



MASTER PLAN | CITY OF WALKER, MI

Book 2a:

Alpine/Bristol Neighborhood Cluster

Adopted August 12, 2024

Acknowledgments

The participation and cooperation of the numerous community leaders and residents in the preparation of the City of Walker Master Plan is greatly appreciated. In particular, we would like to acknowledge the efforts of the following individuals:

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1.

Introduction

Alpine Avenue Neighborhood Cluster

The Alpine Corridor is a dynamic and vibrant regional center in Greater Grand Rapids. As such, it presents an opportunity for investment and rejuvenation in response to changing trends in retail, housing, and transportation.

In summary, the recommendations include:

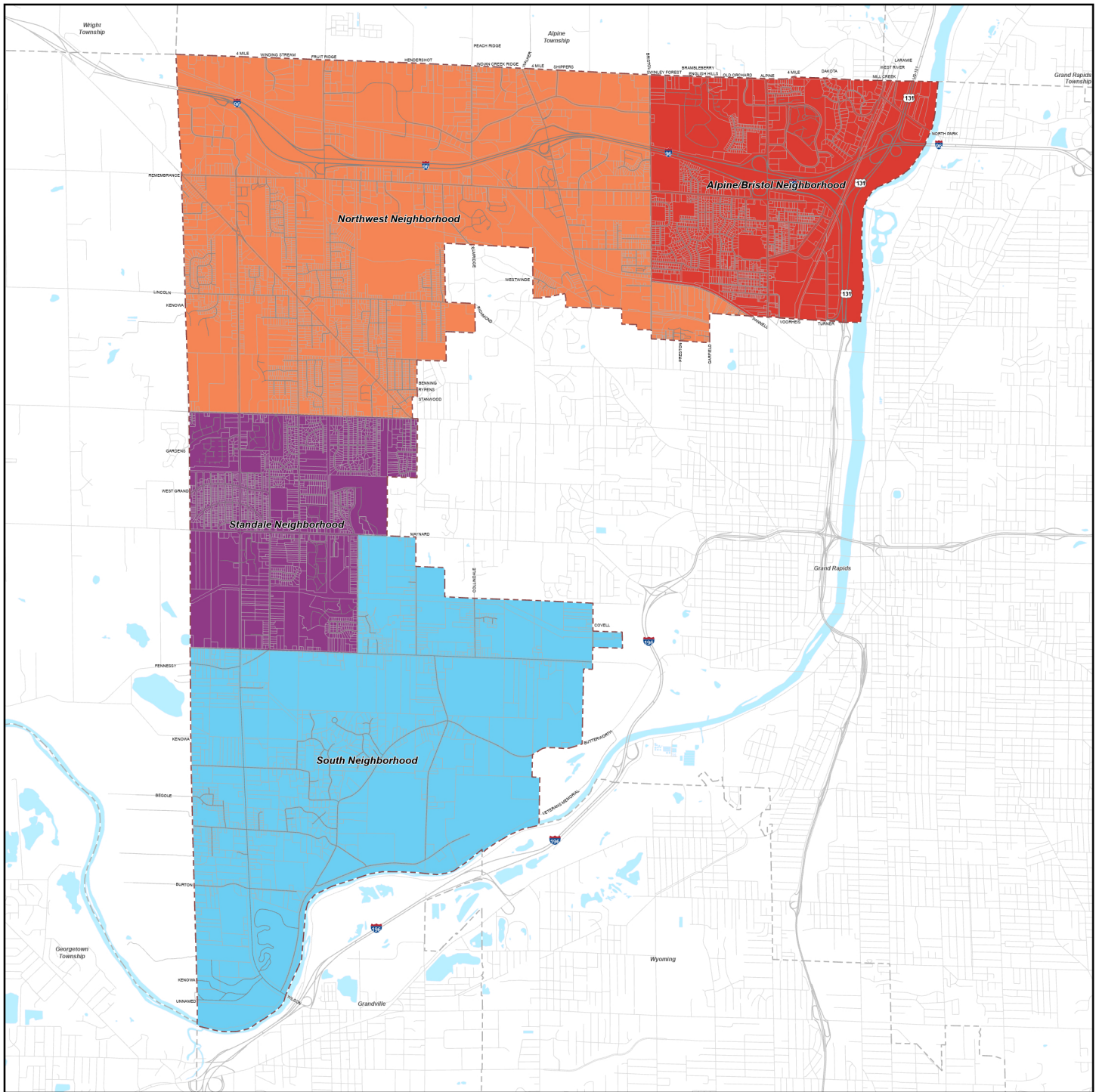
- The construction of a new, high-quality, mixed-density neighborhood on the former English Hills golf course.
- The retrofit of aging shopping centers north of I-96 into a mixed-use regional node – carefully, over time, and as the market dictates.
- The conversion of Alpine south of I-96 into an “urban boulevard” lined with mixed uses and with a street design to accommodate transit, pedestrians, and bicyclists, as well as automobiles and trucks.
- The preservation and protection of existing residential neighborhoods.
- The support and enhancement of existing business and industrial areas.
- Improved connectivity, in the form of new road and trail connections, new transit routes, and new road designs that improve efficiency for all modes of travel.

The Alpine/Bristol Neighborhood Cluster is shown in red on the map on the following page.

2024 Amendment:

In 2024, this plan was amended to address the following topics:

- Confirming that the City will use Net Density to calculate the allowable housing density on a property, and defining that term.
- Updating the Significant Undeveloped Lots to reflect development and new priorities since 2020.
- Creating a new RPUD-3 zoning tool to allow for higher density housing development, while ensuring long-term quality of life for the residents of those developments.
- Re-evaluating the West Standale development site, and creating a detailed vision for the creation of a mixed-density, mixed-use neighborhood on that site.



Nighborhood Clusters

City of Walker, Michigan

July 2, 2024



0 2,500 5,000
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2024.



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2.

Existing Conditions

Existing Conditions: Population

Demographic Profile

Demographic analysis, or the study of the characteristics of the population, is a fundamental element of master planning. Future growth and development require consideration of how many people will need City services, how much housing is affordable, how many new houses will be built, and other vital signs. One must understand these existing conditions and past trends in order to appropriately anticipate and plan for the future needs of the community.

The comprehensive data source for the Alpine/Bristol Neighborhood of the City of Walker is from the U.S. Census in 2010, ESRI 2018 Forecasts (Utilizing Census data), and the U.S. Census in 2000 and the 2012-2016 American Community Survey 5-Year Estimates. This analysis compares the Alpine/Bristol Neighborhood to the City of Walker as a whole, in addition to Kent County and the State of Michigan. Differences in demographics may indicate issues or areas in which land use planning and public policies are warranted; may identify strengths or assets that can be further developed; or may identify weaknesses or issues that need to be addressed.

Population Trends

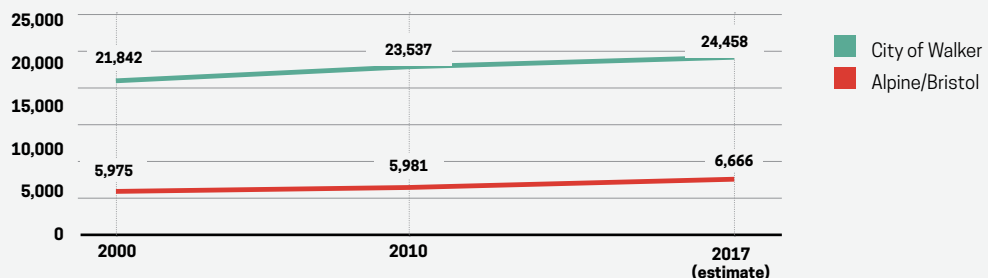
Changes in the number of people residing in a community are an important indicator for community planning. Table 2a.1 shows the relative populations of the Alpine corridor and the comparison communities from 2000 to 2017.

Table 2a.1: Population Change, 2000-2017, Alpine/Bristol Neighborhood

	2000	2010	2017 (estimate)	% Change 2000-2016
Alpine/Bristol	5,975	5,981	6,666	11.56%
City of Walker	21,842	23,537	24,458	11.98%
Kent County	574,335	602,622	629,352	9.58%
State of Michigan	9,938,444	9,883,640	9,909,600	-0.29%

Source: U.S. Census (2000, 2010); 2012-2016 American Community Survey (ACS) 5-Year Estimates

**Figure 2a.1:
Population Change,
2000-2017,
Alpine/Bristol
Neighborhood**



The Alpine/Bristol Neighborhood experienced a fairly small gain in population from 2000 to 2010, however is now experiencing a much larger increase in population growth in recent years, according to the American Community Survey. This growth is congruent with the growth shown in the City of Walker as a whole, as well as Kent County. The City of Walker must plan to be a place that can retain this growth and maintain quality of life for its residents

Age Distribution Trends

The age of a community's population has implications for planning and development, whether it is a need for housing alternatives, an increased or decreased need for schools, or services for empty nesters and older residents.

Figure 2a.2: Median Age, 2010, Alpine/Bristol Neighborhood

The figure below compares the median age (the mid-point where half the population is younger and half is older) of the Alpine/Bristol Neighborhood and the comparison communities.

35.4 Alpine/Bristol **34.6** City of Walker **34.4** Kent County **38.9** State of Michigan

Source: U.S. Census Bureau

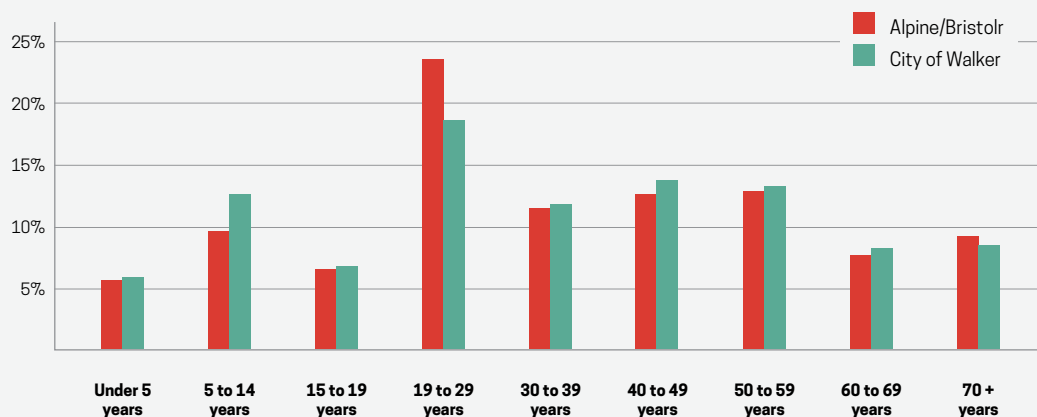
Age structure (analyzing which proportions of a municipality's populations are in which stages of life) gives a nuanced view of the makeup of a community. There is a large portion of young residents in the Alpine/Bristol Neighborhood, with about 24% of residents' ages being between 19 and 29. Table 2a.2 illustrates age structure in comparison with the surrounding City of Walker.

Table 2a.2: Age Structure, 2010, Alpine/Bristol Neighborhood

	Alpine/Bristol		City of Walker	
	Count	Percentage	Count	Percentage
Under 5 years	346	5.78%	1,396	5.93%
5 to 14 years	588	9.83%	2,994	12.72%
15 to 19 years	396	6.62%	1,625	6.90%
19 to 29 years	1,415	23.66%	4,379	18.60%
30 to 39 years	688	11.5%	2,794	11.87%
40 to 49 years	755	12.62%	3,255	13.83%
50 to 59 years	776	12.97%	3,139	13.34%
60 to 69 years	464	7.76%	1,936	8.23%
70 years and Over	553	9.25%	2,019	8.58%
Total:	5,981	100.0%	23,537	100.0%

Source: U.S. Census Bureau

**Figure 2a.3:
Age Structure,
2010, Alpine/Bristol
Neighborhood**



Racial Distribution

The Alpine/Bristol Neighborhood is generally more diverse than the City of Walker as a whole, with the proportion of people self-identifying as a person of color, or non-white, being about 14.7%, 6% higher than the City of Walker. Alpine is generally less diverse than Kent County or the State of Michigan. Table 2a.3 illustrates these racial distributions for the area in comparison with the City of Walker, as well as Kent County and the State of Michigan.

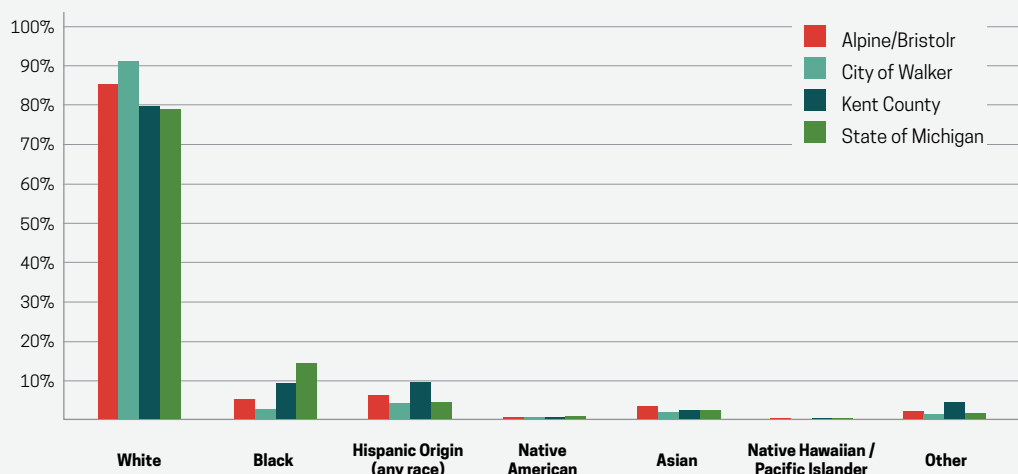
Table 2a.3: Racial Distribution, 2010, Alpine/Bristol Neighborhood

	White	Black	Hispanic Origin (any race)	Native American	Asian	Native Hawaiian/ Pacific Islander	Other
Alpine/Bristol	85.3%	5.2%	6.4%	0.5%	3.4%	0.1%	2.2%
City of Walker	91.3%	2.8%	4.1%	0.5%	1.9%	0.0%	1.4%
Kent County	79.9%	9.7%	9.7%	0.5%	2.3%	0.04%	4.5%
State of Michigan	78.9%	14.2%	4.4%	0.6%	2.4%	0.026%	1.5%

Source: U.S. Census Bureau, ESRI Converted Census 2010 Data.

Portions of the population may be left out of these counts due to identifying as two or more races. This information is provided for reference purposes and will not influence land use decisions.

**Figure 2a.4:
Racial Distribution,
2010, Alpine/Bristol
Neighborhood**



Housing Profile

The quality, affordability, and availability of a community's housing stock has a significant impact on the vitality and quality of the community as a whole. The following analysis of trends relating to the number of housing units, the amount of owner-occupied, rental, and vacant units, and households by type helps evaluate the health of the Alpine/Bristol Neighborhood's housing stock.

Housing Units

As of the 2010 Census, the Alpine/Bristol Neighborhood had 2,847 total housing units, about 27.29% of the total housing units in the City of Walker. Each housing unit represents one dwelling unit- a house, apartment, condominium, etc.

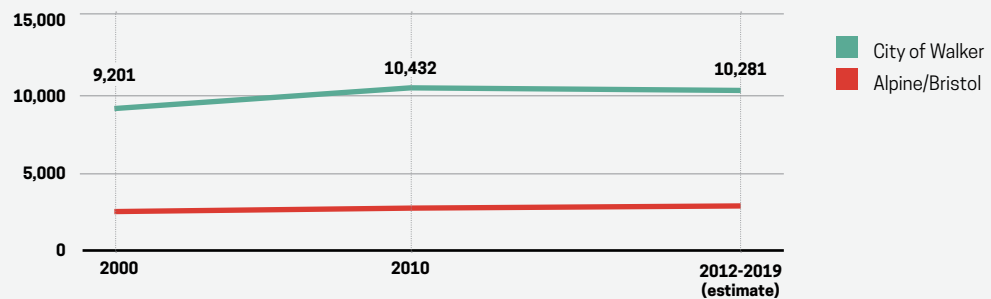
Mirroring its 11.45% population increase in recent years, the Alpine/Bristol Neighborhood has experienced an increase in the total number of housing units. It is possible that the ACS estimates from 2012-2016 are underestimating housing growth. The City's data shows a decrease in housing units, which does not match anecdotal experience or building department records. Therefore, there may be a sampling error and an underestimate of the number of housing units. The 2020 headcount should clear up any discrepancies.

Table 2a.4: Change in Number of Housing Units, 2000 - 2016, Alpine/Bristol Neighborhood

	2000	2010	2012-2016 Estimates	Change in Number of Housing Units (2000 - 2016)	Change in Percent of Housing Units (2000 - 2016)
Alpine/Bristol	2,660	2,847	2,890	230	8.65%
City of Walker	9,201	10,432	10,281	1,080	11.74%
Kent County	224,000	246,901	249,029	25,029	11.17%
State of Michigan	4,234,279	4,532,233	4,544,920	310,641	7.34%

Source: U.S. Census Bureau 2012-2016 American Community Survey Estimates

* Change in Number of Housing Units and Change in Percentage between 2010 and 2016

**Figure 2a.5:
Change in Number of
Housing Units,
2000-2016, Alpine/
Bristol Neighborhood**

Housing Tenure

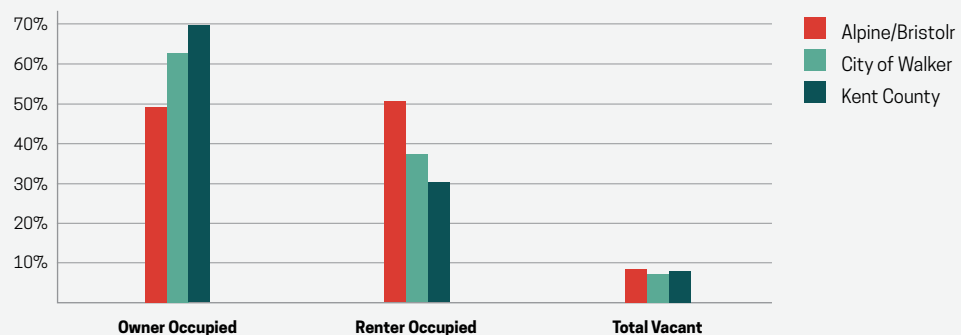
Housing tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. The table below shows that, in the Alpine/Bristol Neighborhood, there is a much larger proportion of renters than in the surrounding areas, with just over 50% of the housing units being renter-occupied. In comparison, the City of Walker as whole has 62.8% of the occupied units are owner-occupied.

Table 2a.5: Housing Tenure, 2010, Alpine/Bristol Neighborhood

	Total Occupied Dwellings	Owner Occupied		Renter Occupied		Total Vacant		Total Units
		Units	Percentage*	Units	Percentage*	Units	Percentage	
Alpine	2,607	1,284	49.3%	1,323	50.7%	240	8.4%	2,847
City of Walker	9,684	6,081	62.79%	3,603	37.21%	748	7.17%	10,432
Kent County	227,239	158,301	69.7%	69,938	30.3%	19,662	8.0%	246,901

Source: U.S. Census Bureau

*Numbers appear as a percentage of the Occupied Dwellings

**Figure 2a.6:
Housing Tenure,
2010, Alpine/Bristol
Neighborhood**

Households

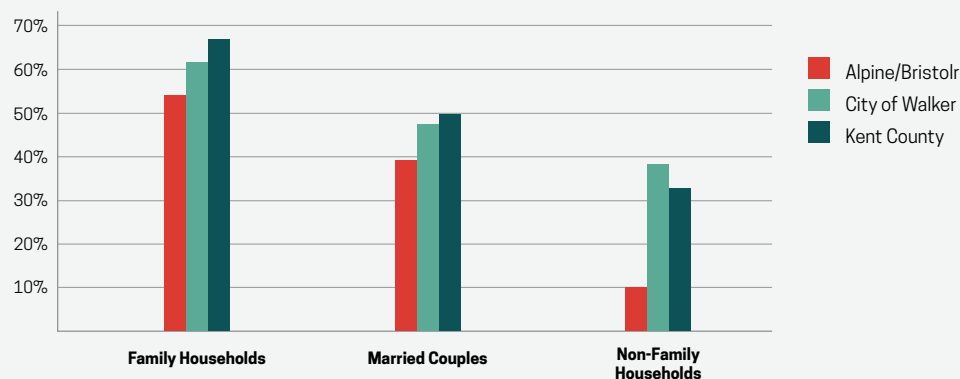
Table 2a.6 below breaks down the types of households in the Alpine/Bristol Neighborhood, as well as the City of Walker and Kent County. Alpine generally has a smaller average household size, as well as a larger number of non-family and single person households in comparison with the City of Walker as a whole.

Table 2a.6: Households by Type, 2010, Alpine/Bristol Neighborhood

	Total	Family Households	Married Couples	Non-Family Households	Average Household Size
Alpine/Bristol	2,607	54.5%	39.5%	10.4%	2.20
City of Walker	9,684	61.2%	47.8%	38.3%	2.40
Kent County	227,239	67.0%	50.0%	33.0%	2.60

Source: U.S. Census Bureau

**Figure 2a.7:
Households by Type,
2010, Alpine/Bristol
Neighborhood**



Existing Conditions: Economy

Economic Profile

This section describes the employment distribution, income, educational attainment, and other economic information of the population of this Subarea. It compares the Alpine/Bristol Neighborhood with the City of Walker as a whole, Kent County, and the State of Michigan to allow comparisons to be made by readers. It also includes a Tapestry Segmentation profile, which summarizes the segments, based on demographics and socioeconomic factors, that can be found in the Alpine/Bristol Neighborhood.

Occupation Summary

This section addresses the employment of residents of the Alpine/Bristol Neighborhood in comparison to the City of Walker as a whole. This is not an analysis of what kinds of jobs are available or what businesses are located within the community, but rather in what occupations residents are employed, regardless of where they work. Major occupational sectors for residents of the Alpine/Bristol Neighborhood include services, retail trade, and manufacturing.

Table 2a.7: Occupational Sectors, 2016, Alpine/Bristol Neighborhood

Industry	Alpine/Bristol Neighborhood*	City of Walker
Total Employed Persons Over 16 Years of Age	3,663	13,211
Agriculture/Mining	0.0%	0.5%
Construction	5.1%	4.0%
Manufacturing	12.3%	15.3%
Wholesale Trade	4.9%	2.7%
Retail Trade	12.0%	12.9%
Transportation/Utilities	4.8%	3.8%
Information	1.7%	2.1%
Finance/Insurance/Real Estate	6.1%	7.2%
Services	50.4%	49.2%
Professional, scientific, and management, and administrative and waste management services	N/A	11.1%
Educational services, and health care and social assistance	N/A	22.5%
Arts, entertainment, and recreation, and accommodation and food services	N/A	11.1%
Other services, except public administration	N/A	4.5%
Public Administration	2.7%	2.2%
Total	100%	100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

*ESRI forecasts for 2018 utilizing converted U.S. Census 2000 data into 2010 geography

Top 5 Occupational Sectors

Alpine/Bristol Neighborhood

1. Unspecified Services
2. Manufacturing
3. Retail Trade
4. Finance / Insurance / Real Estate
5. Construction

City of Walker

1. Educational services, health care, and social assistance
2. Manufacturing
3. Retail Trade
4. Professional, scientific, and management, and administrative and waste management services
5. Arts, entertainment, recreation and accommodation, and food services

Income and Poverty

The median household income for the Alpine/Bristol Neighborhood is \$47,065, according to the 2018 ESRI Forecasts, formulated from the 2010 U.S. Census. This means that half of all workers earned more than this amount and half earned less. The median income for the City of Walker is \$55,781 and \$57,302 for Kent County, according to the 2013-2017 American Community Survey 5-Year Estimates. The median household income for this area is about \$8,000 less than the City of Walker as a whole.

According to the 2012-2016 American Community Survey, 10.6% of the households in the Alpine/Bristol Neighborhood have an income in the past 12 months that places them below the poverty level.

Educational Attainment

This section analyzes the educational attainment in the Alpine/Bristol Neighborhood and the comparison communities for persons age 25 and older. Generally, the Alpine/Bristol Neighborhood has similar levels of educational attainment compared to the City of Walker as a whole, while there is a slight difference between percentage of persons who receive a Bachelor's Degree.

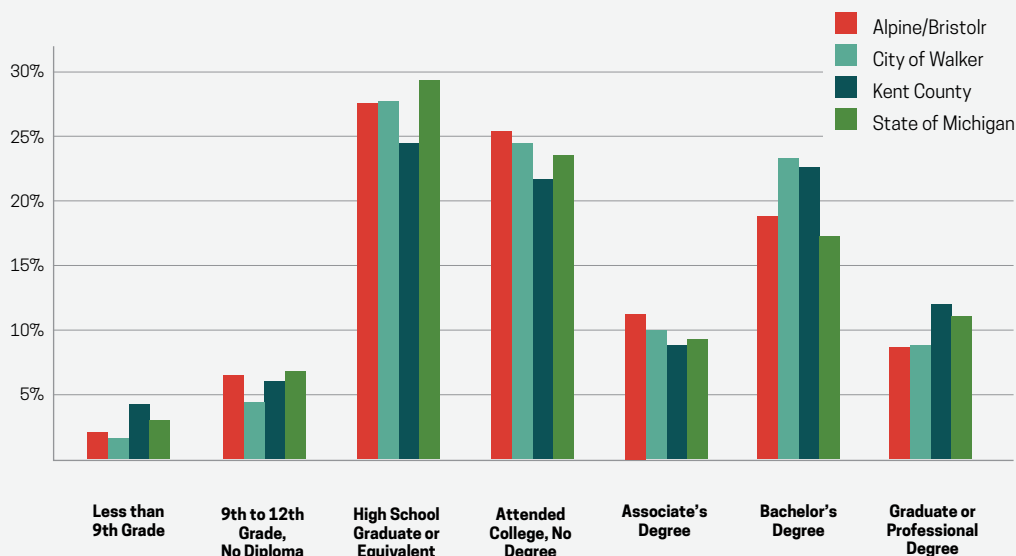
Table 2a.8: Educational Attainment, Alpine/Bristol Neighborhood

Education Level	Alpine/Bristol* (2018)	City of Walker (2017)	Kent County (2017)	State of Michigan (2017)
Less than 9th grade	2.1%	1.6%	4.2%	3.0%
9th to 12th grade, No Diploma	6.4%	4.4%	6.0%	6.7%
High School Graduate or Equivalent	27.5%	27.7%	24.5%	29.3%
Attended College, No Degree	25.4%	24.4%	21.7%	23.6%
Associate's Degree	11.1%	10.0%	8.9%	9.3%
Bachelor's Degree	18.8%	23.3%	22.7%	17.1%
Graduate or Professional Degree	8.6%	8.7%	12.0%	11.0%

Source: U.S. Census Bureau 2013 - 2017 American Community Survey

*Source: U.S. Census Bureau (2010), ESRI Forecasts for 2018 converted Census 2000 data into 2010 geography

**Figure 2a.8:
Educational
Attainment, 2010,
Alpine/Bristol
Neighborhood**



Commuting

An indication of this area's economic position relative to the surrounding City and region can be illustrated in travel time to work for residents. The following table further outlines the time residents, age 16 and older, spend traveling to their place of employment, as well as which places of work can be reached in that radius.

Table 2a.9: Commuting Destinations, 2016, Alpine/Bristol Neighborhood

Travel Time to Work	Places of Work Within this Commute Radius	% of Population
Under 10 minutes	Alpine/Walker	14.20%
10 to 25 minutes	Grand Rapids/Wyoming/Grandville	58.3%
25 to 60 minutes	Howard City/Muskegon/Holland/Portland	21.8%
Over 60 minutes	Lansing/South Haven/Kalamazoo/Big Rapids	5.6%
Total		100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey

Tapestry Segmentation Profile

Tapestry segmentation profiles provide an accurate, detailed description of America's neighborhoods, classifying them into unique segments based not only on demographics, but also socioeconomic characteristics. For the Alpine Corridor, there are four major segments which can provide information about the neighborhoods.

Young and Restless, 32.2%

The Young and Restless segment consists of well-educated young workers, with a median age of 29.8 years and a median household income of \$40,500. This is one of the youngest markets, made up of primarily single-person households. This group has high levels of renters as opposed to home ownership. Young and Restless residents are diverse, favoring densely populated neighborhoods in large metropolitan area and are fairly mobile; almost 1 in 5 residents move each year. The majority live alone or in shared non-family dwellings.

Rustbelt Traditions, 28.7%

Rustbelt Traditions residents are a mix of married-couple families and singles living in older developments of single-family homes, with a median age of 39.0. The average household size is 2.47, with a median household income of \$51,800. A large and growing market, Rustbelt Traditions residents are living in modest, single-family homes in older neighborhoods; around 71% of this segment homeowners, higher than the US Percentage of 62.7%.

Set to Impress, 25.6%

The Set to Impress residents are relatively young, with one in three residents at 20 to 34 years old and an average household size of 2.12. Residents are relatively well educated and mobile, with many still enrolled in college. Unemployment is higher, and the median household income is \$32,800. They are primarily renters, with the typical housing type being multi-unit rentals or single-family.

Old and Newcomers, 13.5%

Old and Newcomers residents are neighborhoods that are in transition, populated by renters who are just beginning their careers or retiring, with a median age of 39.4. Households are predominantly single with a mix of married couples (no children) and an average household size of 2.12. They are about evenly distributed in single family housing and multi-unit buildings, in older neighborhoods in urban environments. 55% of the Old and Newcomers segment are renters, with a median household income of \$44,900.

Source: ESRI Tapestry Segmentation Profiles, ESRI and Infogroup.

Existing Land Use

Overview

Knowledge of current land uses allows the City to consider the compatibility of new land uses and is a valuable tool when considering the day-to-day problems associated with land management and the delivery of key public services. The existing land use survey provides an inventory of land use within the community and is a key source of background information used in developing the Master Plan.



Single Family Residential

Single family residential developments are located throughout the Alpine/Bristol Neighborhood, and consist of single-family detached homes at typical suburban densities. Concentrated mainly in three neighborhoods, namely southeast and south west of Alpine Avenue, and a larger development in the northeast corner of the City of Walker, single family residential is a major source of housing in this area.



Multi-Family Residential

The Alpine corridor contains much of the multi-family housing that exists in the City of Walker. Multi-family housing in this area includes The Orchards at Four Mile and Green Ridge Apartments. Concentrated around commercial development in the northern portion of this sub-area, multi-family residential housing is an important aspect of affordable and dense housing in the Alpine/Bristol Neighborhood. Each has connections to the City of Grand Rapids through The Raid bus system.



Commercial

Commercial development is currently a major component of the Alpine/Bristol Neighborhood. A large commercial corridor exists along Alpine Avenue, and ranges from big box stores, such as Target and Home Depot, to smaller establishments and restaurants, such as the Alpine Avenue Laundromat and Grand Rapids Cheesecake Company. Commercial sites are those that contain real estate intended for use by for-profit businesses, such as retail stores, restaurants, and malls.



Office

Office areas are those that include spaces for business, professional, and financial offices, as well as offices for individuals and non-profit organizations. Office space is concentrated mainly in the southeast corner along I-96, in proximity to industrial, commercial, and single family uses.



Industrial

Industrial sites are areas reserved for manufacturing and related uses that provide employment but are generally not compatible with other areas with lower intensity use. Industry in this corridor includes packaging, stripping, manufacturing, and major recycling facilities. It is generally concentrated on the southeast side of Walker, near US 131 Highway.



Major Impact Sites

Major impact sites are those that serve community and regional need but have significant impacts on the surrounding area that require special compatibility considerations. For the purposes of analyzing existing land use in the Alpine Corridor, this category comprises the Deltaplex; an arena/stadium and an electrical substation. There are not any other major impact sites or facilities in this area by this definition.



Transportation

Transportation areas are those that are dedicated to vehicle, air, or rail transportation. These include existing and platted streets, planned and dedicated rights-of-way, and rail and rail facilities. The Alpine/Bristol Neighborhood has various major transportation mechanisms such as I-96, US 131, and a railway that runs through the major industrial area.



Public/Semi-Public

Public/Semi-Public sites include any site for facilities such as governmental offices, hospitals, and churches that serve the public. Public/Semi-Public uses in the Alpine/Bristol Neighborhood include hospitals, surgical centers, and churches, such as Orchard Hill Reformed Church and Mercy Health Labs. Schools are also included in this category.



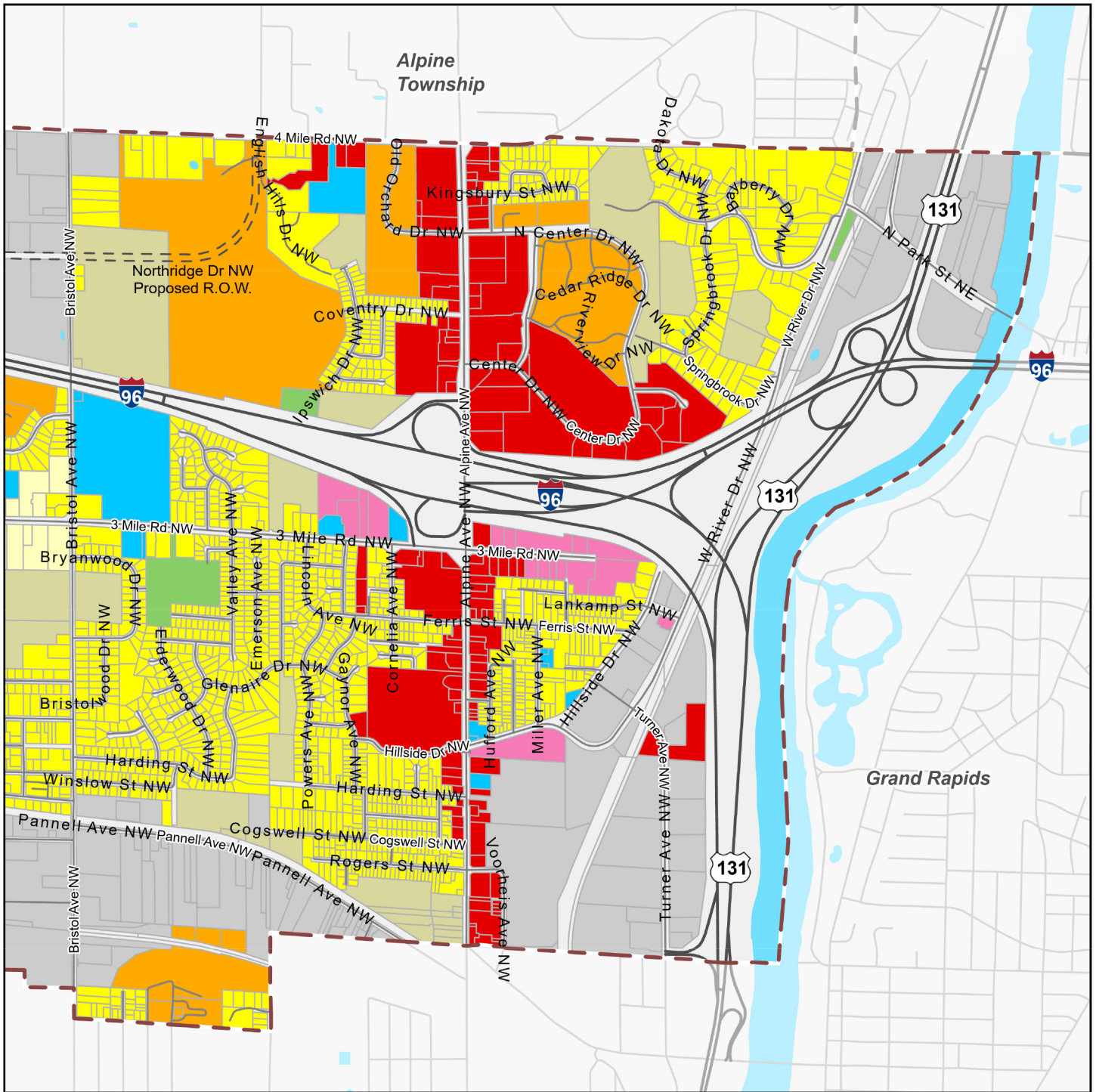
Vacant Land

Vacant land in the Alpine corridor is classified as public or private properties that are currently undeveloped. This includes the English Hills Country Club golf course, and various other parcels that remain undeveloped at this time.



Parks and Recreation

Parks and Recreations areas are any site that is public park or recreation space for the enjoyment of the community in perpetuity. These spaces differ from vacant land in that they are to remain permanently open land that is available to the public. In the Alpine corridor, parks and recreation spaces include English Hills Park, Lamoreaux Park, and Alpine Estates Park. These provide valuable green space and recreational opportunities to residents.



Existing Land Use

Alpine/Bristol Neighborhood
City of Walker, Michigan

April 25, 2024

LEGEND

- City of Walker Boundary
- Other Municipal Boundaries
- Freeways
- Lakes, Rivers, Streams, Drains
- Existing Land Use**
- Agriculture and Open Space
- Rural Residential
- Single-Family Residential
- Multi-Family Residential
- Mobile Home Park
- Commercial
- Office
- Industrial
- Extractive Mining
- Parks and Recreation
- Public/Semi-Public



0 1,000 2,000
Feet

Basemap Source: Michigan Center for
Geographic Information, Version 17a.
City of Walker 2023. McKenna 2023.



Existing Conditions: Mobility

Transportation and Circulation

The road system is of vital importance to the overall well-being of the City of Walker and its residents. At its most basic level, the road system provides the means of transportation; moving people and goods.

Due to the many functions of the road network, transportation has a significant impact on the environmental quality, economy, energy consumption, land development, and the general character of the City. Accordingly, it is important to identify and understand deficiencies in the road system and to prepare alternatives to address those deficiencies.

Traffic and congestion are a main concern in the Alpine/Bristol Neighborhood. As a major commercial and residential hub, the main roadway serving the existing uses in the area, Alpine Avenue/M-37, sees upwards of 48,000 cars per day. As a result of a lack of street interconnectivity in this area, cars are forced to utilize Alpine Avenue whether they are attempting to go to one of the many retail establishments along the corridor or to leave/enter a residential neighborhood. This causes major traffic congestion in this area as cars attempting various types of trips, from local to through traffic to further north, are all utilizing Alpine Avenue.

A more complete, interconnected network of local roads should be developed, with a focus on alleviating traffic congestion and enhancing the driving, biking, and walking opportunities of local residents. Platted roads that are not yet built should be developed, and existing and undeveloped lands should add roads that connect to and allow access to existing road systems.

Road Classifications

The intended purpose of each specific road or highway can be best communicated through classification. Road classifications also identify the type and volume of traffic that are appropriate for each segment of the road network.

For the purposes of transportation planning and this master plan, the following classifications have been created and assigned to the roads in the Alpine/Bristol Neighborhood;

Expressway

Expressways are major state and federal routes designed to hold large volumes of traffic moving at high speeds over long distances, connecting cities throughout Michigan and the United States. I-96 and US 131 are both expressways, each having major impacts on the level of traffic and vehicular movement in this area.

Regional Street

Regional streets are those that carry traffic between the Alpine/Bristol Neighborhood and other communities in the region. Regional streets serve the major centers of activity in an area and are often the highest traffic volume corridor. Alpine Avenue, or M-37, is the one regional street in this area.

Major City Street

Major City Streets are those that carry traffic throughout the Alpine/Bristol Neighborhood and the City of Walker and to adjacent parts of the region. Major City Streets include 3 Mile and 4 Mile Road and West River Drive.

City Collector

City Collector streets provide shorter distance movements within the Alpine/Bristol Neighborhood, collecting traffic from local streets and higher volume Regional and Major City Streets. Center Drive and Old Orchard Drive are considered City Collectors.

Local/Residential Streets

Local/Residential streets are those that are lightly traveled and meant to provide residents access to residential areas. Movement of through traffic is generally discouraged on local streets. Examples of Local/Residential Streets in the Alpine/Bristol Neighborhood are Coventry Drive and Greenridge Drive.

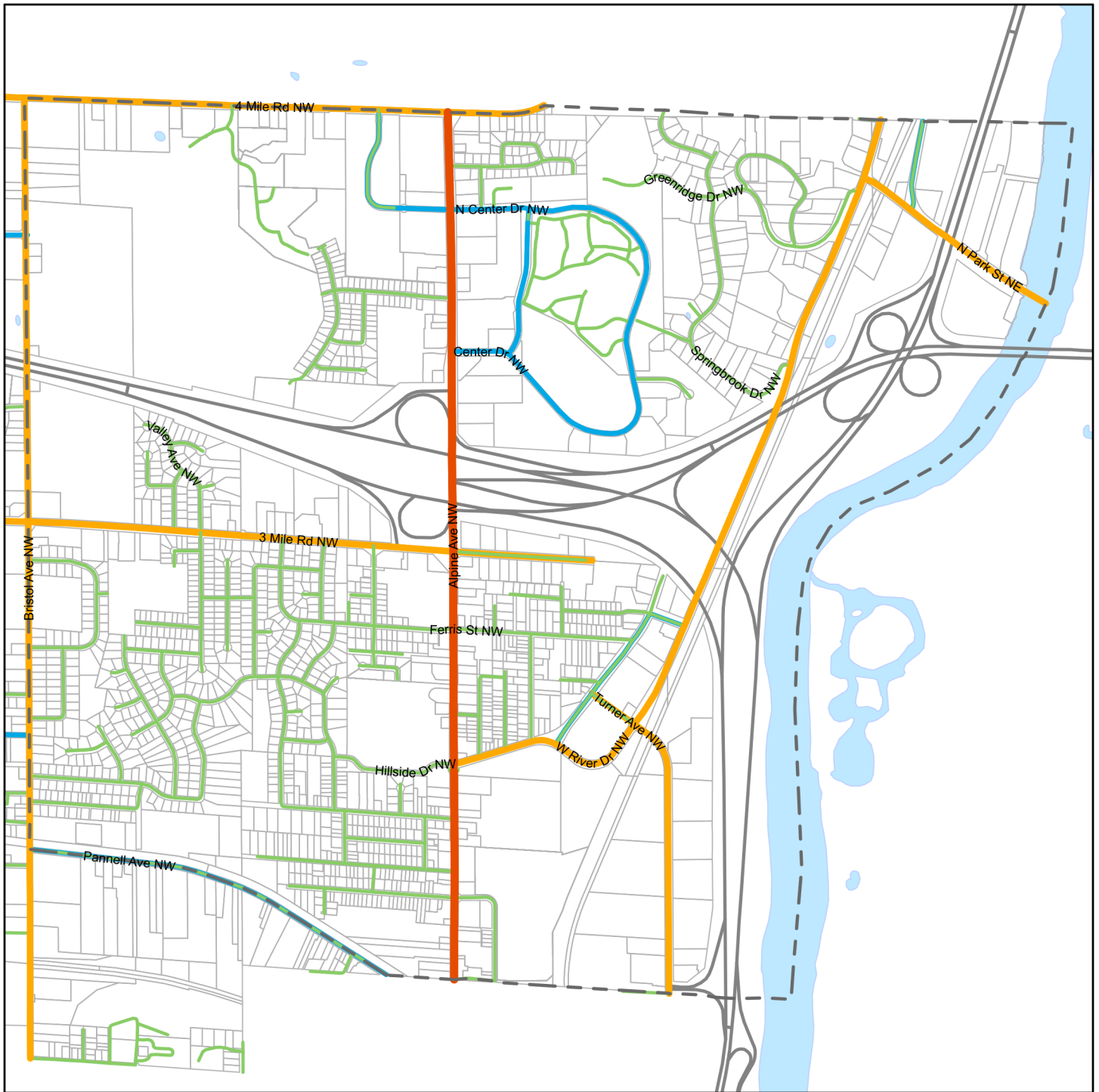
Access Management

The capacity of a highway or road can be quickly depleted and traffic safety compromised if development is allowed to occur without proper attention to access control. Access management is a particular concern along Alpine Avenue where most of the development within the Alpine/Bristol Neighborhood has occurred. As more developments are proposed, consideration should be given to minimum lot widths, driveway spacing, driveway design, potential for shared access, number of driveways per site, sight lines, and similar factors, with driveway consolidation being one of the goals.

Access management can benefit properties on all types of roads within the community. The need for good access management will be most obvious within the commercial area of the Alpine/Bristol Neighborhood, however, there is also a need within the residential areas that surround the commercial district on Alpine Avenue. The existing road network currently forces too much traffic onto Alpine Avenue (which is not a local street), thus aggravating congestion along that commercial corridor. Encouraging good access management design will reduce potential congestion on streets, vehicle-pedestrian conflict points, and on-site congestion.

Transit Service

The Rapid, a public transit system operated by the Interurban Transit Partnership, provides service to the Grand Rapids metropolitan area and beyond. Its Route 9 serves the Alpine/Bristol Neighborhood, and runs all the way from Central Station on Grandville Avenue to the Walmart in Alpine Township. Route 9 generally runs along Alpine Avenue, with stops in the Alpine/Bristol Neighborhood at the Orchard Apartments at Old Orchard Drive, Greenridge Apartments at Weatherford Drive, Home Depot at 3 Mile, and Meijer at Alpine and Hillside.



Existing Road Network

Alpine/Bristol Neighborhood Cluster
City of Walker, Michigan

June 15, 2020

Legend

- Regional Road
- Major City Street
- City Collector
- Residential/Local Street
- Freeways
- Lakes, Rivers, Streams, Drains
- Neighborhood Boundary



SOURCES
Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2019.

Non-Motorized Transportation

Non-motorized transportation is an important component of a City's transportation infrastructure. Unlike motorized transportation, non-motorized transportation focuses on the safe and efficient movement of individuals. Bicycle and pedestrian circulation play an important role in improving the community's connectivity, physical & mental health, and perception of safety.

Pedestrian Networks

Walk Score™ is a tool that evaluates the walkability of any location based on the amount of nearby destinations. While it does not take into account the sidewalk infrastructure, this tool can still be used to help identify gaps in pedestrian infrastructure.

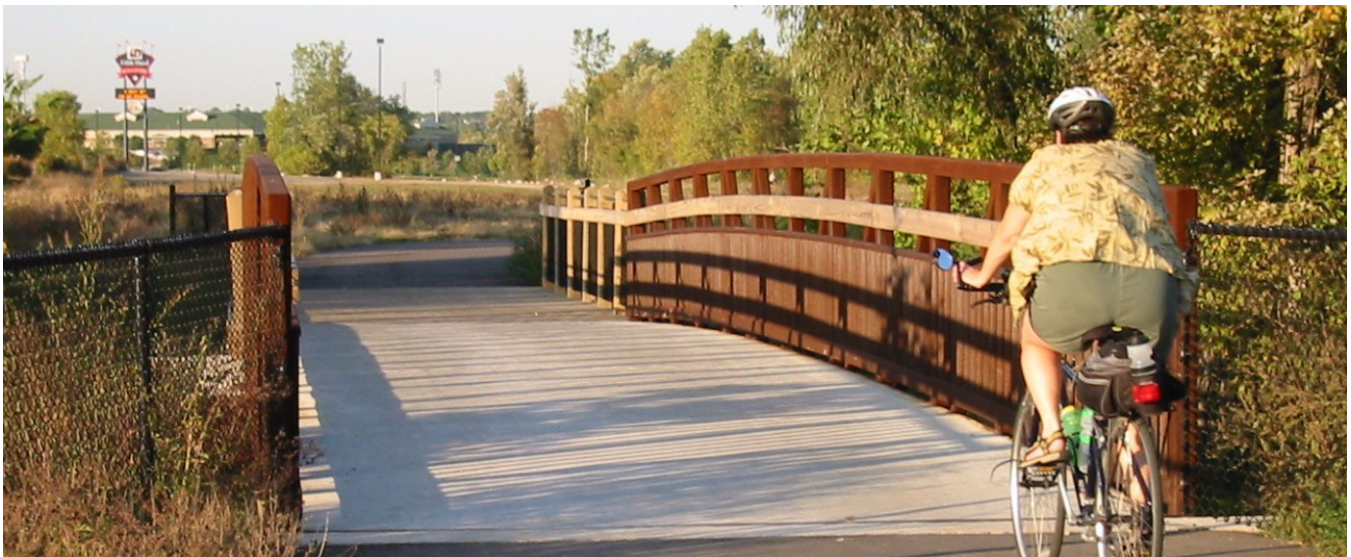
As a whole, the City of Walker is very car-dependent, with almost all errands requiring a car. In particular, the Alpine/Bristol Neighborhood's walkability is poor. Walk scores measured from various residential points in the area indicate that walking to nearby establishments is fairly unsafe and unpleasurable for residents.

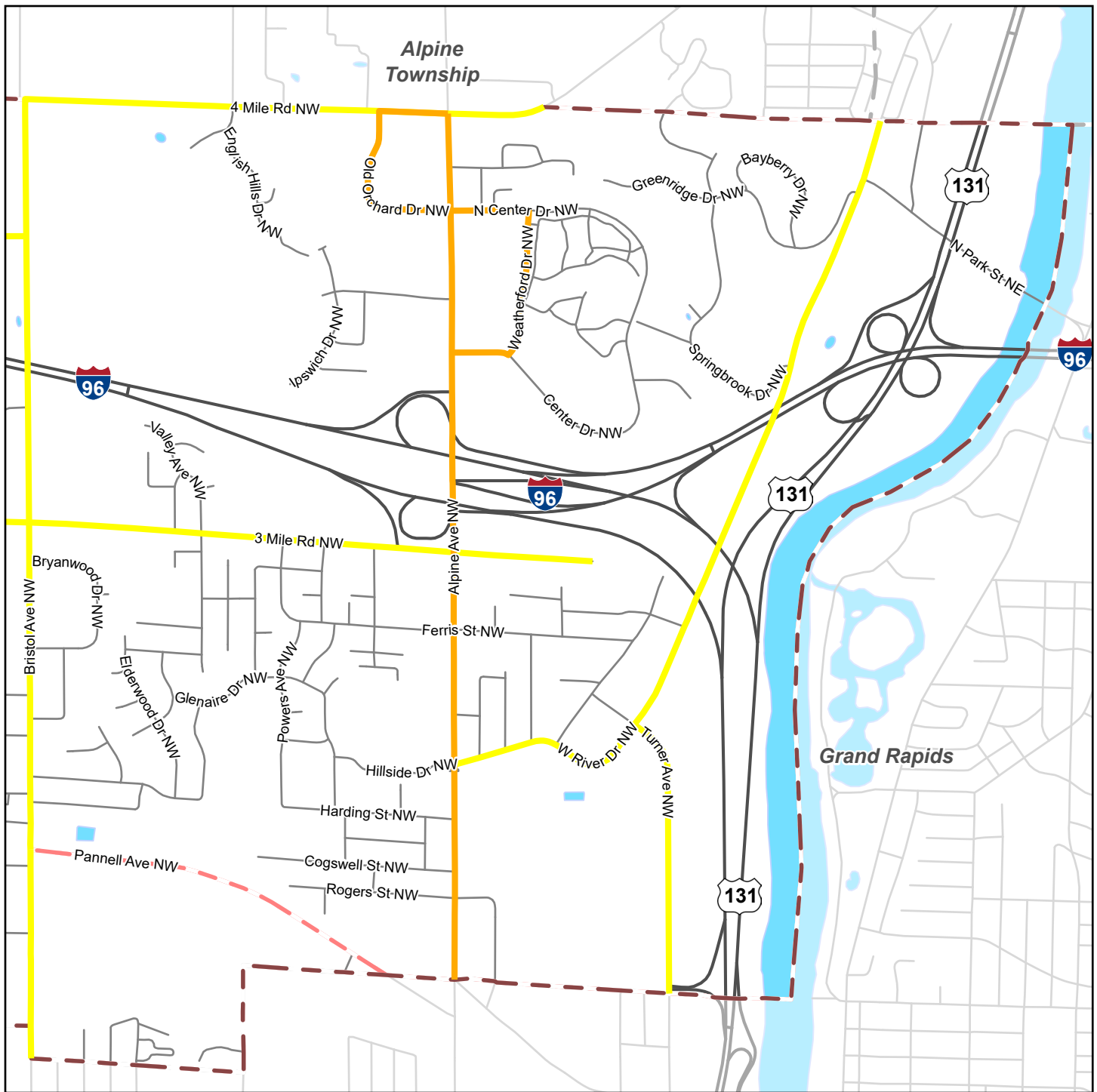
Additionally, the presence of long pedestrian street crossings coupled with noticeable vehicle traffic at higher speeds, and the lack of active street frontages reinforce the sense of a hostile environment for pedestrians in the Alpine/Bristol Neighborhood. While a number of intersections contain protected pedestrian crosswalks, large stretches of Alpine Avenue, and many of the Major City Streets in this area, lack amenities needed to make them inviting streetscapes for pedestrians.

Bicycling

Bicycling is considered an environmentally friendly mode of transportation that can improve both personal and social well-being. It is an important travel mode, and a key component of a multi-modal transportation system. Currently, the Alpine/Bristol Neighborhood has two major bike paths. The Fred Meijer White Pine Trail stretches between Lamoreaux Memorial Park and Grand River Park along US-131 to the west and the Grand River to the east. The Fred Meijer Pioneer Trail runs along 3 Mile Road and ends at Alpine Avenue. At the time of the adoption of this plan, the Kent County Road Commission was completing a link between the two trails.

There are currently no other existing bicycle facilities in the Alpine/Bristol Neighborhood. Bicycling along Alpine Avenue, as well as major City streets such as 4 Mile, is difficult for a variety of reasons, such as the volume and speed of vehicular traffic along these primary corridors, general lack of route connectivity, and a lack of protected bikeways to provide safe routes for bicycle activity. Thus, there exists a need for increased safety and connectivity for bicycle activity in this area.















Transit Routes

Alpine/Bristol Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

-  BRT Stops
-  High Priority Transit Route
-  Future Transit Route
-  City of Walker Boundary
-  Neighborhood Boundaries
-  Other Municipal Boundaries
-  Freeways
-  Roads
-  Walker_SurroundingRoadsx
-  Lakes, Rivers, Streams, Drains



SOURCES
Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2019.



Existing Conditions: Infrastructure

Water and Sewer

Existing Conditions

A majority of the parcels in the Alpine/Bristol Neighborhood are served by municipal water and sanitary sewer. Water service is provided by the City of Grand Rapids for a majority of the subarea and by Plainfield Township in the northeast and northwest corners of the subarea. Several residential neighborhoods are not hooked up to the system and get their water supply from wells on each parcel. Water service has also not been extended to some areas in the northwest that remain undeveloped.

Water pressure and supply is mostly provided by the elevated storage tank located south of 4 mile Road in Walker. Alpine Township is supplied with water from Plainfield Township and the two systems are planned to be interconnected in the future. It is planned that parcels on 4 Mile Road requiring municipal water in the future are planned to be served by the Plainfield Township water main that is located on the north side of the road.

Sanitary sewer is provided by the City of Grand Rapids and the North Kent Sewer Authority (NKSA). NKSA serves a small portion in the northeast corner of the subarea. Several residential neighborhoods in the northeast quadrant and off of Bristol Avenue, south of 3 Mile Road, are not served with municipal sanitary sewer and rely on septic systems regulated by the Kent County Health Department.

Capacity and Development Considerations

Currently, the water and sewer systems have sufficient capacity to serve the existing land use. New construction and redevelopment would require evaluation of each instance to determine available capacity and if the need for upgrades is warranted. In the Alpine/Bristol Neighborhood, much of the infrastructure for water and sewer is built out except for a few key parcels such as the former English Hills golf course. Intensity and type of development will drive whether or not upgrades to the water and sanitary sewer system are needed. Future development in the northwest area will have added fees associated with the recently constructed elevated water storage tank if the development is to be served by municipal water.

Upgrades are anticipated for the Kingsbury pump station as land use intensity increases. These upgrades have already been designed and are ready for construction.

Ultimately, the determination of which municipal utilities will be supplied by will be a function of topography, location, and system capacity and capabilities that must be addressed with each proposed development. A universal approach to utility planning is not the best fit.

It is advised that the timeline for construction of this list of projects coincide with the major projects listed in the mobility plan as a cost savings and to minimize disruption to the public.

3.

Goals and Objectives

Goals and Objectives



Housing & Neighborhoods

1. **To maintain Walker's place in Kent County as a City that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.**
 - a. Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing neighborhoods.
 - b. Encourage residential developments which are needed by persons of all ages, incomes and household sizes.
 - c. Retrofitting diverse types of multiple family "missing middle" housing within established multiple family areas, and existing suburban commercial areas, through infill development and strong urban design.
 - d. Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods.



Transportation

2. **Invest in improving and maintaining Walker's vehicular and non-motorized infrastructure to ensure that the City's transportation network provides accessibility and connectivity to City destinations, is designed for people, and responds to advances in transportation technology.**
 - a. Maintain the Neighborhood's existing network of highways, roads, streets, and sidewalks to accommodate the safe and efficient movement of vehicles and pedestrians.
 - b. Create new connections and redesign streets as necessary to ease traffic congestion and increase desirability of use by non-motorized transportation modes.
 - c. Promote the use of public transportation as well as alternative modes of transportation such as ridesharing, bicycling, and walking, throughout the Cluster.
 - d. Improve the Cluster's network of trails, bicycle amenities, and other connections.
 - e. Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements.
 - f. Prepare for the emergence of new transportation technologies by revisiting traditional uses of the transportation network and by investing in new mobility strategies and "smart" infrastructure.



Sustainability & Resiliency

3. **Support land use planning efforts that encourage environmentally-friendly development including efforts that promote air pollution and greenhouse gas reduction, green infrastructure, as well as energy and water conservation.**
 - a. Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map.
 - b. Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.
 - c. Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.
 - d. Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.
 - e. Promote land use that is resilient to changing flood patterns from the Grand River.
 - f. Promote land use that reduces floodwater runoff.
 - g. Promote stormwater treatment as part of development.



Economic Development Goals

4. **Retain and promote Walker's mix of commercial and industrial uses in defined locations throughout the City that provide desired employment, goods, and services for residents, visitors, and workers alike. Encourage economic development that responds to the changing economy while positioning the City to enhance its tax base and maintain a stable and diverse revenue source.**
 - a. Assist the education and business communities in developing a competitive workforce to provide job skills demanded by the regional market place and employment opportunities for local graduates.
 - b. Focus on retaining existing businesses and industry.
 - c. Target outreach to innovative companies (knowledge-based and high technology industrial) to ensure a diverse and resilient economic base.
 - d. Establish a framework to incentivize creative redevelopment of unoccupied and declining "big box", highway commercial, and single-use strip center retail.



Parks, Trails and Open Space

5. **Reinvest in existing recreation facilities, and consider new facilities, to provide quality of life benefits for Walker residents, including active living, accessibility to recreation, and environmental preservation.**
 - a. Provide new parks and/or recreation areas within all new development and retrofitted existing development.
 - b. Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.
 - c. Pursue funding sources and develop partnerships and advocates to manage park needs, and study creation and management of future nature preserve areas within the Neighborhood.
 - d. Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.



Infrastructure Goals

6. **Invest in improving and maintaining City infrastructure to ensure that City services can be available for all current and future development. Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of Walker's residents.**
 - a. Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.
 - b. Provide appropriate resources for staff to maintain and improve infrastructure systems.
 - c. Explore opportunities for infrastructure system improvements as new technology becomes available.
 - d. Increase the use of renewable resources to reduce dependence on fossil fuels.
 - e. Amend or create ordinances to require development to adhere to newer greener standards.



Urban Design

7. **Achieve a positive and lasting community image by encouraging high quality and durable materials as well as current best practices for human scale and aesthetic character. Strive to incorporate design elements that contribute to a sense of place within the community.**
 - a. Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.
 - b. Develop detailed policy guidance, such as form-based codes and pattern books, to ensure the predictable and orderly transition of single-use suburban retail districts to mixed-use districts with a high level of urban design.
 - c. Enhance landscaping and site design through redevelopment to enhance the sense of place along all corridors.
 - d. Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.

4.

Community Character Plan

Future Land Use

The Future Land Use map shows the generalized, at-a-glance development pattern that is planned for the Alpine/Bristol Neighborhood Cluster. It provides the framework upon which the Community Character Plan is built.

Each Future Land Use Category contains one or more Character Areas, which more specifically articulate the vision, and tie into zoning recommendations, including appropriate zoning categories to implement the vision of the Character Area.

Future Land Use Categories



Residential: Existing Density

This future land use category indicates residential areas that are not intended to increase in density, or change in character, over the life of the plan. While significant change is not planned, these neighborhoods can still be upgraded with sidewalks, lighting, crosswalks, and other improvements.

Character Areas:

- Neighborhood Preservation



Residential: Growth 2-4 Units Per Acre

This future land use category indicates areas that are planned for residential growth, with the resulting built-out neighborhood featuring between two and four units per gross acre of land. The type of residential unit may vary (single family, duplex, townhouse, small apartment buildings, etc), but the density should remain between two and four units per acre.

Character Areas:

- Residential Growth 2-4 Units Per Acre



Residential: Cluster 0-1 Units Per Acre

This future land use category indicates areas that are planned for residential growth, with the resulting built-out neighborhood featuring cluster/open space preservation developments, with a gross density of 0-1 units per acre, and a net density of 2-6 units per acre. The type of residential unit should generally be single family homes on small to medium sized lots, surrounded by preserved natural features.

Character Areas:

- Cluster Residential 0-1 Units Per Acre



Business

This future land use category indicates areas that are planned primarily for industrial and commercial businesses, and not for residential uses. Within these areas, efficient business operations should be prioritized, except where nearby residential areas need to be protected from negative impacts.

Character Areas:

- Community Enterprise
- Enterprise



Mixed Use

This future land use category indicates areas that are planned for a mix of uses. The specific mix, and anticipated character and design, are articulated by the various future land use categories.

Character Areas:

- Neighborhood Corridor
- River Enhancement
- Retrofit Mixed Use
- Urban Corridor



Parks and Open Space

This future land use category indicates areas that are not planned for development, or are planned for agricultural or recreational uses.

Character Areas:

- Parks

2024 UPDATE

Net Density

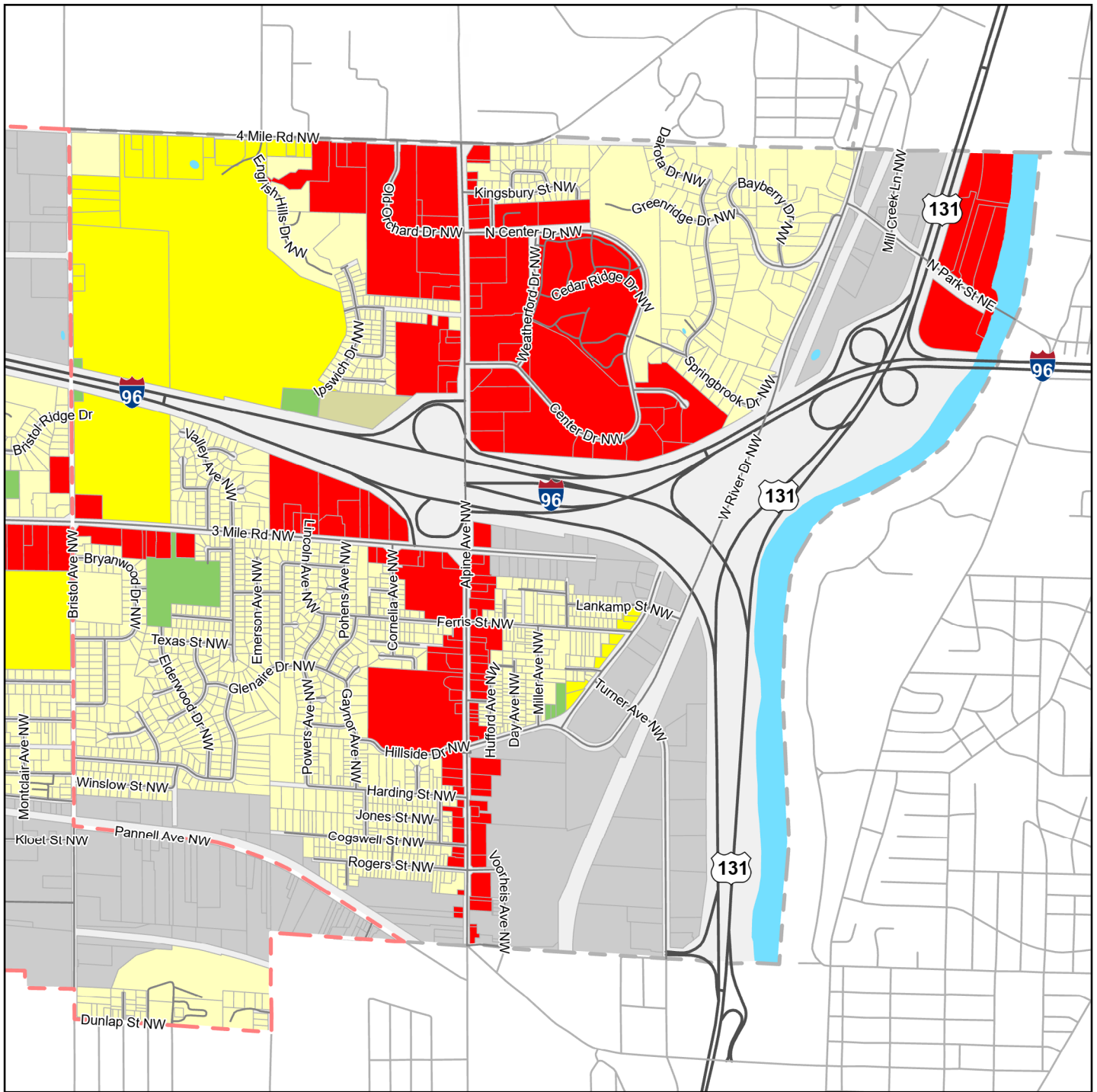
The City of Walker has determined that the allowable housing density on a piece of property shall be determined by “net density.”

Net density is determined by subtracting the acreage of regulated wetlands, flood plains, and other protected lands that cannot be built on due to County, State, or Federal regulations. Permanent water bodies on the site will also be subtracted out, as well as steep slopes exceeding 20% grade. Multiplying the maximum allowable housing units per acre, based on this Plan, by the remaining acreage gives the number of housing units permitted on the property.

The purpose and intent of using net density is to accurately determine the actual carrying capacity of a given parcel, by removing site features that are difficult or impossible to develop. This ensures that the character of a development is consistent with the intent of purpose of the various zoning districts in the City, rather than protected land being used to create out-of-scale developments.

Further, the City of Walker considers natural features preservation to be an expectation of every new development in the City, not a special design feature to be rewarded. Therefore, all references to density in this plan should be consisted to be referencing net density.

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Future Land Use

Alpine/Bristol Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Neighborhood Boundaries
-  Transit Oriented Development
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Residential Existing Density - RED
- Business - B
- Mixed Use - MU
- Public/Semi-Public - P/SP
- Lakes, Rivers, Streams, Drains



0 500 1,000
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a.
City of Walker 2023. McKenna 2024.



Community Character Plan



Types of Multi-Family Buildings

The descriptions of the Community Character Categories on the following page frequently reference “Small”, “Medium”, or “Large” Apartment/Multi-Family Buildings. Those terms should be understood to have the following meaning:

“Small” Apartment Buildings include between 3 and 6 units, and should be no more than two stories in height.

“Medium” Apartment Buildings include 6 to 12 units, and should be up to three stories in height.

“Large” Apartment Buildings include more than 12 units, and can be up to the maximum height permissible in the Community Character District.

Walker’s Future Land Use plan is conveyed using a “Community Character Plan” which identifies how different areas of Walker should look and function, in addition to what the land uses should be. A Community Character Plan establishes land uses and dimensional requirements like a traditional future land use plan, but it also discusses the look and feel of streets, how buildings should look and function, how uses relate to each other, and overall intensity of development within the context of a specific area.

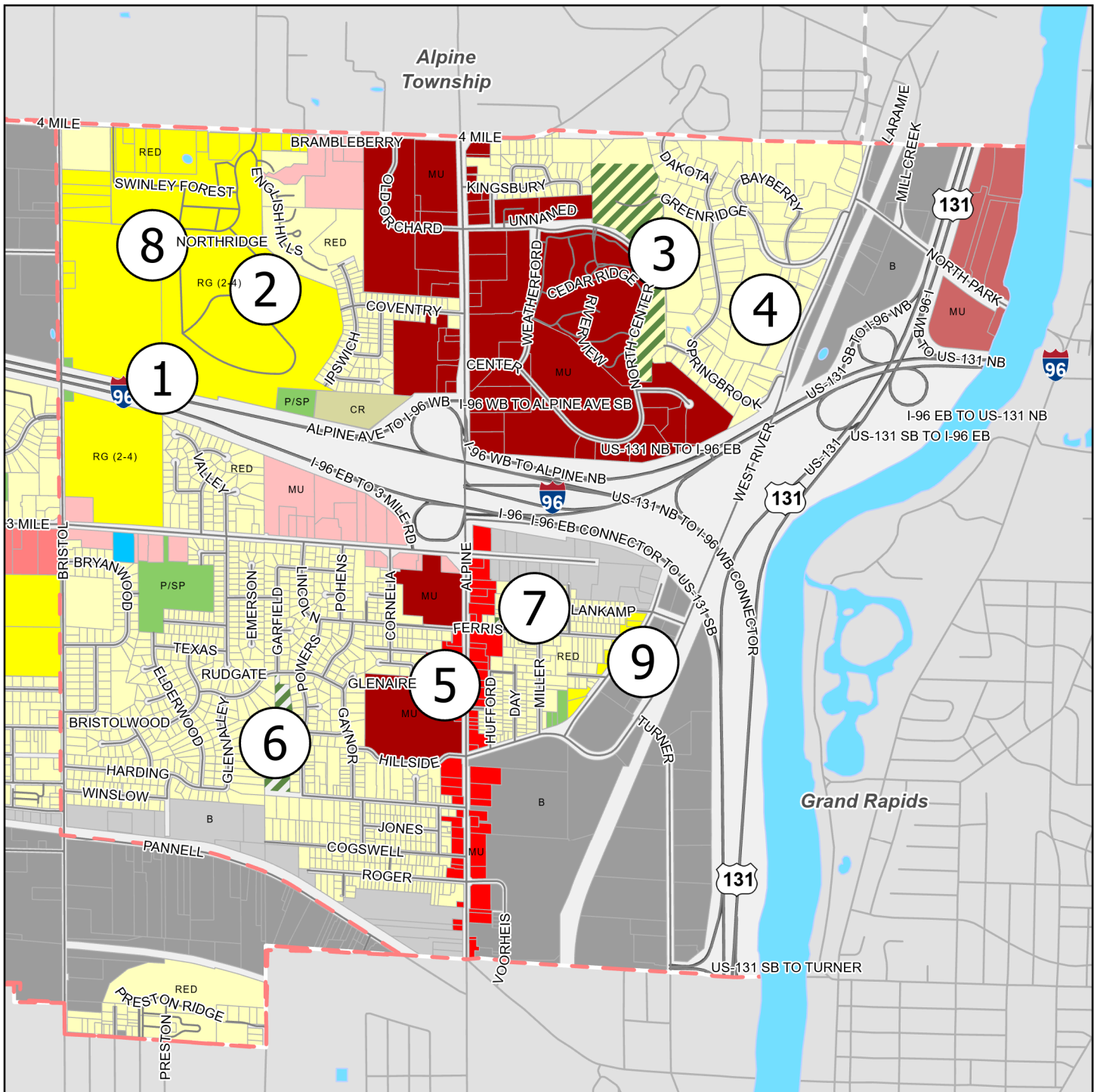
The purpose of a Community Character Plan is to recognize distinct land use areas like residential, industrial, and commercial, and identify all of the parts that add up to create character, such as use, design, and density. The Plan establishes several Community Character categories, each with the following components:

1. **Land Use:** Uses which are appropriate within the character area.
2. **Buildings:** How the building looks and functions and where it is located on the lot.
3. **Design:** How lots, streets, and frontages are designed, and how lots relate to each other in the public realm.

The Community Character Plan serves as a guide for how the community envisions itself in the next 10 to 15 years. It is based on an analysis of land uses issues in the city, existing land use, demographics, housing conditions, retail market potential, housing market potential, community infrastructure, transportation and circulation, public input from workshops and online engagement, and the goals and objectives set forth by the community.

The Community Character Plan constitutes the development policy of the City. The Plan should be updated on a regular basis to address the impact of new developments or other changing conditions. The elected and appointed officials of Walker are responsible for the interpretation of the intent of the Community Character Plan.

Each Community Character category is explained in greater detail on the following pages with the guidelines specifying the preferred land uses, buildings, and designs for each area, as well as pictures showing the existing and planned character of each area.



Community Character

Alpine/Bristol Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Neighborhood Boundary
- Transit Oriented Development
- Neighborhood Preservation - NP
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Community Enterprise - CE
- Enterprise - E
- Business/Residential (8-12 Units/Acre) - BR (8-12)
- Neighborhood Corridor - NC
- Neighborhood Node - NN
- Urban Corridor - UC
- Retrofit Mixed Use - RMU
- River Enhancement - RE
- City Municipal - CM
- School - S
- Park/Open Space - P/OS
- Preserved Open Space Overlay
- Lakes, Rivers, Streams, Drains



0 500 1,000
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a.
City of Walker 2023. McKenna 2024.



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Alpine/Bristol Community Character Map Footnotes:

1. **I-96 Buffer.** New developments adjacent to I-96 west of the Alpine interchange should include a buffer of 100 feet of wooded area (leaving existing trees in place to the extent possible) along the freeway, with an additional 100-200 feet of recreational space, additional wooded area, or other natural open space. The purpose of the buffer is to reduce traffic noise from residents and maintain the wooded appearance of the area to travelers on the expressway. New roads may be constructed through the buffer to achieve desired connections, but should be designed as “Natural Beauty Corridors” (see the Mobility Plan).
2. **English Hills.** Residents in the English Hills condominiums and the Ipswich neighborhood have become accustomed to a “wooded back yard” in the former golf course. When the golf course is developed, a buffer of trees and natural space should be maintained, in order to preserve this valued aspect of life in the neighborhood. Bike paths could be built through the buffer to allow non-motorized connectivity between the new and existing neighborhoods (see the Mobility Plan).
3. **North Center Drive Open Space.** The topography east of North Center Drive lends itself to the preservation of open space between the Retrofit Mixed Use area to the west and the Neighborhood Preservation area to the east.
4. **West River Drive Hillside.** The hill above West River Drive is difficult to develop and surrounded by Neighborhood Preservation areas. It is therefore prime land for preservation of open space.
5. **Meijer/Home Depot Access Management.** While the big box stores along Alpine south of I-96 are planned for Retrofit Mixed Use in the long term, in the short term access to the two stores should be improved to prevent traffic congestion and ensure business viability.
6. **Powers Avenue Park/Open Space.** Within the neighborhood west of Alpine and south of 3 Mile, there are undeveloped areas that could become neighborhood parks.
7. **Lankamp Street Park/Open Space.** At the west end of Lankamp Street, there is an undeveloped area that could become a neighborhood park.
8. **English Hills Park/Open Space.** New development on the English Hills site should include a central gathering space park.
9. **Deltaplex.** If the Deltaplex arena becomes development Mixed Use.

Neighborhood Preservation



Appropriate Zoning Districts

- Keep current zoning,
- Or rezone as necessary to keep consistency with surroundings, using the following districts:
 - » A Residential
 - » SA Suburban Residential,
 - » S Suburban Residential

General Characteristics

This designation is characterized by existing residential areas that are fully or nearly built-out, and have an existing character that is highly valued by the residents. These neighborhoods are planned to remain as-is in terms of character and density, although enhancements such as park spaces and new sidewalks/bike paths are recommended where envisioned by this plan. Undeveloped land within Neighborhood Preservation areas should be developed with a similar character and density to the surrounding homes, or acquired by the City as new park space.

Appropriate Land Uses

Appropriate uses include dwelling units matching the character and density of the surrounding uses, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation

Residential streets should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible, including connections to neighborhoods in the surrounding townships. Culs-de-sac are highly discouraged, except where they already exist, or where there are no realistic alternatives.

Building and Site Design

New homes should be designed with quality materials and should be consistent with surrounding homes in terms of scale, massing, and site design. Garages should be located so that they do not dominate the front façade of the home.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:
Consistent with surrounding character

Recommended Lot Width:
Consistent with surrounding character

Building Setbacks

Minimum / Maximum / Side / Rear:
Consistent with surrounding character

Building Height

Minimum:
Consistent with surrounding character

Maximum:
Consistent with surrounding character

Street Frontages

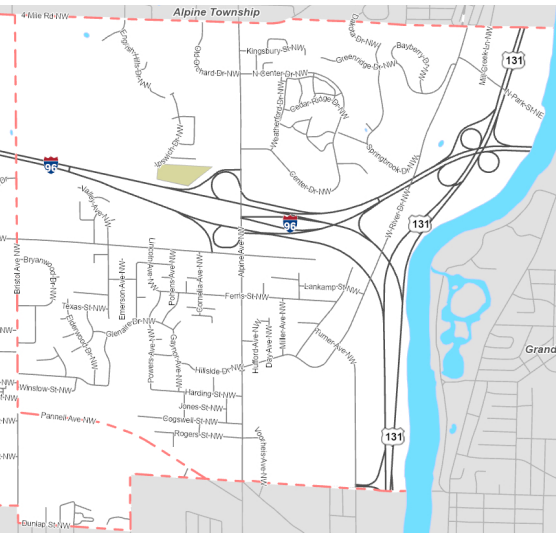
Front porch
Lawn / greenscape
Trees and landscaping

(unless other street frontages are consistent with surrounding character)

Recommended Zoning Amendments

- Address frequently requested variances and barriers to investment in existing properties by amending zoning to reflect the built character of neighborhoods.
- Consider allowing existing setbacks and building heights to always be considered conforming.
- Require new construction to meet the massing and design of existing homes in the neighborhood.

Residential Cluster 0-1 Units Per Acre



Appropriate Zoning Districts

- RPUD-1 Low Density Residential PUD
- Open Space Preservation Option, based on the standards of:
 - » A Residential
 - » A-2 Residential
 - » SA Suburban Single Family
 - » S Suburban Residential

General Characteristics

This designation intends for the development of open space preservation, or “cluster” single family residential developments, with homes on lots ranging from 7,000 to 25,000 square feet, surrounded by preserved natural features and open space, so that the gross density is one unit per acre, or less, and the net density is 2-6 units per acre. The general areas intended for preservation are described in the Preserved Natural Features Overlay, and included in the overlay on the Community Character Map.

Within the cluster of housing, homes should be constructed of quality materials, and designed to sit comfortably on smaller lots. Rear yard (or alley facing) garages will preserve a quality street frontage, as will large front porches.

Appropriate Land Uses

Single family homes and low density non-single family homes and preserved open spaces will be the primary uses. Small areas within the preserved open space for active recreation are appropriate.

In larger clusters, a “neighborhood center” with active recreational uses (such as a playground or swimming pool), a “clubhouse” or other gathering place, and very small convenience retail should be built. These “neighborhood centers”, including the small retail, may be operated by a condominium or homeowners association for the benefit of the residents.

Schools and religious institutions may be appropriate along major thoroughfares.

Streets and Transportation

Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true “grid.” Connections should be made to existing thoroughfares approximately once every 600 feet of frontage along the thoroughfare. Stub streets to adjacent neighborhoods or clusters should be built where appropriate, but need not be built through large areas of preservation. Streets should have street trees, but sidewalks and lighting may not be necessary in all cases.

Bike paths should connect the clusters to each other and to the larger non-motorized pathway system. These should be built through large preservation areas, where streets for automobile traffic would be inappropriate.

Building and Site Design

Sites should be designed to give homes a front and back yard, while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space (by reducing the size of the lots to create larger areas of preservation).

Buildings should be designed with quality materials and consistent with architectural styles common in Walker and the greater Grand Rapids area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Homes should include front (street) entrances to encourage connection to the street, and garages should be located in rear yards to the extent possible.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

7,000 to 25,000 square feet, in order to accommodate 2-6 units per net acre while preserving natural open space and a gross density of one unit per acre, or less.

Recommended Lot Width:

50-100 feet

Building Setbacks

Recommended Front Setbacks:

15-35 feet

Recommended Side Setbacks:

5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:

30-50 feet

Building Height

Minimum: 1 story

Maximum: 2 stories

Street Frontages

Front porch

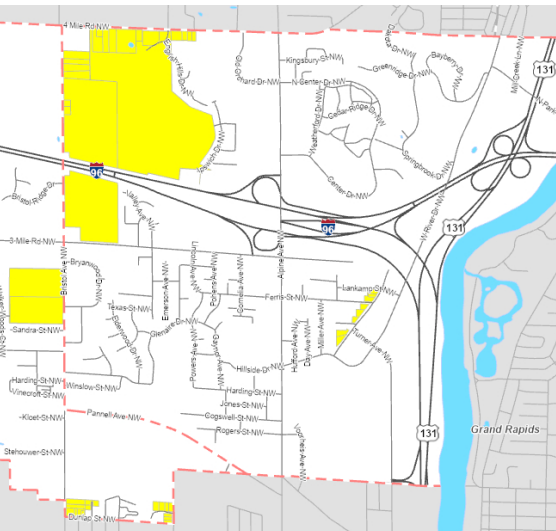
Lawn / greenscape

Trees and landscaping

Recommended Zoning
Amendments

- Allow for creativity in lot size and design to allow for retained open space where envisioned by this plan.
- Provide for clustered single family homes, with a gross density is one unit per acre, or less, and a net density of 2-6 units per acre.
- Require connecting bike trails between clusters.
- Require road connections to thoroughfares every 600 feet.
- Allow recreation, community, and very small commercial uses to create neighborhoods centers within the clusters.

Residential Growth 2-4 Units Per Acre



General Characteristics

This designation is characterized by residential housing units in neighborhoods with densities of 2-4 units per gross acre of land. Gross acreage is used in order to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes.

Single family houses, as well as housing types such as townhouses, duplexes, quadplexes, and small multi-family buildings are encouraged. Neighborhoods should be designed with connected street patterns, including connections to existing neighborhoods where possible, and should have amenities (such as parks and schools) within their boundaries. Businesses and retail should be within walking distance, along major corridors.

Larger multi-family buildings are also appropriate, when included within cluster developments that consolidate units within larger buildings in order to preserve natural and recreational space elsewhere on the site.

Appropriate Zoning Districts

- A Residential
- A-2 Residential
- SA Suburban Single Family
- S Suburban Residential
- RPUD-1 Low Density Residential PUD
- Choose district in order to achieve a density of 2-4 units per gross acre

Appropriate Land Uses

Typical uses include residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

Streets and Transportation

Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true “grid.” Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy. Some streets may be “Neighborhood Connectors” (see Mobility Plan) and may be appropriate for bike lanes.

Building and Site Design

Sites should be designed to give homes a front and back yard, while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space.

Buildings should be designed with quality materials and consistent with architectural styles common in Walker and the greater Grand Rapids area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street, and garages should be located in rear yards to the extent possible.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

5,000-15,000 square feet, in order to accommodate 2-4 units per gross acre while preserving natural open space

Recommended Lot Width:

50-100 feet

Building Setbacks

Recommended Front Setbacks:

15-35 feet

Recommended Side Setbacks:

5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:

30-50 feet

Building Height

Minimum: 1 story

Maximum: 3 stories

Street Frontages

Front porch

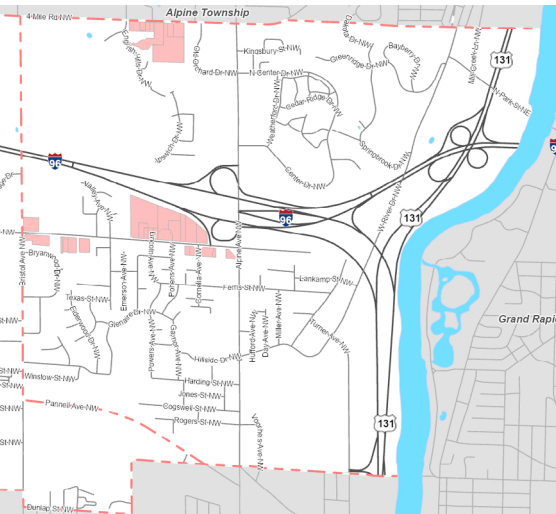
Lawn / greenscape

Trees and landscaping

Recommended Zoning
Amendments

- Allow for creativity in lot size and design to allow for retained open space where envisioned by this plan.
- Allow a variety of housing types, provided that the overall density is between 2 and 4 units per gross acre.
- Require a connected grid of internal streets, multiple connections to thoroughfares, and stub streets along interior lot lines.
- Require connections to existing stub streets, and other connections to existing neighborhoods where possible.
- Require a central gathering place or park in new neighborhoods.
- Require sidewalks in new neighborhoods.
- Require streets to be designed in accordance with the Corridor Design Plan in this document.

Neighborhood Corridor



General Characteristics

The Neighborhood Corridor area is a low intensity mixed use character districts intended for Walker's thoroughfares that run through predominantly residential areas. The Neighborhood Corridor districts should provide amenities to the surrounding residential areas in a human scale and walkable, though not necessarily urban, format.

Appropriate Land Uses

Low-intensity businesses such as personal services, small offices (including medical offices), and convenience stores, as well as religious institutions, schools, and similar uses. Residential uses, including small multi-family and "missing middle" style housing units, are also appropriate.

Streets and Transportation

All streets lined with Neighborhood Corridor uses should have sidewalks or bike paths on both sides. Streets should be Neighborhood Connectors (see Mobility Plan).

Appropriate Zoning Districts

- ORP Office Research and Parking
- C-1 Local Commercial
- ARM Multiple Family
- ARM Multiple Family-1
- MPUD Mixed Use PUD
- P-SP Public/Semi-Public
- RPUD-2 High Density Residential PUD
- Consider creating new "Suburban Mixed Use" Zoning District

Building and Site Design

Buildings should be built with high-quality materials and should be architecturally compatible with surrounding neighborhoods. Buildings with a connection to the street, including designs with attractive front facades, entrances, and porches are all highly encouraged. Open spaces should be functional and allow for recreational enjoyment and the preservation of natural features. Architectural variation is highly encouraged to create a character on long and connected facades.

Parking areas may be located in the front, side, or rear yards for buildings, but, where practical, buildings should front the street and provide parking to the rear. Large areas of parking should be broken up with landscaped islands and trees. Parking space requirements may vary based on the location of the development and availability of shared parking.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:
20,000 to 60,000 square feet, though larger or smaller lots may be appropriate in some areas

Recommended Lot Width:
100-200 feet

Building Setbacks

Recommended Front Setbacks:
15-35 feet

Recommended Side Setbacks:
10-20 feet, though larger setbacks to allow driveways to rear parking could also be appropriate

Recommended Rear Setbacks:
As needed for parking and loading

Building Height

Minimum: 1 story

Maximum: 4 stories, though lower heights may be necessary near residential, and taller buildings may be appropriate when supported by appropriate infrastructure and not out of scale with the surrounding character

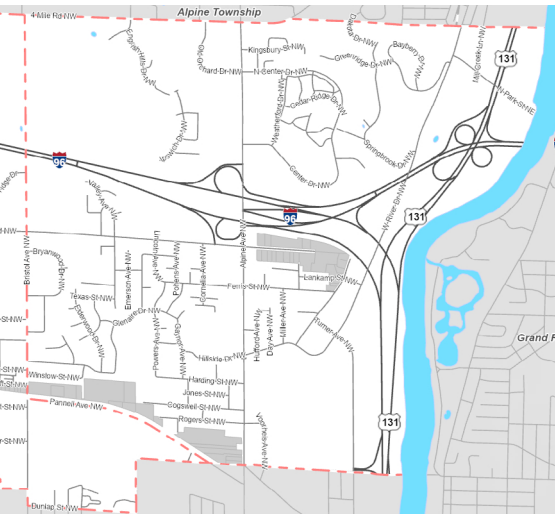
Street Frontages

Welcoming office/institutional entrances
Retail storefronts
Outdoor patio / seating areas
Lawn / greenscape

Recommended Zoning Amendments

- Reduce minimum front setback requirements.
- Consider a maximum front setback requirement.
- Increase maximum building height.
- Reduce minimum parking requirements.
- Consider a new Suburban Mixed Use zoning district, permitting community, religious, educational, institutional, office, and research uses, as well as multi-family housing.

Community Enterprise



Appropriate Zoning Districts

- ML Light Industry
- MP Industrial Park
- ORP Office, Research, and Parking
- C-2 Community Commercial
- IPUD Industrial PUD

General Characteristics

Community Enterprise is intended for office, manufacturing, and research and development business uses that are in close proximity to residential. They should be designed and operated to be respectful of their surroundings, with minimal truck traffic, noise, odor, dust, or outdoor storage/operations.

Appropriate Land Uses

Appropriate uses include office, light manufacturing, artisan production, food and beverage production, and research and development uses. Parking areas and loading zones are properly buffered and landscaped.

Streets and Transportation

Streets should be designed in a pattern that allows access from residential areas, but does not encourage cut-through traffic by employees and trucks. Within the Community Enterprise district, the streets should be designed to be sufficient for business-traffic. Non-motorized and transit connections are encouraged, but are only necessary along major corridors.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Robust landscaping should be installed throughout the site, especially adjacent to residential areas.

Commercial buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

50,000 to 100,000 square feet, though larger or smaller lots may be appropriate in some areas

Recommended Lot Width:

100-300 feet, though larger may be necessary for business operations

Building Setbacks

Recommended Front Setbacks:

As needed for business operations

Recommended Side Setbacks:

As needed for business operations

Recommended Rear Setbacks:

As needed for business operations, without negatively impacting residential

Building Height

Minimum: 1 story

Maximum: 4 stories, though lower heights may be necessary near residential, and taller buildings (or structures) may be appropriate when not out of scale with the surrounding character

Street Frontages

Welcoming business entrances

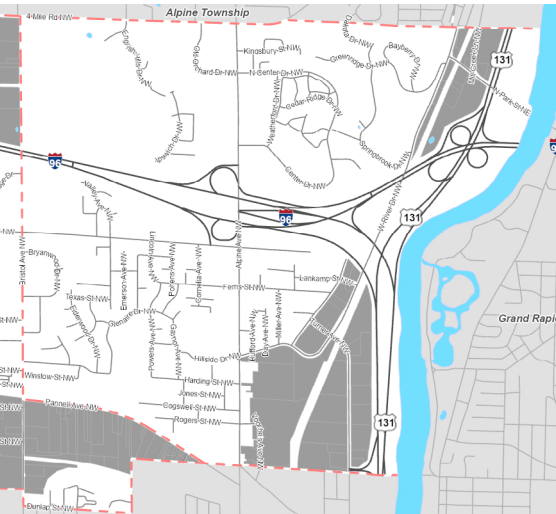
Operational space

Parking

Recommended Zoning Amendments

- Reduce setback requirements from roads and other industrial properties, to allow for increased operational flexibility.
- Increase setbacks from residential districts, to protect residential.
- Increase buffer requirements between businesses and residential, and make them apply when residential is across the street or across a railroad right-of-way from industrial or commercial.

Enterprise



Appropriate Zoning Districts

- ML Light Industry
- MP Industrial Park
- MH Heavy Industry
- ORP Office, Research, and Parking
- IPUD Industrial PUD

General Characteristics

This designation provides an exclusive area for medium to high intensity Industrial uses, as well as large corporate campuses, which are vital to the City's economy. Large plants that involve manufacturing products, stamping, and machine operations are well-supported here. Industrial areas have heavy buffers and deep setbacks to minimize impacts to adjoining properties.

Appropriate Land Uses

Examples include large plants that involve manufacturing products, stamping, and machine operations. Large institutional operations and large corporate campuses are also encouraged to locate within Enterprise districts. The Enterprise District also includes the Deltaplex, and is appropriate for regional entertainment venues and similar attractions.

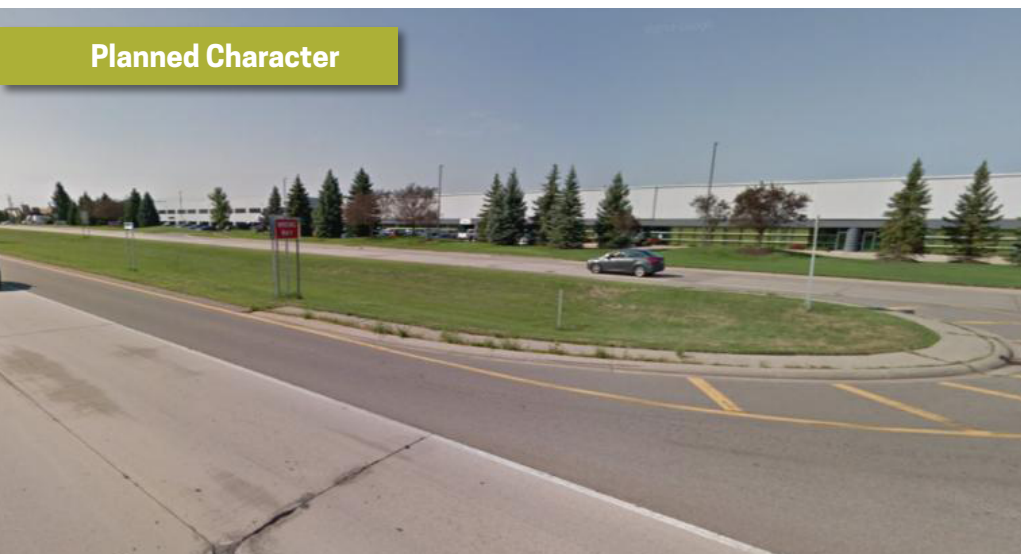
Streets and Transportation

Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists. New road connections should be built as needed to connect the industrial districts with arterial roads without disturbing residential areas. Connecting 3 Mile Road to West River Drive is an example of such an improvement (see Mobility Plan).

Building and Site Design

Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged, however, sites should be designed to minimize off-site impacts and reduce pollution and site contamination to the extent possible.

Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.

Existing Character**Planned Character****Design Guidelines****Lot Dimensions****Recommended Lot Areas:**

As needed for business operations

Recommended Lot Width:

As needed for business operations

Building Setbacks**Recommended Front Setbacks:**

As needed for business operations

Recommended Side Setbacks:

As needed for business operations

Recommended Rear Setbacks:

As needed for business operations, without negatively impacting residential

Building Height**Minimum:** 1 story**Maximum:** 4 stories, though taller buildings (or structures) may be appropriate when not out of scale with the surrounding character**Street Frontages**

Welcoming business entrances

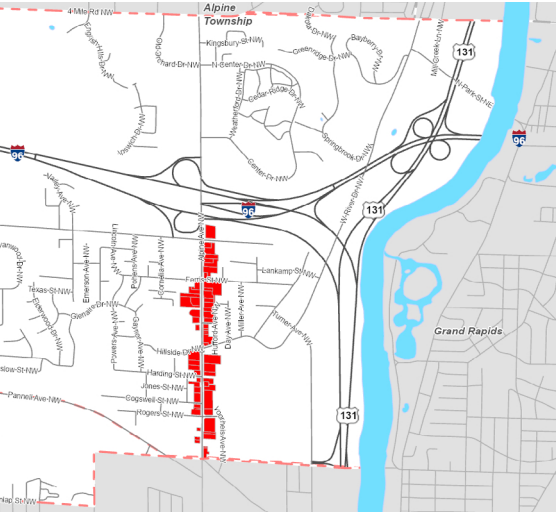
Operational space

Parking

Recommended Zoning Amendments

- Reduce setback requirements from roads and other industrial properties, to allow for increased operational flexibility.
- Increase building heights, to allow for increased operational flexibility.
- Ensure that research and development operations, as well as offices, are permitted within the ML, MP, and MH districts, to allow for maximum business flexibility.

Urban Corridor



General Characteristics

Urban Corridors should be mixed-use, walkable boulevards designed for active and vibrant business and social interactions. They should be lined with buildings at least two stories tall, and have wide, inviting sidewalks. All parking should be located in the rear. Upper floors of buildings could contain offices, residential space, hotel space, or other, creative uses.

Appropriate Land Uses

Mixed uses are envisioned. Commercial businesses intended for this category include service, professional, and retail businesses that encourage foot traffic and do not require large parking lots, although grocery stores and other larger retail uses could be appropriate with proper accommodations for their parking needs. Other land use types such as institutional or recreational uses, as well as small business “maker spaces” are also encouraged. Some residential uses, such as upper floor apartments, should also be located along the corridor.

Appropriate Zoning Districts

- MPUD Mixed Use PUD
- New Urban Mixed Use Zoning District
- CPUD Commercial Planned Unit Development in certain circumstances
- C-1 Local Commercial
- C-2 Community Commercial

Streets and Transportation

Urban Boulevard street types are the most appropriate for this character district (see Mobility Plan).

Building and Site Design

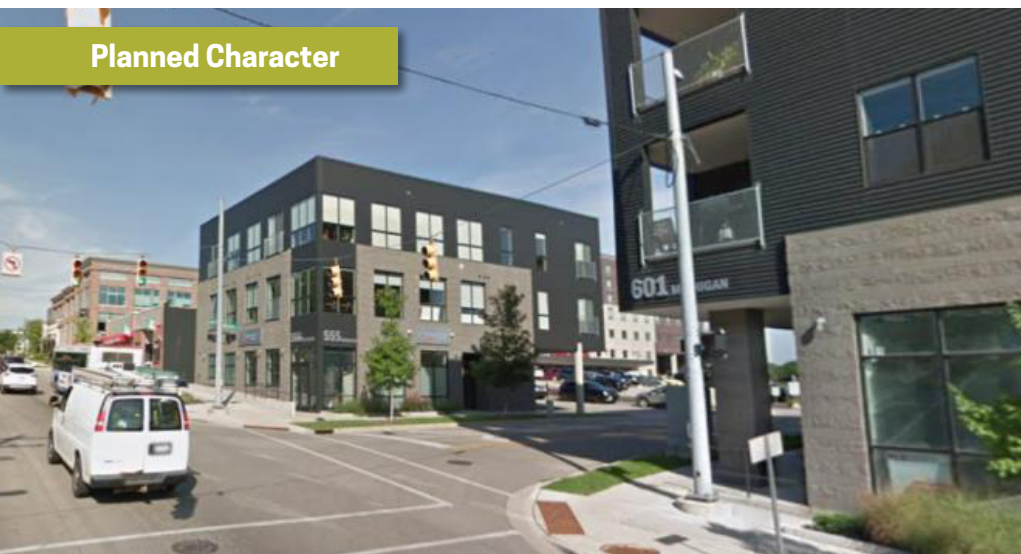
Buildings should contain two or more stories, be located right on the sidewalk, or with a small landscaped setback (never parking) and have off-street parking located to the rear. No front and side yard setbacks are encouraged. First floor storefronts should be transparent and welcoming with minimal window signage. Signage should be attractive, with projecting signs encouraged.

On street parking should be encouraged where street right-of-way and through traffic needs permit, and off street parking should be located at the rear of buildings. Shared parking should be encouraged, including potentially publicly owned or managed parking. Wayfinding signage should clearly identify parking.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

Utilize existing lots, except where they are too deep or too shallow to accommodate the design recommendations of the Urban Corridor character area.

Recommended Lot Width:

Utilize existing lots, except where they are too deep or too shallow to accommodate the design recommendations of the Urban Corridor character area.

Building Setbacks

Recommended Front Setbacks:

5–10 feet

Recommended Side Setbacks:

0 feet, except for driveways to parking

Recommended Rear Setbacks:

As needed for parking

Building Height

Minimum: 1 story

Maximum: 6+ stories, except where excessive height would negatively impact nearby residential.

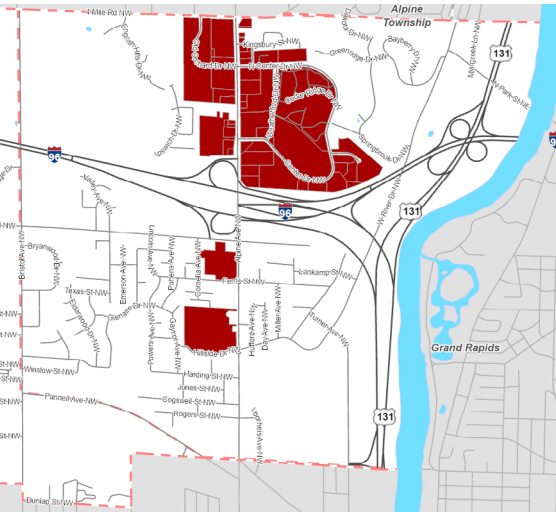
Street Frontages

Storefronts

Recommended Zoning Amendments

- Create a zoning system where property owners have the option to redevelop in the fashion recommended by the Urban Corridor character area, without creating non-conformities. Options include:
 - » Rezoning some or all of the Urban Corridor character area to area to MPUD.
 - » Creating a new Urban Mixed Use Zoning District and rezoning some or all of the Urban Corridor to the new district.
- Decrease setbacks and parking requirements, and increase maximum building heights.
- Allow residential uses on upper floors.
- Require transparent first floors, with retail-style storefronts, but do not necessarily require ground floor uses to be retail – office or service uses can be appropriate as well.

Retrofit Mixed Use



Appropriate Zoning Districts

- MPUD Mixed Use PUD
- New Retrofit Mixed Use Overlay
- CPUD Commercial Planned Unit Development in certain circumstances
- RPUD-3 Additional Density PUD

General Characteristics

This character district is designed for areas which, slowly over time, will transition from large suburban shopping centers and apartment complexes into walkable mixed-use nodes. The new nodes should have a newly built street grid, lined with multi-family or office buildings and interspersed with retail and small pocket parks.

Appropriate Land Uses

In the short term, the existing uses should stay and prosper to the extent possible. Over time, they should be replaced with mixed use buildings and neighborhoods that make more efficient use of space and provide a high quality of life.

Streets and Transportation

Within the new developments, streets should be focused on pedestrian and non-motorized access. There should be a hierarchy of streets, with some streets taking on the Neighborhood Connector street type, while others take on the Residential Street street type (see Mobility Plan). Regional Boulevards (such as Alpine Avenue) can run through Retrofit Mixed Use areas, but should be treated as edges, not centers, with buildings facing away from them, and pedestrian connections built intentionally to avoid conflicts with through traffic.

Building and Site Design

Buildings should have little to no front setback, although small landscaped areas in front of residential buildings are encouraged. Redeveloped sites should be built out as full neighborhoods, with residential units, employment opportunities, retail, amenities, and park space.

If any new parking lots are constructed, they should be at the backs of sites and should be open to the public, with attractive landscaping and screening. Wayfinding signage should promote parking areas to visitors.

2024 UPDATE

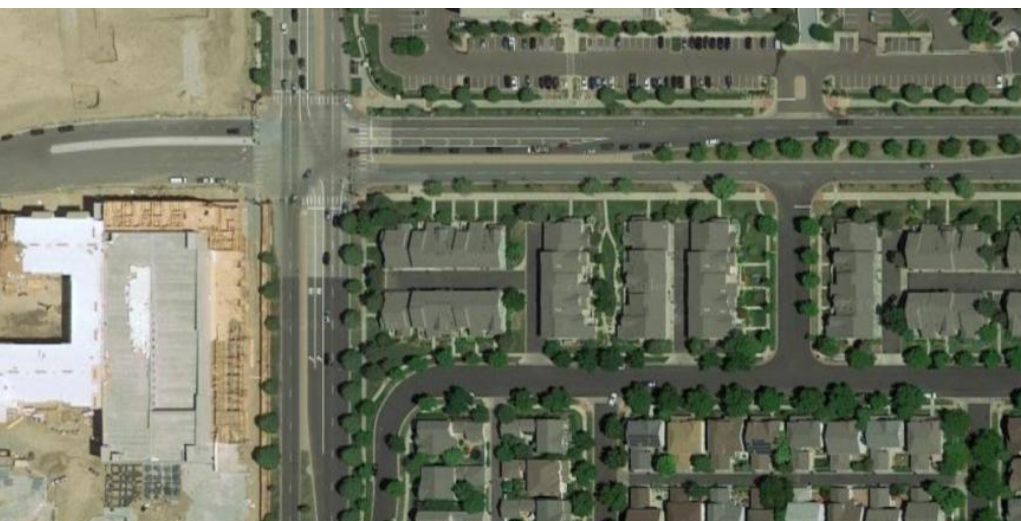
RPUD-3

The RPUD-3 tool, as described in the Zoning Plan in Book 1, is a key implementation option for Retrofit Mixed Use developments. Allowing housing or mixed use developments at densities higher than 8 units per acre, RPUD-3 is appropriate zoning for parcels designated as Retrofit Mixed Use.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

Create lots of appropriate sizes to fit the new street grid.

Recommended Lot Width:

Create lots of appropriate sizes to fit the new street grid.

Building Setbacks

Recommended Front Setbacks:

0-15 feet

Recommended Side Setbacks:

0 feet, except for driveways to parking

Recommended Rear Setbacks:

As needed for parking

Building Height

Minimum: 1 story

Maximum: 6+ stories

Street Frontages

Storefronts

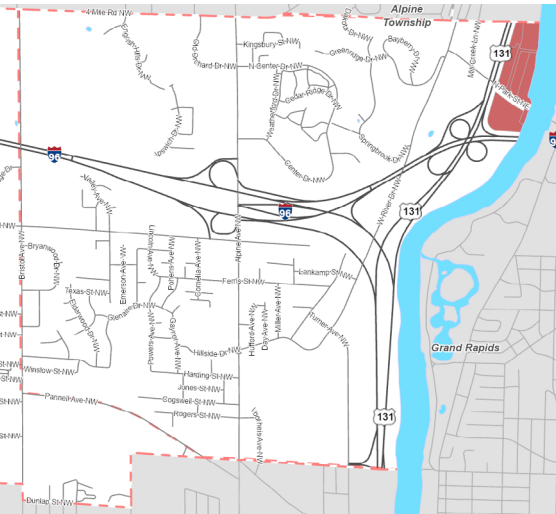
Residential entranceways

Residential or hotel lobbies

Recommended Zoning
Amendments

- Create a zoning system where property owners have the option to redevelop in the fashion recommended by the Urban Retrofit character area and the Alpine Redevelopment Plan, without creating non-conformities. Options include:
 - » Rezoning some or all of the Urban Corridor character to area to MPUD.
 - » Creating a new Retrofit Mixed Use Overlay and including some or all of the Retrofit Mixed Use character area in the new Overlay.
- Decrease setbacks and parking requirements, and increase maximum building heights.
- Allow residential uses on upper floors.
- Require transparent first floors, with retail-style storefronts, but do not necessarily require ground floor uses to be retail – office or service uses can be appropriate as well.

River Enhancement



General Characteristics

The River Enhancement area is intended to provide opportunities for high quality recreation and sustainable riverfront mixed-use development in the area between US-131 and the Grand River, north of I-96, near Comstock Park. Development should be designed to take advantage of the existing White Pine Trail, as well as the river itself, creating a connective tissue of entertainment, retail, and residential uses leading up to the Grand Rapids Rowing Association Boathouse and Fifth Third Ballpark (both of which are in Plainfield Township).

Appropriate Land Uses

The riverfront and floodplain/wetland areas should remain undeveloped, except for pathways, trails, kayak launches, and other low-impact recreational amenities allowing for public experience of the water. Uplands should be developed with mixed-use buildings including retail, entertainment, residential, and potentially office uses or hotels.

Existing businesses should be encouraged to remain and operate until redevelopment occurs.

Appropriate Zoning Districts

- C-1 Commercial
- ARM Multi-Family
- ARM-1 Multi-Family
- MPUD Mixed Use PUD
- RPUd Residential PUD
- CPUD Commercial PUD
- New Riverfront Mixed Use Zoning District
- New Riverfront Greenway Overlay

Streets and Transportation

All streets within the River Enhancement area should have sidewalks on both sides, unless they are lined with bike paths. In the short term, streets should be Business Connectors, but as redevelopment occurs, they should switch to Neighborhood Connectors. North Park Street may eventually become an Urban Boulevard. On-street parking is encouraged where possible. Bike racks, street trees, benches, trash cans, and other streetscaping should also be included.

The access drive leading to the Boathouse should be converted into a public street and eventually connected to Fifth Third Ballpark (if possible without impacting the wetlands north of the Boathouse). At least one additional connection should be built over US-131 within the Walker City Limits—a full service street if possible, or a bike/pedestrian connection if not. Another connection in Plainfield Township is also encouraged.

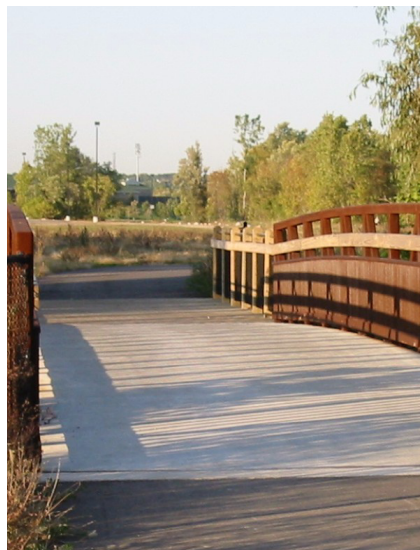
Building and Site Design

Buildings should be built with high-quality materials and should be carefully designed to be outside of the floodplain. Storefront-style first floors should line the North-South roadway, although the use may not necessarily be retail. Buildings may be relatively tall (4-6 stories), if supported by the market.

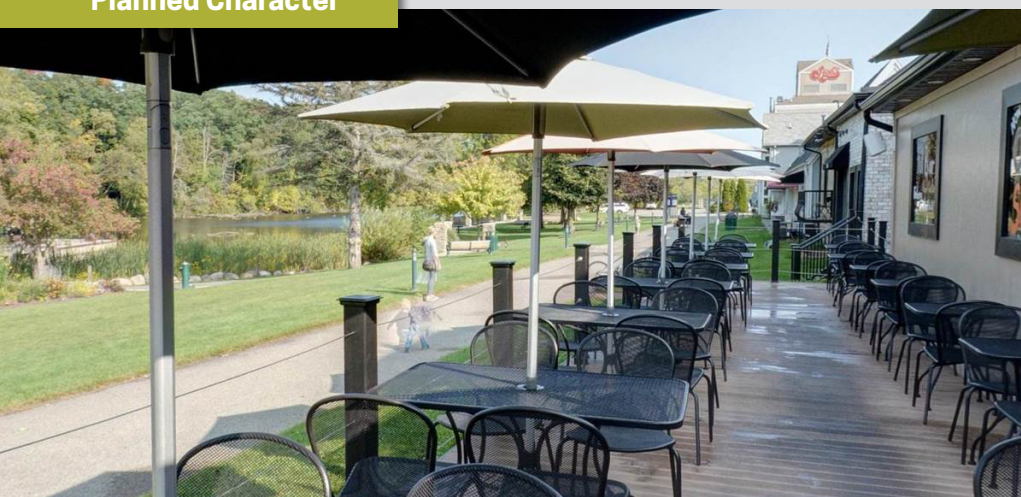
Buildings should be designed to have a welcome face towards the White Pine Trail, including storefronts where appropriate, and all sites abutting the trail should have access to and from the trail.

Parking areas should be located in the side or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees. Parking space requirements may vary (or be waived completely) based on the location of the development and availability of shared parking.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

10,000 to 40,000 square feet, though larger lots featuring multiple buildings with shared parking would also be acceptable.

Recommended Lot Width:

50-200 feet, depending on the specifics of the development. Larger lots with multiple buildings and shared parking would also be acceptable.

Building Setbacks

Recommended Front Setbacks:
0-10 feet**Recommended Side Setbacks:**

0-15 feet, though larger setbacks to allow driveways to rear parking could also be appropriate.

Recommended Rear Setbacks:

As needed for parking and loading, and to avoid development in floodplains and wetlands.

Building Height

Minimum: 1 story

Maximum: 4+ stories

Street Frontages

Welcoming office / institutional entrances

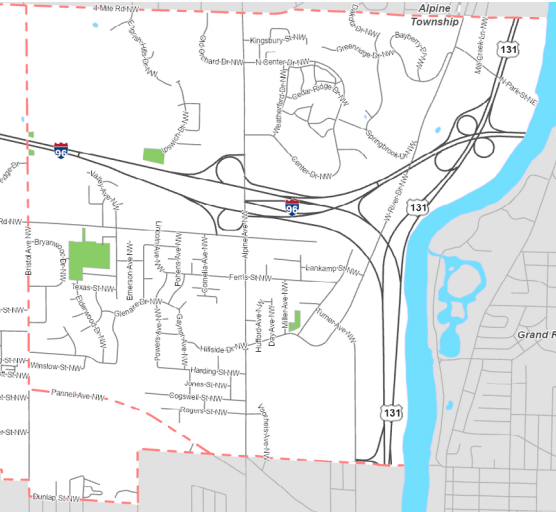
Retail storefronts

Outdoor patio / seating areas

Recommended Zoning Amendments

- Be flexible with rezonings, to allow a mix of uses that make uses of the river and White Pine Trail.
- Create a Riverfront Greenway Overlay, or other mechanism to require a publicly-accessible riverfront, and protect wetlands and floodplains from development.
- Require properties abutting the White Pine trail to provide access to and from the trail, and use the site plan review process to ensure that sites are designed to address the trail appropriately and attractively.
- Consider a new zoning district to encompass all aspects of the River Enhancement character area, without making the existing businesses non-conforming uses.
- Allow existing businesses to continue operation while the district turns over into a mixed use area.

Parks



General Characteristics

This designation identifies park land and open space as well as land not owned by the City that could be acquired in the future, or could be used for private outdoor recreation. Areas within this designation can be used for both passive and active recreation. Natural features and developed parklands should be compatible with the surrounding landscape and neighborhood.

Parks and Open Space Target Areas are less specific than land designated solely for parks and open space. They indicate general areas where new parks or preserved open space could be located.

Appropriate Land Uses

All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities.

Appropriate Zoning Districts

- P-SP Public/Semi-Public
- AA Agricultural
- Matching Zoning of Surrounding Properties
- New Conservation or Open Space Zoning District or Overlay

Streets and Transportation

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (e.g. bicycle racks, water fountains, wayfinding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design

There are no specific Building and Site Design recommendations in this Plan for the Parks district, although high quality architecture is encouraged. Buildings should be well lit, highly visible, and provide public amenities. Parks should be maintained and upgraded as needed.

Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.)

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas: N/A

Recommended Lot Width: N/A

Building Setbacks

Minimum / Maximum / Side / Rear:
As necessary for park amenities

Building Height

Minimum: 1 story**Maximum:** As necessary to accommodate use

Street Frontages

Recreational amenities

Lawn / greenscape

Preserved trees

Recommended Zoning Amendments

- Ensure that parks are permitted uses (or special uses if deemed appropriate) in most or all zoning districts.
- Consider a new zoning district or overlay for areas where conservation or open space are the planned land use.
- Consider a Transfer of Development Rights program for private property where the planned land use is conservation or open space.

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5.

Alpine / English Hills Redevelopment Plan

Alpine / English Hills Redevelopment Plan



Stylistic Vision of New Development

The community's vision for future development in the Alpine Sub-Area of Walker is focused on the Alpine Avenue corridor north from I-96 to 4 Mile Road. Areas to the east and west of Alpine Avenue will incorporate new and retrofitted development patterns, which will:

- Eliminate unnecessary and duplicative vehicular trips on Alpine Avenue by creating walkable places with a connected street network;
- Eliminate vehicular conflict points on Alpine Avenue through that road's redesign as an urban boulevard;
- Create distinct districts and neighborhoods with a sense of place that incorporate quality urban design and architectural articulation;
- Buffer existing residential areas from new development.

This vision may be achieved with the following steps:

- Transform the former English Hills Golf Course site into a new residential area, with a ¼ mile radius from the center to the edge, community institutions in the middle, and retail along the periphery. The redevelopment of the English Hills golf course should include the following elements, arranged generally as illustrated in the development plan:
 - » Northridge Drive is extended to connect to the intersection of 4 Mile Road and Cordes Avenue, although it need not follow the exact route of the precise plat if natural features or development design dictate a slightly different route.
 - » Construct a gridded network of streets, with curvilinear articulation to match the natural contours of the landscape. This network includes a key connection from 4 Mile Road, running south and then east to the existing English Hills Park, and eventually connecting to Alpine Avenue. The road network should also include a connection running parallel to the existing English Hills Drive and Ipswich Drive.
 - » Incorporate the existing fairways, and their corresponding tree rows, into an interconnected network of streets and blocks that shorten trips and contribute to walkability, bikeability, higher air quality, and resource conservation. The street pattern will incorporate many small greens and plaisance areas where they come together and branch apart, similar to the pattern seen in Riverside, IL designed by Frederick Law Olmstead.
 - » The existing event hall should be retained, along with its grounds for outdoor events.
 - » The existing English Hills Park is retained and enhanced as a community gathering area.
 - » Woodlands and wetlands are preserved where possible, particularly on the east side of the site, adjacent to the existing neighborhood, and on the southwest side of the site, where steep topography offers an opportunity for natural preservation.
 - » Senior Housing should be included within the development, to allow for residents to be full participants in neighborhood life.
 - » Apartments in a missing middle housing format (such as fourplexes or small multiplexes) are constructed at the south end of the site, near I-96.
 - » Condominiums are constructed toward the northeast corner of the site, opposite the existing English Hills condominiums, and separated by a woodland buffer.
 - » Small-scale retail and amenities are constructed near the intersection of Northridge and Bristol. Apartments or condos could locate on the upper floors of buildings built in this area.
 - » Single family homes fill the rest of the development.
- Connect this new residential area to existing and new retail along Alpine Avenue using at least one new street as well as a variety of bicycle and pedestrian paths.
- Extend the residential character of Ipswich Drive into the undeveloped area immediately to its north.
- Otherwise, buffer existing residential development from new with preserved woodland extending south from Four Mile Rd. to a preserved English Hills Park.
- Retrofit single-use retail areas along Alpine Avenue into a walkable, mixed-use urban district including:
 - » Multi-story buildings;
 - » Public greens, squares, plazas, and thoroughfares defined by building facades;
 - » Terminated vistas and/or deflected views down most streets;
 - » A mix of retail, restaurant, residential, office, civic, and light-industrial uses;
 - » A defined four-component Pedestrian Zone within each public frontage that includes an edge, a furnishings area, a walkway, and, along any shopfronts, a modest sidewalk seating or display frontage;
 - » Small blocks (max. 435 ft. in length);
 - » An internal network of interconnected, curbed streets shared between vehicles and bicycles and narrow enough for pedestrian and wheelchair crossings;
 - » Tree grates and decorative light standards aligning all curbs corresponding to shopfronts;
 - » Tree-lined residential streets;

- » On-street parking on both sides of all streets;
- » Narrow (20 ft.) alleys and pedestrian passages ('laneways') accessing parking lots and/or structures which are located exclusively behind buildings,
- » Prominent shopfronts to be located at key entryway points and corners; other shopfronts to front streets, and opportunities for minor shopfronts with lower rent to front laneways;
- » Awnings and retail signage to meet high standards of design, conforming to best practices in existing successful walkable shopping districts.

English Hills Redevelopment Framework

The redevelopment of the English Hills golf course should include the following elements, arranged generally as shown in the development plan on this page.

- Northridge Drive should be extended to connect to the intersection of 4 Mile and Cordes, although it need not follow the exact route of the precise plat, if natural features or development design dictate a slightly different route.
- A gridded network of streets should be designed and constructed for the development, including a key connection from 4 Mile Road, running south and then east to the existing English Hills Park, and eventually connecting to Alpine Avenue. The road network should also include a connection running parallel to the existing English Hills Drive and Ipswich Drive.
- The existing event hall should be retained, along with its grounds for outdoor events.
- A small park should be built near the center of the development to serve as a gathering place.
- Woodlands and wetlands should be preserved where possible, particularly on the east side of the site, adjacent to the existing neighborhood, and on the southwest side of the site, where steep topography offers an opportunity for natural preservation.
- Senior Housing should be built near the center of the development, to allow for residents to be full participants in neighborhood life.
- Apartments should be constructed at the south end of the site, near I-96.
- Condominiums should be constructed on the northeast end of the site, near the existing condominiums.
- Small-scale retail and amenities should be constructed near the intersection of Northridge and Bristol. Apartments or condos could locate on the upper floors of buildings built in this area.
- Single family homes should fill the rest of the development.

The Stylistic Development Concept on the following page shows a more detailed vision for the redevelopment.

6.

Mobility Plan

Corridor Design Plan



Introduction

The Corridor Design Plan is intended to give guidance and state goals for the corridors throughout Walker. Because specific contexts may vary from street to street and neighborhood to neighborhood, the images and text on the following pages should be taken as guidelines and best practices, rather than specific designs.

However, it is City's goal to achieve the concept of **Complete Streets** throughout Walker, designing corridors to be safe and attractive for all users, and ensuring that streets contribute positively to the vibrancy and economic vitality of the community. Therefore, the guidelines expressed in this plan contain recommendations to re-orient streets away from the needs of through traffic, and towards the needs of local traffic, pedestrians, and bicyclists.

Regional Boulevard

General Characteristics

- 100-120 feet of ROW
- 25,000 – 50,000 cars per day
- 45-55 MPH

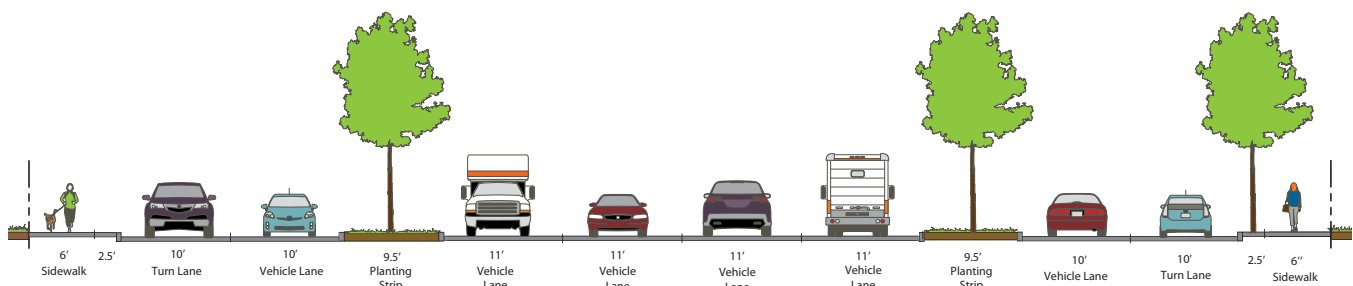
Regional Boulevards carry high volumes of through traffic. As major commuter routes for the Grand Rapids region, they are frequently designated as State Highways and maintained by MDOT. Therefore, the needs of through traffic must be kept in mind in their design.

However, these corridors are also lined with businesses, and many residents live in close proximity to them. Therefore, the needs of local traffic, pedestrians, and bicyclists must be taken into account as well.

Note: MDOT has not approved the designs described below, which are conceptual and intended to be a starting point for discussion with MDOT, the Rapid, neighboring landowners, and other stakeholders.

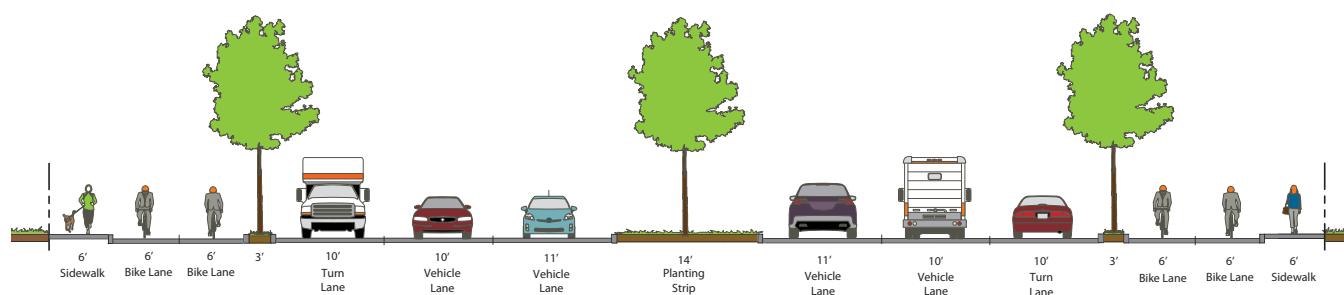
Guidelines for Regional Boulevards

1. Creative solutions should be investigated for allowing through traffic to continue to its destination at an efficient rate, while also allowing for turning movements and local access. **Slip streets**, as illustrated below, separate through traffic from local traffic.

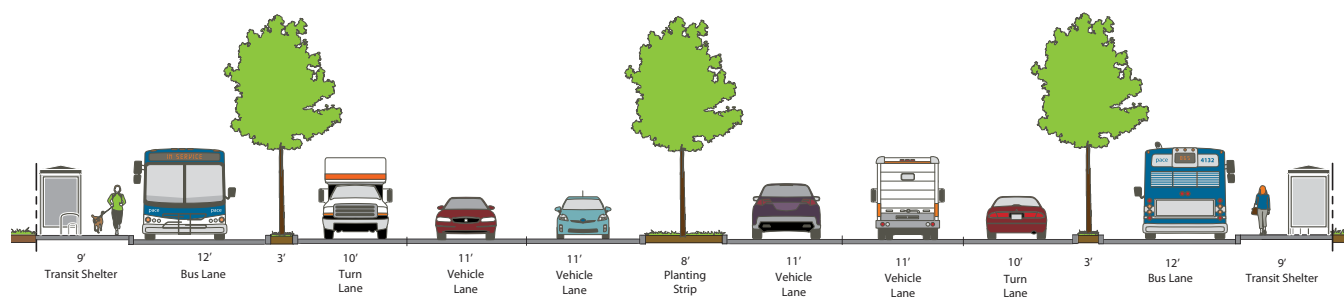


Regional Boulevard - Slip Streets

2. Although they will always feature heavy automobile traffic, Regional Boulevards should also be designed to be safe for pedestrians and bicyclists. One way to achieve that safety is to create **cycle tracks**, which separate cyclists into their own two-way path. The cycle-track can also be used to separate pedestrians from automobile traffic.
3. **Medians** allow for greenery in the center of roadways, as well as controlling left turns and assisting in the efficient flow of through traffic – especially through the use of “Michigan Lefts.” Medians also reduce the heat island effect and improve the pedestrian environment.
4. Regional Boulevards are also excellent candidates for **Rapid Transit**. In addition to being high-traffic corridors with destinations that drive ridership, their wide rights-of-way allow for dedicated transit lanes, including for Bus Rapid Transit or Light Rail.



Regional Boulevard Median/Cycle Track



Regional Boulevard - Rapid Transit

Regional Boulevards within the Alpine/Bristol Neighborhood Cluster

- **M-37/Alpine Avenue (I-96 to 4 Mile)**, one the City and region's most congested corridors (and not an MDOT route), carrying nearly 50,000 cars per day at its busiest point. While some of the ideas discussed above will need to be reconciled with the needs of the I-96 interchange, the width of the roadway gives plenty of space for creativity. The Cities of Walker and Grand Rapids should collaborate on a unified design vision for Alpine Avenue from I-96 to Leonard Street.

Urban Boulevard



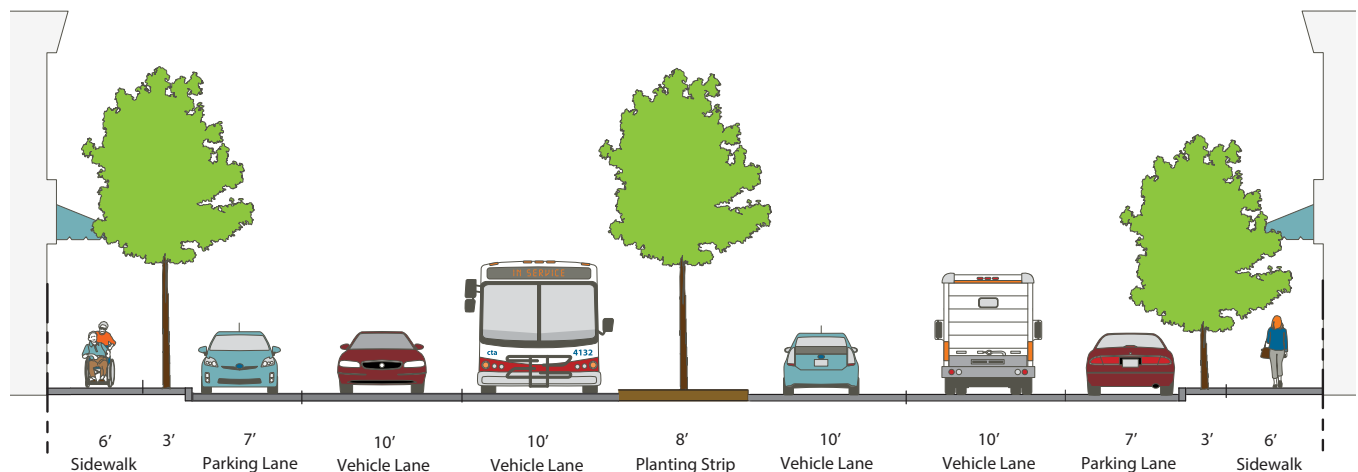
General Characteristics

- 80-100 feet of ROW
- 15,000 to 35,000 cars per day
- 30-40 MPH

Urban Boulevards are heavily trafficked roadways, but run through areas that are either currently or planned to be urban districts. Therefore, they need to balance the needs of through traffic with anticipated high pedestrian traffic, on-street parking needs, non-motorized connectivity, and transit access.

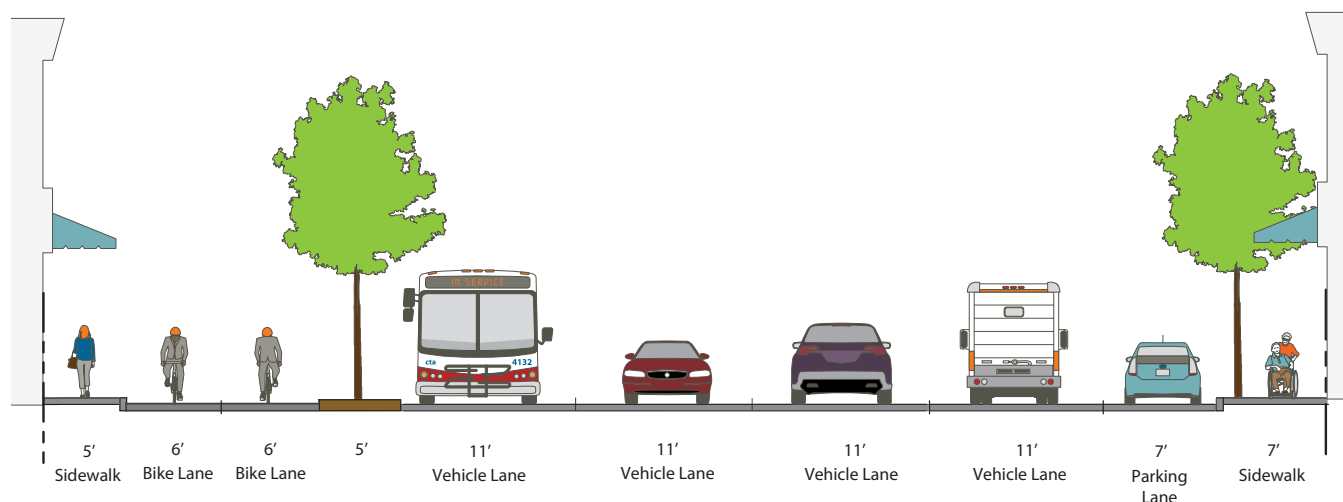
Guidelines for Urban Boulevards

1. Urban Boulevards should have plenty of trees and green space, to slow traffic, improve the pedestrian experience, and add beauty and charm. **Sidewalks** should be wide, including small required setbacks on private property that contain pedestrian amenities.



Urban Boulevard - Median

2. **On Street Parking** is a crucial feature of Urban Boulevards. On Street Parking buffers pedestrians from moving traffic and supports businesses that need easily accessible parking spaces near their front door. On Street Parking in an Urban Boulevard context should be parallel spaces, due to the anticipated speed of through traffic.
3. Non-motorized connectivity on Urban Boulevards can be achieved through bike lanes, although bike lanes and on-street parking are not always compatible. Another option is a protected **cycle track**, particularly on roadways with wider rights-of-way.



Urban Boulevard - Cycle Track

4. While dedicated lanes for transit are desirable, realistically there may not be space on most Urban Boulevards. However, transit should still be prioritized, with attractive **stations/shelters**, **bus-bulbs** (if there is sufficient space), or **dedicated bus stop space** where there would otherwise be on-street parking.

Regional Boulevards within the Alpine/Bristol Neighborhood Cluster

- **Alpine Avenue (Southern City Limits to I-96).** While not as busy as stretch of Alpine north of I-96, the stretch to the south is a major business corridor for the City. Land uses are planned to become more urban, with mixed use buildings and smaller front setbacks. Therefore, the road will need to change to accommodate this new context, and increase in pedestrian activity and parking demand that will come with it.

Business Connector

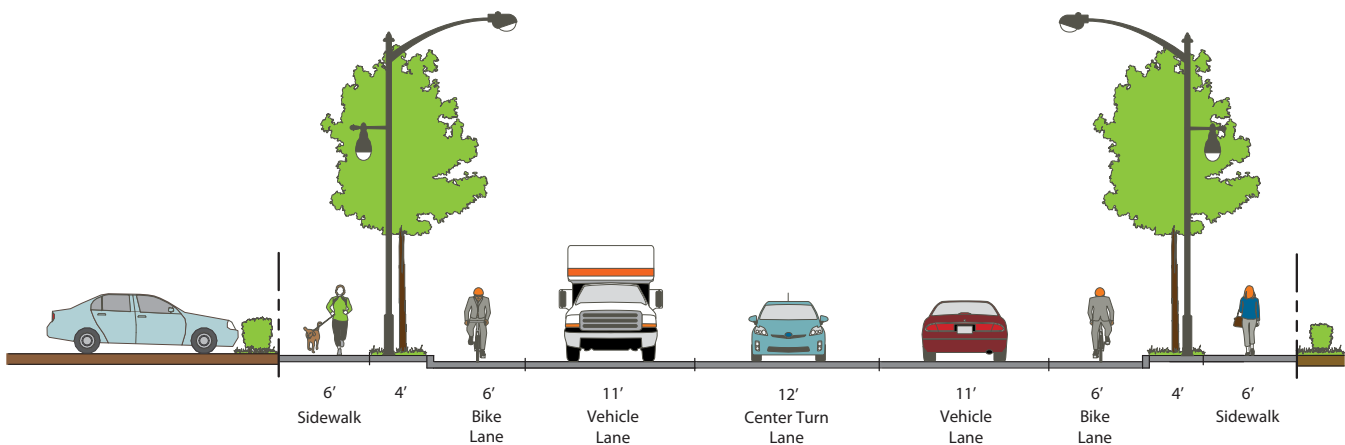


General Characteristics

- 66-100 feet of ROW
- 10,000 to 25,000 cars per day (and heavy truck traffic)
- 30-45 MPH

Business Connectors are roadways that travel through non-residential areas – particularly Enterprise and Community Enterprise Character Areas. They are designed for high levels of truck traffic. While pedestrians and bicyclists should be able to traverse them safely, and transit access should be efficient, they are predominantly corridors for commercial traffic and commuters.

Guidelines for Business Connectors



Business Connector

1. Business Connectors should have **wide lanes**, particularly turning lanes, to accommodate trucks safely.
2. Although other designs may be appropriate, business connectors should generally have a **3 or 5 lane cross section** with a **continuous center turn lane**. This prevents rear-end accidents, and allows for efficient through traffic and turning movements.
3. **Sidewalks** should be constructed where possible. **Bike lanes** (or other appropriate bicycle infrastructure) should be constructed where designated in this plan. **Bus bulbs** are desirable in these areas at transit stops to keep through traffic moving.

Business Connectors within the Alpine/Bristol Neighborhood Cluster

- **3 Mile Road (Alpine to dead end)**, with an extension to West River Drive Planned (see “New Road Connections” below)
- **Hillside Drive (Alpine to dead end)**, with a connection to the extended 3 Mile Road plan.
- **West River Drive (Hillside Drive to US-131 underpass)**, with a connection to the extended 3 Mile Road.
- **Turner Avenue (West River Drive to southern City Limits)**
- **Voorheis Avenue (Alpine Avenue to southern City Limits)**
- **Pannell Avenue (Bristol Avenue to southern City Limits)**
- **Mill Creek Lane (North Park Street to northern City limits)**
- **North Park Street (West River Drive to the Grand River)**

Neighborhood Connector



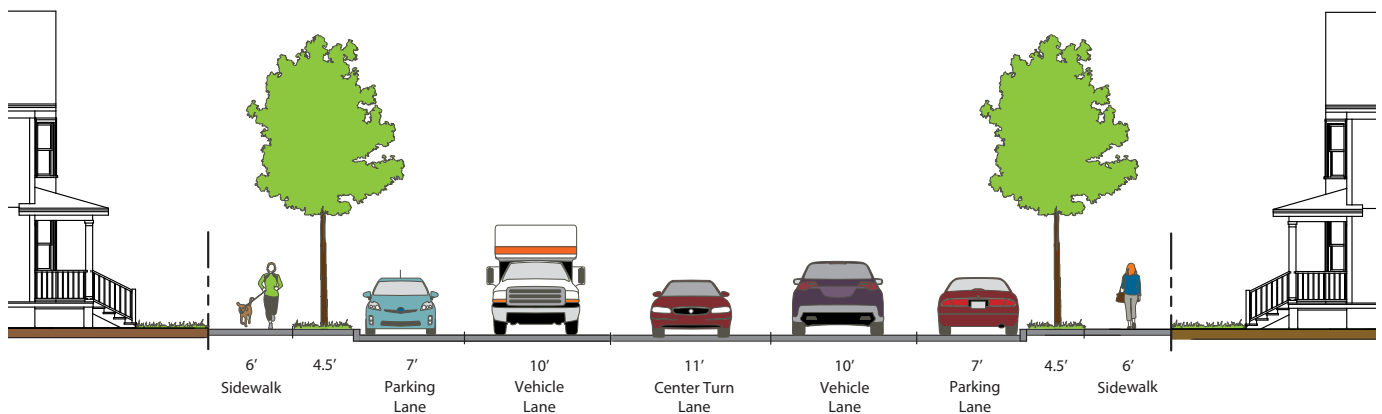
General Characteristics

- 66-100 feet of ROW
- 5,000 to 25,000 cars per day
- 25-35 MPH (faster in undeveloped areas)

Neighborhood Connectors are roadways that travel through and between neighborhoods, connecting those neighborhoods together. Their land use context is generally residential, but could also include low-intensity retail/service businesses, religious or educational institutions, recreational areas, or preserved open space.

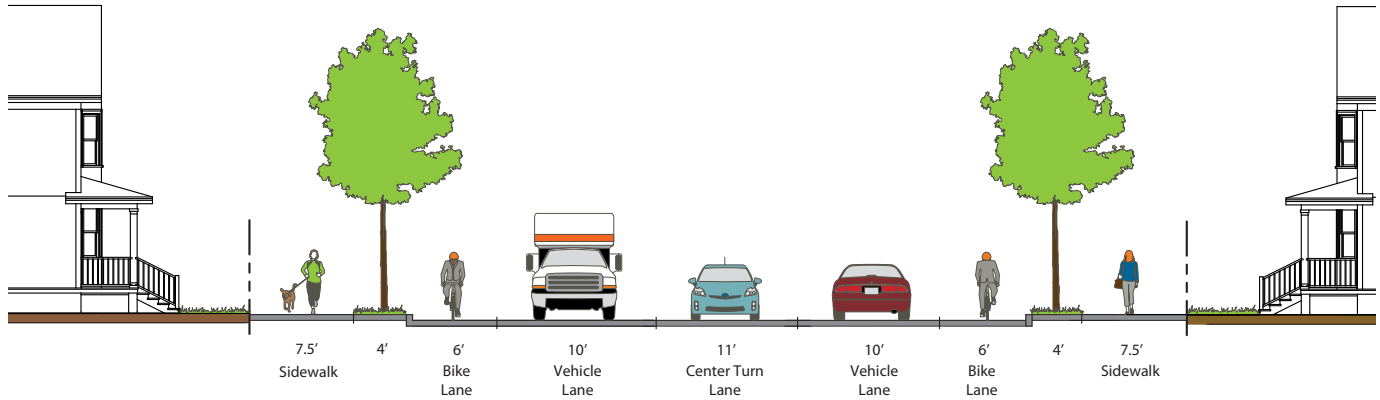
Guidelines for Neighborhood Connectors

1. Neighborhood Connectors with frequent intersections and driveways should have a **three lane cross section** to allow for left turns and efficient movement of through traffic.
2. Where there are businesses nearby that need the support of **on-street parking**, it should be provided. On street parking is also appropriate in residential areas.



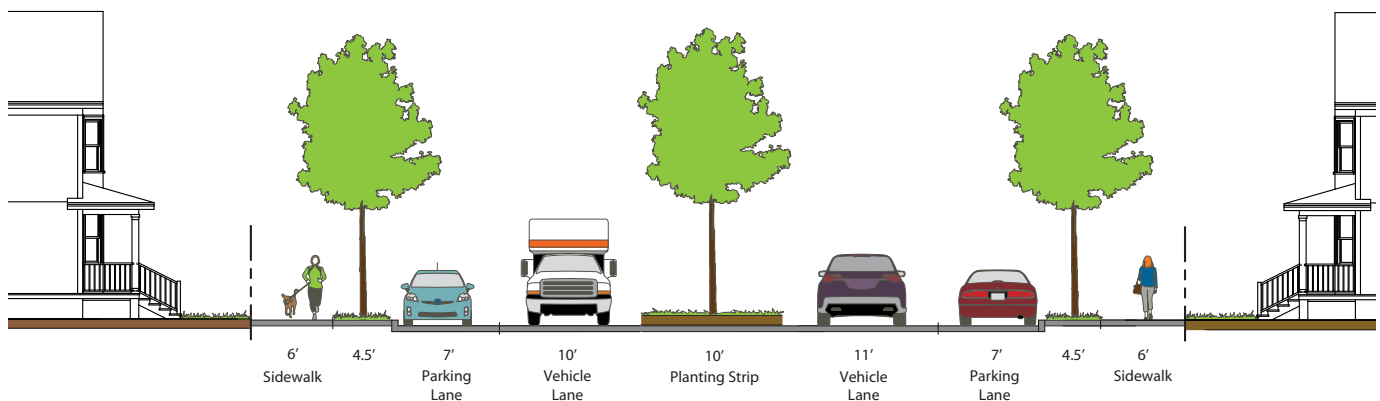
Neighborhood Connector - On Street Parking

- Neighborhood Connectors should always have sidewalks, with wide, tree-lined buffer areas separating them from the automobile lanes.
- Bike lanes (or other appropriate bicycle infrastructure) should be constructed where designated in this plan.



Neighborhood Connector - Bike Lanes

- Bus bulbs are desirable at transit stops to keep through traffic moving.
- In some areas, medians may be desirable, for aesthetic and tree canopy reasons, and to calm traffic. Medians are recommended for roadways with through traffic within residential areas.

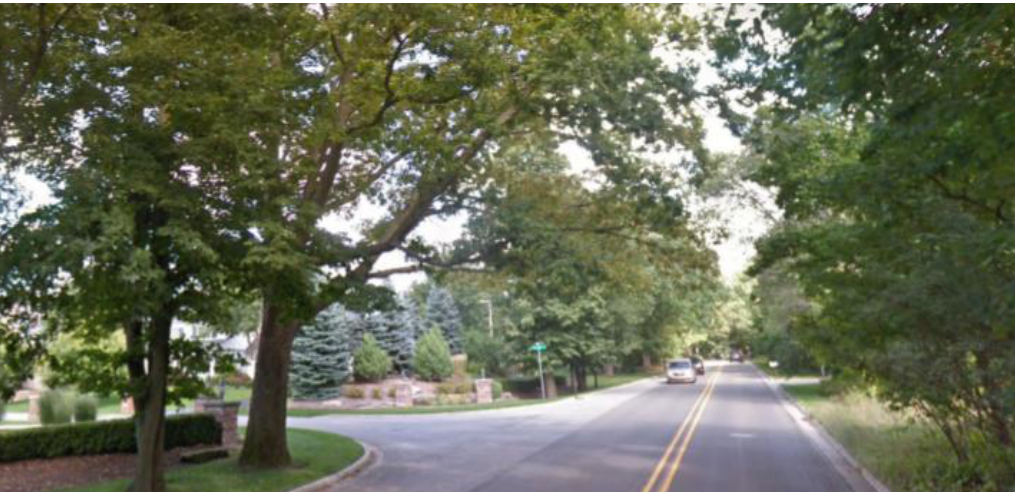


Neighborhood Connector - Median

Neighborhood Connectors within the Alpine/Bristol Neighborhood Cluster

- 4 Mile Road (Bristol Avenue to northern City Limits)**
- Old Orchard Drive**, particularly if the Old Orchard Apartments are redeveloped.
- North Center Drive/Center Drive/Weatherford Drive**, in conjunction with the redevelopment of the Greenridge Square shopping center and adjacent apartments.
- Bristol Avenue (4 Mile Road to southern City Limits)**
- 3 Mile Road (Bristol Avenue to Alpine Avenue)**
- Lincoln Avenue (3 Mile Road to Ferris Street)**
- Ferris Street (Lincoln Avenue to Hillside Drive)**
- Voorheis Avenue (Alpine Avenue to southern City Limits)**

Natural Beauty Corridor

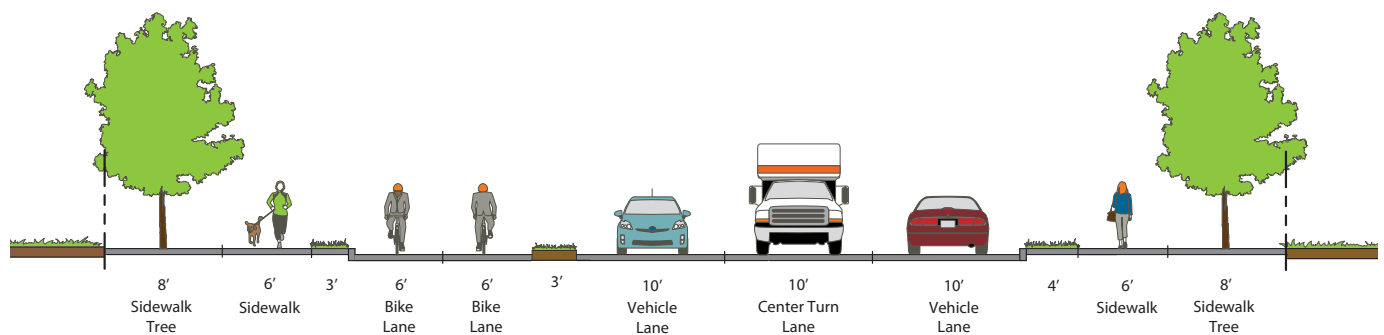


General Characteristics

- 66-100 feet of ROW
- 5,000 to 35,000 cars per day
- 35-55 MPH

Natural Beauty Corridors are roadways that run through undeveloped and natural areas that are planned to remain in that character. The roadway should be designed to complement the natural surroundings.

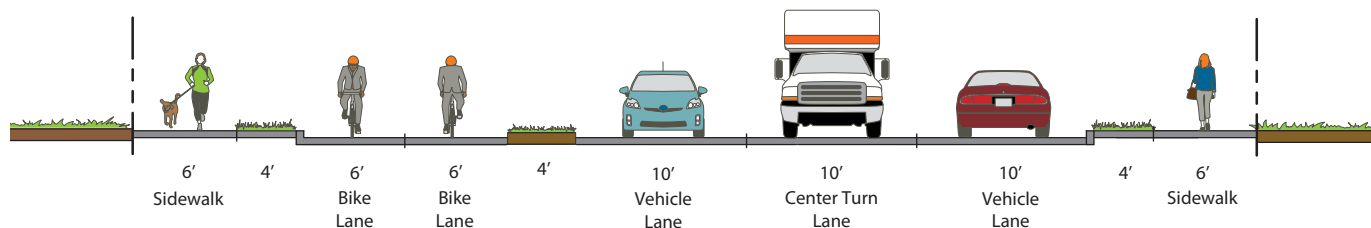
Guidelines for Natural Beauty Corridors



Natural Beauty Corridor-80' R.O.W.

1. Natural Beauty Corridors should be designed with a **two or three lane cross section**. Four lane cross sections are inefficient, and five lanes should be unnecessary through areas that are not planned for heavy development.

2. **Cycle tracks/bike paths** should be prioritized alongside natural beauty corridors, to allow for non-motorized transportation between developed areas, as well as recreational cycling. Sidewalks may also be provided where they are determined to be necessary.



Natural Beauty Corridor-66' R.O.W.

3. Where there is additional right-of-way in a Natural Beauty Corridor once the street elements listed above have been designed, the additional right-of-way should be **planted with trees, shrubs, and flowers** to add to the natural beauty of the private realm.

Natural Beauty Corridors within the Alpine/Bristol Neighborhood Cluster

- **West River Drive (US-131 Underpass to northern City Limits)**

Neighborhood Streets

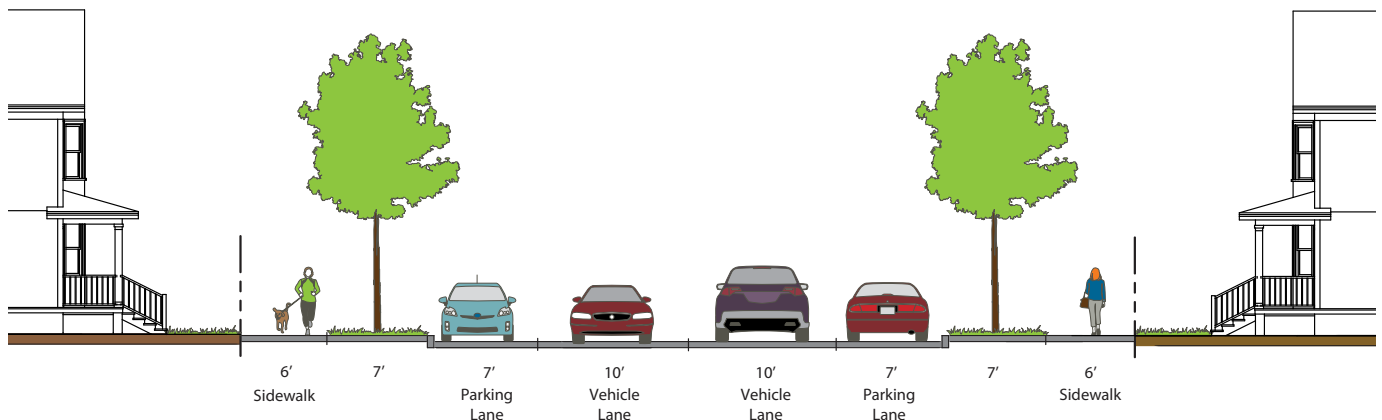


General Characteristics

- 60-66 feet of ROW
- Local Traffic
- 25 MPH

Neighborhood Streets are low traffic corridors designed for local access, mainly to residential uses.

Guidelines for Neighborhood Streets



Neighborhood Street

1. Neighborhood Streets should be designed with narrow traffic lanes and space for on-street parking along the curbs.
2. All Neighborhood Streets should have sidewalks, buffered from the roadway by wide, tree-lined landscape areas.
3. Cycling on Neighborhood Streets should be encouraged, but bike lanes need not be specifically designated.
4. Transit lines and truck traffic should not be permitted on Neighborhood Streets.
5. Newly constructed Neighborhood Streets should be public roadways, dedicated to the City, and designed based on the guidelines of this plan and the City's engineering standards.

Neighborhood Streets within the Alpine/Bristol Neighborhood Cluster include all roadways not listed in one of the other categories.

New Road Connections

3 Mile Road Extension: 3 Mile Road should be extended from where it currently dead ends to West River Drive. This extension will require the removal of 2-3 single family homes and engineering design to accommodate the steep downhill grade. Connections should be made to Hillside Drive and Lankamp Street (Lankamp may need to be truncated to accommodate the extension). The new 3 Mile Road should be built as a Business Connector.

Northridge Drive Extension: Northridge Drive has already been precisely platted between Bristol Avenue and 4 Mile Road. Within the precise plat, the roadway design should respect natural features and topography. The intersection with English Hills Drive should be designed to minimize the impact on the existing residential uses nearby. Northridge Drive should be designed as a Neighborhood Connector, and anticipated to have residential uses lining it once the English Hills Golf Course is redeveloped.

English Hills Connecting Road: A new road should be constructed from where Northridge Drive is proposed to bend, south towards English Hills Park, and then connecting through to Alpine Avenue across from Center Street. This roadway would require the re-design of English Hills Park and the redevelopment of the Summit Alpine shopping center. The roadway should connect with Ipswich Street, but in such a way as to discourage cut-through traffic on Ipswich. Allowing traffic to exit Ipswich but not enter Ipswich is one option. West of English Hills Park and within the redeveloped Summit Alpine, the new road should be constructed as a Neighborhood Connector. However, through the park and through the adjacent lot at 3149 Alpine Avenue, it should be designed as a Natural Beauty Connector.

English Hills Neighborhood Streets: A connected network of Neighborhood Streets should be constructed within any new development on the English Hills property.

Greenridge Square/Summit Alpine New Street Networks: Within the redeveloped Greenridge Square and Summit Alpine shopping centers, a new network of streets should be developed. Some of these streets may be Neighborhood Connectors, while others will be Neighborhood Streets.

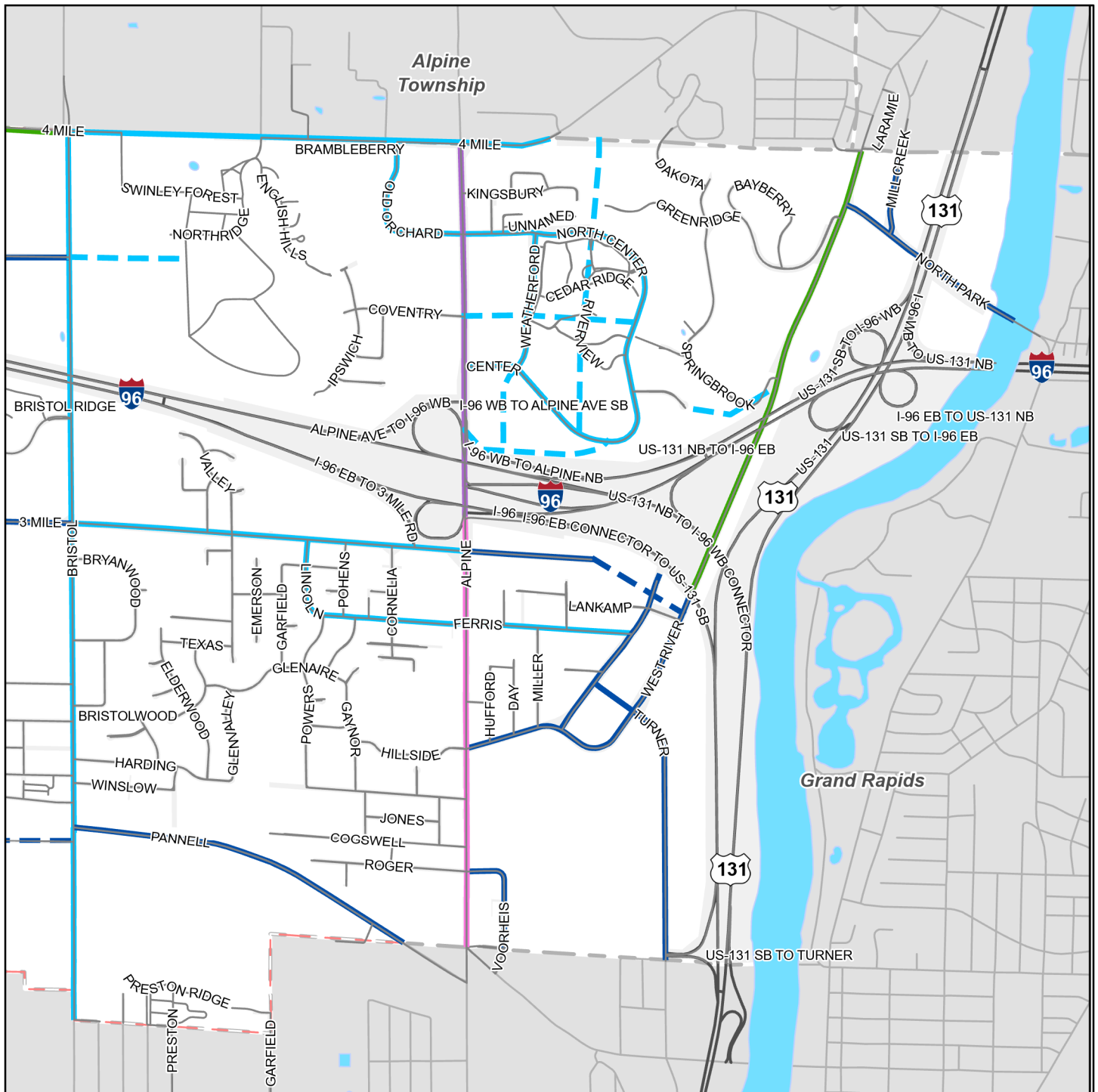
North Center-4 Mile Connection: A new connection should be made between North Center Street and 4 Mile Road. The exact location should be determined based on the specifics of the redevelopment of Greenridge Square, and in consultation with residents on Kingsbury Street. The new connection need not connect to Kingsbury Street, unless that is considered desirable by the residents, or if there are no design options that can avoid a connection to Kingsbury. The new road should be designed as a Neighborhood Connector.

River Ridge Extension: River Ridge Drive should be extended to connect to West River Drive. Exact routing is not clear at this time.

Expressways

The I-96 and US-131 expressways in Walker are a valued part of the regional and state-wide transportation system. However, the City desires that the following guidelines are followed with regard to the design of the highways:

- Surrounding development should be buffered from the highways by dense tree plantings, both within the MDOT right-of-way and on adjacent private property.
- The footprints of interchanges should be reduced when possible, including the uses of SPUIs, diverted diamonds, and other creative interchange designs.
- The provision of additional right-of-way for freeway construction and expansion is highly discouraged.



New Road Connections

Alpine/Bristol Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Proposed Business Connector
- Proposed Neighborhood Connector
- Proposed Neighborhood Street
- Neighborhood Boundaries
- Other Municipal Boundaries
- Freeways
- Lakes, Rivers, Streams, Drains



0 500 1,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
City of Walker 2023. McKenna 2024.



Truck Routes

Truck traffic is necessary for the function and efficiency of businesses throughout Walker, but it can also cause negative impacts on residential areas, educational and religious institutions, and small retail businesses. Within the Alpine/Bristol Neighborhood Cluster, the following roads are designated as truck routes. On all other roads, truck traffic should be discouraged.

- I-96
- US-131
- M-37/Alpine Avenue
- 3 Mile Road (Alpine Avenue to dead end - West River Drive once extended - ONLY)
- Hillside Drive (Alpine Avenue to dead end – 3 Mile Road once extended – ONLY)
- West River Drive
- Turner Avenue

Transit Routes

Public transportation is a crucial part of the transportation system. In some areas, the only way to reduce congestion is to take cars off the street by providing other options. Within the Alpine/Bristol Neighborhood Cluster, the following routes are designated for transit:

High Priority

- » **Alpine Avenue:** Alpine is currently the route of The Rapid's No. 9 bus. That important service should be maintained and upgraded. It could eventually become a Bus Rapid Transit line or even Light Rail. Currently, the No. 9 loops through the Greenridge Square shopping center and the Old Orchard apartments. If the Alpine route becomes a higher-capacity/higher-speed design, then that service could be replaced by circulators or a local bus.
- » **West River Drive/Turner Avenue:** There is not currently a bus route on this corridor. However, with growth in Comstock Park/Alpine Township (as well as Fifth Third Ballpark) on one end, and Grand Rapids' West Leonard and Stockbridge neighborhoods on the other, this corridor should be considered for a future route.

Future Vision

- » **3 Mile Road, 4 Mile Road, and Bristol Avenue:** In a built-out environment with high-quality transit service, transit lines should be available approximately every half mile. The Alpine/Bristol Neighborhood Cluster does not have the road network to support that level of service, but it does have Neighborhood Connector roads approximately every mile. Crosstown service should be provided on 4 Mile and 3 Mile, with connections across the North Park Bridge to destinations on east side of the region such as Knapp's Corner. A Bristol Avenue line could terminate within the redeveloped Greenridge Square, and then head west to Bristol and south to Grand Rapids' West Side and Downtown, via Walker Avenue, Stocking Avenue, and Bridge Street.
- » **Northridge Drive** could also be used as part of a transit loop serving the many employers on 3 Mile Road, Walker Avenue, and Northridge.

Non-Motorized Transportation Plan

Non-Motorized Connectivity is crucial for sustainability, vibrancy, and transportation efficiency. This plan envisions the following non-motorized transportation improvements.



Bike Paths

Off-street bike paths provide the highest level of safety and efficiency for cyclists, but they require right-of-way that is not always available. Therefore, they are best prioritized on high-traffic corridors and roads that run through lightly developed areas.

Within the Alpine/Bristol Neighborhood Cluster, the following bike paths already exist:

- The Fred Meijer White Pine Trail, running along North Park Street from the Grand River to Mill Creek Lane, and then up Mill Creek Lane to the northern City Limits, with a spur leading to the Grand Rapids Rowing Association Boathouse.
- The Fred Meijer Pioneer Trail, running along 3 Mile Road from Bristol Avenue to Alpine Avenue.

The following additional bike paths are proposed:

- West River Drive, from Alpine Avenue to the northern City Limits
- North Park Street, from Mill Creek Lane to West River Drive
- Turner Avenue, from West River Drive to the southern City Limits
- Bristol Avenue, from the southern City Limits to 4 Mile Road
- 4 Mile Road, from Bristol Avenue to the northern City Limits
- A New Bike Path connecting North Center Drive to Greenridge Drive
- New Bike Paths connecting the existing Ipswich neighborhood and future English Hills development to redeveloped Old Orchard Apartments and Summit Alpine



Bike Lanes

On-street bike lanes are an effective design when space is limited, and through areas where urban-style development is existing or planned. There are no existing bike lanes in the Alpine/Bristol Neighborhood Cluster. Bike lanes are planned on the following corridors:

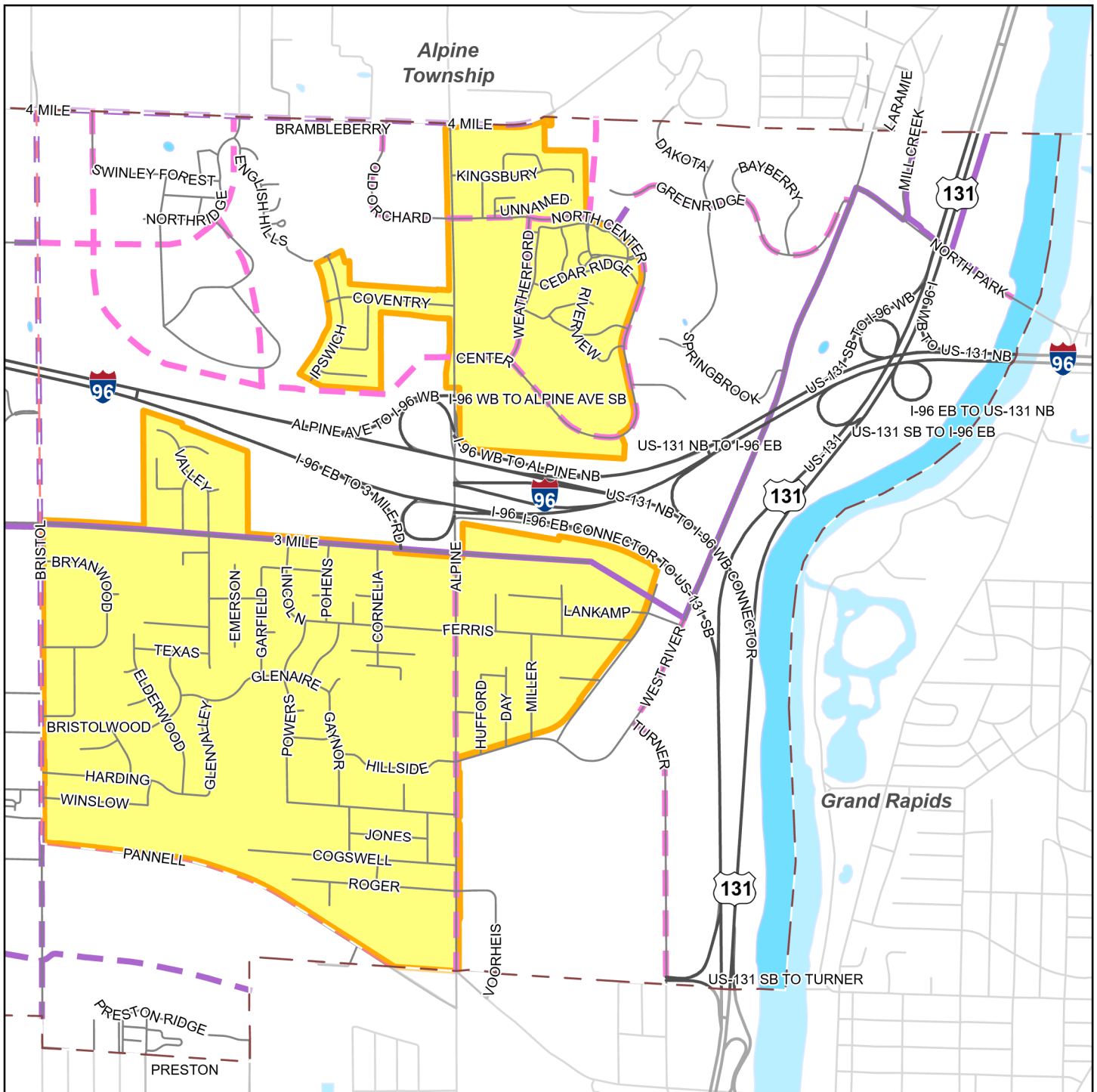
- Alpine Avenue (I-96 to south City Limits).
- North Center Drive
- Center Drive
- Weatherford Drive
- Northridge Drive (when constructed)
- The new road connecting Northridge Drive to Alpine Avenue (when constructed)

Sidewalk Improvement Zones

Within Sidewalk Improvement Zones, sidewalks should be repaired and widened where they exist and built where they do not exist. Crosswalks should be constructed at busy intersections, including signage and signalization where appropriate.

Sidewalk improvement zones are planned in the following locations:

- Alpine Avenue (I-96 to north City Limits)
- Coventry Drive and Ipswich Drive
- Old Orchard Drive
- North Center Drive, Center Drive, and Weatherford Drive
- Greenridge Drive (but not the other streets in that neighborhood)
- Valley Avenue north of 3 Mile Road, and the surrounding streets
- The area bounded by Bristol Avenue, 3 Mile Road, Pannell Avenue, and Alpine Avenue, including Alpine itself
- The area bounded by Hillside Drive, 3 Mile Road, and Alpine Avenue, including Alpine itself



Non-Motorized Transportation Plan

Alpine/Bristol Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

Legend

- Sidewalk Improvement Zone
- Existing Bike Path
- Proposed Bike Path
- Existing Bike Lane
- Proposed Bike Lane
- City of Walker Boundary
- Neighborhood Boundaries
- Other Municipal Boundaries
- Freeways
- Roads
- Walker Surrounding Roads
- Lakes, Rivers, Streams, Drains



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2024.



7.

Action Plan

Action Plan

The Action Plan table below details activities and actions needed to implement this plan over the 20 year planning horizon. Actions are listed in time based on when they are likely to be realistic and practical.

Table 2a.6: Alpine/Bristol Neighborhood Action Plan

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids, North Kent Sewer Authority	Key Partners: Kent County Parks
2020 - 2025			
Redevelop English Hills golf course with the character and uses envisioned by this plan	Construct Northridge Drive along the previously platted route	Maintain existing infrastructure to support high quality of life	Acquire the wooded land east of English Hills Park
Ensure that development along Alpine south of I-96 takes place according to this plan	Re-align the intersection of Alpine and Center Drive to allow all turning movements.		Required the preservation of an I-96 buffer and a “wooded back yard” English Hills Drive and Ipswich Drive during the redevelopment of English Hills Golf Course
Ensure that any redevelopment of Summit Alpine, Greenridge Square, Old Orchard Apartments, or other properties along Alpine north of I-96 take place in accordance with this plan	Redesign Alpine Avenue south of I-96 as an Urban Boulevard		
Create a multi-jurisdictional Alpine Corridor Improvement Authority	Redesign West River Drive north of US-131 as a Natural Beauty Corridor as described in this plan		
	Redesign roads designated as Business Connectors in this plan		
	Construct a bike path from North Center Drive to Greenridge Drive		
	Construct a bike path along North Park Street from Mill Creek Lane to West River Drive		
	Extend 3 Mile Road to West River Drive		
	Upgrade sidewalks in the Sidewalk Improvement Zones		

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids, North Kent Sewer Authority	Key Partners: Kent County Parks
2026 - 2030			
Ensure that development along Alpine south of I-96 takes place according to this plan	Construct bike paths connecting Ipswich Drive and a new English Hills development to Alpine Avenue at multiple points	Maintain existing infrastructure to support high quality of life	Explore opportunities to maintain the wooded hillside east of North Center Drive as undeveloped space
	Upgrade sidewalks in the Sidewalk Improvement Zones		
	Construct bike paths along Bristol Avenue and 4 Mile Road		
	Construct a road connection between North Center Drive and 4 Mile Road		
	Construct a road connection between River Ridge Drive and Springbrook Drive		
2031 - 2035			
Ensure that any redevelopment of Summit Alpine, Greenridge Square, Old Orchard Apartments, or other properties along Alpine north of I-96 take place in accordance with this plan	Construct a new road connecting Northridge Drive to Alpine Avenue	Maintain existing infrastructure to support high quality of life	Redesign English Hills Park to accommodate a road connection from Northridge Drive to Alpine Avenue
Ensure that development along Alpine south of I-96 takes place according to this plan	Upgrade sidewalks in the Sidewalk Improvement Zones		Identify opportunities for a new park in the center of the neighborhood bounded by Alpine, 3 Mile, Bristol, and Pannell.
	Redesign Neighborhood Connectors as described by this plan		Identify opportunities for a new park in the area bounded by Alpine, Hillside, and 3 Mile.
2036 - 2040			
Ensure that any redevelopment of Summit Alpine, Greenridge Square, Old Orchard Apartments, or other properties along Alpine north of I-96 take place in accordance with this plan	Redesign Alpine Avenue north of I-96 as a Regional Boulevard	Maintain existing infrastructure to support high quality of life	Maintain and upgrade parks as needed.
Ensure that development along Alpine south of I-96 takes place according to this plan	Upgrade sidewalks in the Sidewalk Improvement Zones		

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Carrie Leitner Art Director
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2024 Amendment

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