings.
Z.4	Amend the Zoning Ordinance to require installation of approved street furnishing with new development, based on findings from "Other Action Items," that follow.	PC	City Administration, DDA	
Z.5	Review and amend the Zoning Ordinance as needed to ensure creative and appropriate uses and building designs can be achieved downtown.	PC	City Administration, DDA	The downtown business district has been updated with form-based standards that allow new development within the context of existing buildings.
Advocacy				
A.1	Establish architectural design, signage, and landscaping of key entryway features at the city's borders.	ACC	City Administration, CC, PC, DDA	
A.2	Maintain and expand support for the arts and cultural resources in the city.	ACC	City Administration, CC, PC, DDA	
A.3	Provide resources that allow enforcement of ordinances that ensure high quality development.	CC	City Administration	
A.4	When downtown property is developed or redeveloped, explore opportunities to link the front and back of the building by pedestrian passages that are open to the public.	DDA	City Administration, PC	The downtown business district has been updated with form-based standards that allow new development within the context of existing buildings.
Capital Improvement				
C.1	Continue to develop the pedestrian passages system downtown by connecting pedestrian sidewalks that are parallel to public roads to parking facilities and other destinations to supplement the traditional sidewalk system and make the downtown more pedestrian-friendly.	City Administration	CC, DDA	
C.2	Create a wayfinding plan that identifies key destinations in the city, distances/time to popular destinations.	ACC	City Administration, CC, PC, DDA	A wayfinding plan was completed in 2023.
C.3	Implement the city's wayfinding plan.	City Administration	CC, DDA	

Action Strategy	Lead Body	Supporting Partners	Current Progress
Other			
O.1 Conduct a study to determine which bicycle routes can be signed and officially designated.	City Administration	CC, DDA	
O.2 Identify placement for placemaking elements along pedestrian and bicycle routes to improve the non-motorized experience, including: benches, trash receptacles, and more.	City Administration	CC, DDA, ACC, PC	
O.3 Enhance public art throughout the non-motorized network.	ACC	City Administration, CC	
O.4 Promote art in city parks and recreation areas.	ACC	City Administration, CC	
O.5 Develop arts-related recreational programming that includes the Brighton Arts & Culture Commission, the Brighton Arts Center, and other local arts and culture partners.	ACC	City Administration, CC	The BACC continues its yearly events program.
O.6 Identify standards for street furnishings and lighting that vary according to placement (downtown elements may differ from elements along shared use paths).	City Administration	CC, DDA	
O.7 Develop a marketing strategy for the city's non-motorized transportation network, illustrating the connections between residential areas, parks, and commercial areas.	City Administration	CC, DDA	
O.8 Explore other Downtown Action items as provided in the NextSteps Assessment.	DDA	City Administration, CC, PC, DDA	A streetscape project is underway.

Table 14. Environmental Stewardship Action Strategies, 2018

Action Strategy	Lead Body	Supporting Partners	Current Progress
Zoning Items			
Z.1 Amend the Zoning Ordinance to allow alternative energy systems.	PC	City Administration	
Z.2 Review and amend the Zoning Ordinance as needed to protect, enhance and restore the city's woodlands, wetlands, water features, habitats and open spaces.	PC	City Administration	
Z.3 Review and amend the Zoning Ordinance as needed to enhance stormwater management standards and promote low-impact development.	PC	City Administration	
Z.4 Review and amend the Zoning Ordinance as needed to add and/or improve standards that encourage energy-efficient and environmentally sustainable development.	PC	City Administration	
Z.5 Review and amend the Zoning Ordinance as needed to update lighting standards to lower energy demand and light pollution.	PC	City Administration	
Advocacy			
A.1 Educate residents, business owners and developers on the benefits of green building techniques, sustainable design best management practices and energy conservation strategies by developing educational materials.	CC	City Administration	
A.2 Explore ways to incentivize approaches that improve environmental sustainability throughout the city.	CC	City Administration	
A.3 Create educational materials that describe the environmental benefits of non-motorized travel.	City Administration	CC, DDA	
A.4 Work with local environmental partners to promote activities and programs involving cycling and walking.	City Administration	CC, DDA	
Capital Improvement			
C.1 Develop educational interpretive signage into the non-motorized network.	City Administration	CC, ACC	
C.2 Update signage periodically to keep information fresh and interesting.	City Administration	CC, ACC	
C.3 Create educational materials that describe the environmental benefits of non-motorized travel.	City Administration	CC, ACC	
C.4 Work with local environmental partners to promote activities and programs involving cycling and walking.	City Administration	CC	

Action Strategy	Lead Body	Supporting Partners	Current Progress
Other			
O.1 Adopt a Best Practices Policy for Parks and Recreation to help guide future maintenance of parks and open spaces in an environmentally-friendly manner.	City Administration	CC	
O.2 Explore the creation of a “Friends of Brighton’s Parks” volunteer group to assist with identification and removal of invasive species and identification and protection strategies for wildlife habitats.	City Administration	CC	
O.3 Partner with Brighton Schools and local environmental professionals to understand important environmental issues in the city and region and make recommendations for educating parks and recreation users.	City Administration	CC	
O.4 Develop an interpretive signage program based on the above findings and recommendations.	City Administration	CC	
O.5 Develop demonstration projects at city parks based on the above findings and recommendation.	City Administration	CC	

Table 15. Infrastructure and Civic Spaces Action Strategies, 2018

Action Strategy	Lead Body	Supporting Partners	Current Progress
Zoning Items			
Z.1 Review and amend the Zoning Ordinance as needed to require improve access and connectivity throughout the city.	PC	City Administration	
Advocacy			
A.1 Develop a seasonal program that includes needed resources for the ongoing maintenance of civic spaces.	City Administration	CC	
A.2 Update the city's Capital Improvement Plan annually and ensure items from the Comprehensive Plan are included.	City Administration	CC, PC, DDA	The Capital Improvement Plan is updated annually.
A.3 Keep the Comprehensive Plan, Future Land Use Plan, Recreation Plan, Complete Streets Plan, and Downtown Plan updated.	City Administration	CC, PC, DDA	The Capital Improvement Plan is updated annually.
A.4 Identify long-term funding sources for maintaining the city's infrastructure.	City Administration	CC	The Capital Improvement Plan is updated annually.
A.5 Adopt a Complete Streets policy that establishes non-motorized transportation as a policy priority, reflecting that the city will consider opportunities for improvement non-motorized connections and facilities whenever new construction projects take place.	CC	City Administration	The city adopted by resolution a Complete Streets Policy in 2021.
Capital Improvement			
C.1 Prioritize implementation phases of the non-motorized network.	CC	City Administration	
C.2 Incorporate AV and Complete Streets planning and implementation into the city's 6-year Capital Improvements Program.	CC	City Administration	
C.3 Create connections to the non-motorized network when upgrading and adding new civic uses and spaces.	CC	City Administration	
C.4 Include autonomous vehicles (AV's) as part of Complete Streets implementation. Prioritize bike lanes and other non-motorized facilities within existing road right-of-way. In many cases, implementation may require little more than restriping and new signage.	CC	City Administration	
C.5 Incorporate network communications infrastructure when reconstructing roads and making other capital expenditures.	CC	City Administration	

Action Strategy	Lead Body	Supporting Partners	Current Progress
C.6 Using the Complete Streets Plan, fill in the non-motorized transportation network gaps between residential areas and downtown.	CC	City Administration	
C.7 Maintain and improve existing parks facilities for accessibility, safety, and enjoyment for people of all ages and abilities as provided in the Rec Plan.	CC	City Administration	
Other			
O.1 Pursue appropriate funding assistance for the planned pedestrian, bicycle, and shared use facilities. Where shared use paths are constructed on one side of the road only, they should be wide enough to accommodate two-way traffic.	City Administration	CC	
O.2 When new road design and private development projects are proposed downtown, explore how staging areas (for pick-up and drop-off) can be created along and away from Main Street. Establish larger staging areas for pickup / dropoff by AV's and ridesharing services (Uber / Lyft) in downtown fringe areas.	City Administration	CC, PC, DDA	
O.3 Identify areas in which parks and recreation facilities may be needed and evaluate a strategy acquiring parks and open spaces.	City Administration	CC, PC	
O.4 Explore development of accessible canoe/kayak launch facilities at the Millpond and Brighton Lake.	City Administration	CC	
O.5 Explore opportunities to offer additional water-related recreation amenities, including facilities for shore-fishing.	City Administration	CC	
O.6 Explore other Downtown Action items as provided in the NextSteps Assessment.	DDA	City Administration, CC, PC, DDA	

Table 16. Economic Development Action Strategies, 2018

Action Strategy	Lead Body	Supporting Partners	Current Progress
Zoning Items			
Z.1 Review and amend the Zoning Ordinance as needed to provide flexibility in the redevelopment of obsolete or under-performing buildings and sites.	PC	City Administration	Zoning map amended, changing C4 district to C2, creating a wider scope of development.
Z.2 Review and amend the Zoning Ordinance as needed to ensure the development review process is as efficient and effective as possible.	PC	City Administration	Completed with 2017 zoning ordinance update.
Z.3 Amend the Zoning Ordinance by creating a new Innovation District that supports the growth and development of leading-edge research, technology, and light manufacturing businesses.	PC	City Administration	
Z.4 Amend the Zoning Ordinance as needed to ensure intent, uses and development standards are in alignment with the Future Land Use Plan.	PC	City Administration	
Z.5 Require electric vehicle charging station conduits in both public and private parking lots so that charging stations can be added as demand increase without the need to tear up surface or structured parking lots.			
Z.6 Modify the zoning ordinance to authorize some administrative flexibility to modify parking, loading, and circulation-related standards during plan review with linked to standard industry best practices.			Completed with 2017 zoning ordinance update. The Planning Commission has utilized this flexibility in recent site plan recommendations.
Advocacy			
A.1 Explore ways to incentivize approaches that improve environmental sustainability throughout the city.	CC	City Administration	
A.2 Work with property owners to provide information on available properties on the city's website.	CC	City Administration	City initiated a 3-year contract with SPARK for an Economic Development Coordinator.
A.3 Create marketing materials to attract new businesses to the city.	CC	City Administration	City initiated a 3-year contract with SPARK for an Economic Development Coordinator.
A.4 Work with local businesses to encourage non-motorized travel. This may include offering delivery services for shoppers who make purchases and are traveling on foot and by bicycle.	City Administration	CC, PC	
A.5 Identify opportunities to encourage and establish training opportunities for jobs that are related to the growing AV industry. Target these facilities in appropriate zoning districts.	City Administration	CC, PC	
Capital Improvement			
[None]			

Action Strategy	Lead Body	Supporting Partners	Current Progress
Other			
O.1 Monitor AV trends and usage in the city. When appropriate, modify minimum parking space requirements and parking space and lane standards to respond to changing demand.	City Administration	CC, PC	
O.2 Create walking maps that illustrate the convenience and pleasant experience people have traveling on foot in and around downtown.	DDA	City Administration	Created a downtown guide brochure that includes maps and directories of businesses, events and parking.
O.3 Maintain communications with AV industry professional and monitor trends so the other city policies and practices can be adjusted, rescinded or added as necessary to respond to changes in technology.	City Administration	CC, PC	
O.4 Work with local businesses to explore a sponsorship program for various park improvements and programs.	City Administration	CC, PC	
O.5 Create a recognition program to highlight and show appreciation for recreation partners in the business community.	City Administration	CC, PC	
O.6 Create a business retention and recruitment program that focuses on recreation-based business development.	City Administration	CC, PC	City initiated a 3-year contract with SPARK for an Economic Development Coordinator.
O.7 Create a promotional program to raise awareness with city residents about recreation-related businesses that are based in the city.	City Administration	CC, PC	
O.8 Explore other Downtown Action items as provided in the NextSteps Assessment.	DDA	City Administration, CC, PC, DDA	

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Next Steps

The Michigan Planning Enabling Act (MPEA) requires communities to review their Master Plans every five years. However, this does not imply that an update is necessary. The city's 2018 Comprehensive Plan retains many elements that are likely still consistent with the community's vision for the future, but there are some opportunities to update the plan to reflect today's opportunities and challenges. The Planning Commission may wish to discuss this report and consider whether an update is needed and what types of information (data gathering, trend research, public input, etc.) may be valuable based on the recommendations included in this review.

The Planning Commission may accept this report as its five-year review and reaffirm the 2018 Comprehensive Plan. Alternatively, if the Planning Commission finds areas of the plan need to be reviewed further and potentially updated, then the development of a work program for the update will be helpful in ensuring the update stays focused.

**City of Brighton
City Hall Council Chambers
200 N. First St. Brighton, MI 48116
Planning Commission
Regular Meeting Minutes
September 18, 2023**

1. Call to Order/Roll Call

Commissioner Hundley called the meeting to order at 7:00 p.m.

Commissioners Present: Ken Schmenk, Chuck Hundley, Jim Bohn, Susan Gardner, James Johnston, and Chris Passeri.

Commissioners Absent: Matt Smith, Dave Petrak, and Steve Monet

Others present: Gretchen Gomolka, City Manager; Mike Caruso, Community Development Manager; Jill Bahm and Julia Upfal, Giffels Webster; Kelly Haataja, Executive Assistant to Community Development; and an audience of one person.

Motion by Commissioner Gardner, seconded by Commissioner Passeri, to excuse Commissioners Smith, Petrak, and Monet for personal reasons. **The motion carried without objection.**

2. Consider Approval of Consent Agenda Items

Consent Agenda Items

- a. **Approval of the May 15, 2023, Regular Meeting Minutes**
- b. **Approval of the September 18, 2023, Agenda**

Motion by Commissioner Bohn, seconded by Commissioner Schmenk to approve the Consent Agenda as presented. **The motion carried without objection.**

3. Call to the Public

Commissioner Hundley opened the Call to the Public at 7:01 p.m. Hearing and seeing no comments, the Call to the Public was closed at 7:01 p.m.

Unfinished Business

None

New Business

4. Commencement of 5-year Master Plan review

Ms. Bahm provided an overview of the Planning Commissions role in the preparation, adoption, and five-year Master Plan review. She offered numerous items for the Commission to consider during their review, such as aging community, arts & culture, attainable housing, healthy community, complete streets, recreation, employment opportunities, sustainability, and resiliency. She suggested assessing the data previously collected and reviewing the goals and objectives to determine if they're being met, if they are still accurate, or if they should be updated.

The Commissioners discussed code enforcement, allowable building types, parking locations, and set another review date for their November 20, 2023, meeting.

5. Discussion of Zoning Ordinance amendments

Mr. Caruso discussed parking space requirements, general parking requirements, accessory structure height limit, and window coverage as items of concern that could be addressed through Zoning amendments.

The board had an exchange of views and directed staff to evaluate and research the topics further and bring back to a future meeting for further discussion.

Other Business

None

6. Staff Updates

Mr. Caruso officially introduced the newest Planning Commissioner, James Johnston, to the Commission. Thereafter, he announced the demolition permit has been issued for the Lindbom site, and work is presumed to start within the next week.

7. Commissioner Report

Commissioner Hundley asked for better clean-up in the streets at the El Car Wash and Vista at Uptown construction sites.

8. Call to the Public

Commissioner Hundley opened the Call to the Public at 8:47 p.m. Hearing and seeing no comments, the Call to the Public was closed at 8:47 p.m.

9. Adjournment

Motion by Commissioner Passeri, seconded by Commissioner Schmenk to adjourn the meeting at 8:48 p.m. **The motion carried without objection.**

Drafted by:

Kelly Haataja, Assistant to the Community Development Manager

memorandum

DATE: November 16, 2023
TO: Michael Caruso, Community Development Manager
FROM: Jill Bahm, AICP and Julia Upfal, AICP, Giffels Webster
SUBJECT: Discussion – Comprehensive Plan Review

Recap of Previous Discussion

At the September 18, 2023 meeting, the Planning Commission discussed the Comprehensive Plan 5-year review report. Key themes of the discussion included:

- Housing
 - It's important to attract and retain families – should housing be permitted to be taller to fit larger homes?
 - Provide housing for all ages and strive for attainable housing
 - Understand all the costs associated with the development of housing, including tap fees/utilities
 - Explore refinement of the zoning standards for multi-family and missing middle housing; address concerns over the limited housing types on smaller parcels.
- Parking: evaluate non-residential parking standards with an eye to reduce requirements; control parking on public lots/streets
- Community aesthetics and redevelopment opportunities: improve appearance of buildings and ensure redevelopment opportunities are available and appropriately zoned.

Follow Up

Planning Commissioners also provided additional thoughts after the meeting, to be discussed further at the November 20, 2023 meeting. There were some items that could be addressed fairly easily as zoning updates:

- Lot coverage (lower)
- Accessory structure – type, size and use

Other items are better to explore through a planning process with community input. These focused on::

- Housing:
 - Short-term rentals
 - Accessory structures/dwellings
 - Higher density residential in specific areas (including Challis Road and around downtown)
 - Clarify low, medium and high density residential
- Downtown and beyond: Explore the logical “rings” for downtown and how can the plan and zoning better guide development.
- Sustainability: Define and show examples of low impact development
- Non-Motorized Transportation Plan/Complete Streets: Update plans to address wider roads and wider shared use paths to support walkers and bicyclists. Specific example of Brighton Lake Road (Fairways Trails to Northern Ridge Drive); understand and plan for e-bikes.
- Recreation Plan: Explore community park on Orndorf Drive (city-owned parcel)

Next Steps

The Planning Commission may wish to proceed with a Comprehensive Plan Update that focuses in on:

- **Housing** – What kinds? How much? Where?
- **Downtown and beyond** – what is the boundary of downtown and where is the next ring? This does not necessarily need to be a rigid line, but should provide clear guidance for policy. Explore design guidelines for areas beyond downtown that reflect the high quality design and materials seen downtown.
- **Sustainability** – How can the City be responsive and proactive in terms of balancing the needs of the community, business community and natural resources?
- **Placemaking** – consider incorporating a public art framework to support activities of the community.
- **Complete Streets** – Refine and update to reflect e-bikes and potential new/expanded routes.
- **Recreation** – update the plan to be consistent with the DNR's standards and keep qualified for recreation grants.

**City of Brighton
City Hall Council Chambers
200 N. First St. Brighton, MI 48116
Planning Commission
Regular Meeting Minutes
November 20, 2023**

1. Call to order/roll call

Commissioner Smith called the meeting to order at 7:00 p.m.

Commissioners present: Susan Gardner, Chuck Hundley, Steve Monet, Chris Passeri, Dave Petrak, Ken Schmenk, Matt Smith, and Jim Bohn.

Commissioners absent: Jim Johnston

Others present: Mike Caruso, Community Development Manager; Kelly Haataja, Assistant to the Community Development Manager; Jill Bahm and Julia Upfal, Giffels Webster; and an audience of one person.

Motion by Commissioner Gardner, seconded by Commissioner Passeri, to excuse Commissioner Johnston for personal reasons. **The motion carried without objection.**

2. Consider approval of consent agenda items

Consent Agenda Items

- a. **Approval of the November 6, 2023, regular meeting minutes**
- b. **Approval of the November 20, 2023, agenda**

Motion by Commissioner Bohn, seconded by Commissioner Petrak to approve an amended agenda with the addition of 5a. consider approval of 2024 proposed meeting dates. **The motion carried without objection.**

3. Call to the public

Commissioner Smith opened the Call to the Public at 7:02 p.m. Hearing and seeing no comments, the Call to the Public closed at 7:02 p.m.

New Business

4. 5-year Master Plan review

The following items were discussed:

- Style of buildings fitting neighborhoods and architectural feature regulations.
- Overregulating and maintaining diversity.
- Zero side-yard setback in the R-5 zoning district.
- Aging population.
- Housing refinement in the R-5 zoning district.
- Accessory dwelling units.
- Parking regulations.
- Mapping ideas for what is considered adjacent to downtown.
- Defining downtown.
- Increasing lot coverage in some R-1 district areas.

5. Liaison appointment to the Zoning Board of Appeals

The Commissioners opted to discuss it at a future meeting when all Commissioners are present.

5a. Consider approval of 2024 proposed meeting dates

Motion by Commissioner Petrak, seconded by Commissioner Monet to approve the 2024 meeting dates as presented. **The motion carried without objection.**

Other Business

None

6. Staff updates

None

7. Commissioner report

None

8. Call to the public

Commissioner Smith opened the call to the public at 8:54 p.m.

Susan Bakhaus stated a commissioner used profanity during the meeting.

Hearing and seeing no further comments, the call to the public was closed at 8:55 p.m.

9. Adjournment

Motion by Commissioner Petrak, seconded by Commissioner Bohn to adjourn the meeting at 8:55 p.m.
The motion carried without objection.

Drafted by:

Kelly Haataja, Assistant to the Community Development Manager