

2025

# NINE MILE/COOLIDGE INTERSECTION STUDY

**CITY OF OAK PARK**



## ACKNOWLEDGMENTS

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Thank you to the Oak Park staff who invested their time and expertise in the creation of the Nine Mile/Coolidge Intersection Study to benefit the future of the City.

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# TABLE OF CONTENTS

<b>01</b>	INTRODUCTION .....	5
<b>02</b>	EXISTING CONDITIONS .....	11
<b>03</b>	RECOMMENDATIONS .....	37
<b>04</b>	IMPLEMENTATION .....	57



An aerial, isometric view of a city with various buildings and streets. A large green geometric shape, consisting of a dark green triangle and a lighter green trapezoid, is overlaid on the top right corner of the image. The number '01' is prominently displayed in the center-left area.

# 01

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## INTRODUCTION

# 01

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## INTRODUCTION

### PROJECT OVERVIEW

The intersection of Nine Mile Road and Coolidge Highway is a key, central intersection in Oak Park. For decades, the surrounding land use has been primarily auto oriented with minimal space dedicated to the pedestrian and bicyclists that utilize the area. The Nine Mile–Coolidge Intersection Study will explore potential transportation improvements and future land use concepts that will help transform this central area of Oak Park into a more vibrant and community-oriented location.

### Project Study Area

The Nine Mile–Coolidge Intersection Study will focus primarily on the area surrounding the intersection. In order to develop a complete understanding of the intersection, how it is operating from a traffic perspective, and the opportunities from a development standpoint, the project Study Area extends roughly 1,000 feet in each direction from the center of Nine Mile Road and Coolidge Highway. The Study Area is roughly bounded by Kenwood Street to the north, Parklawn Street to the west, Granazon Street to the south, and Jerome Street/Eastwood Street to the east.

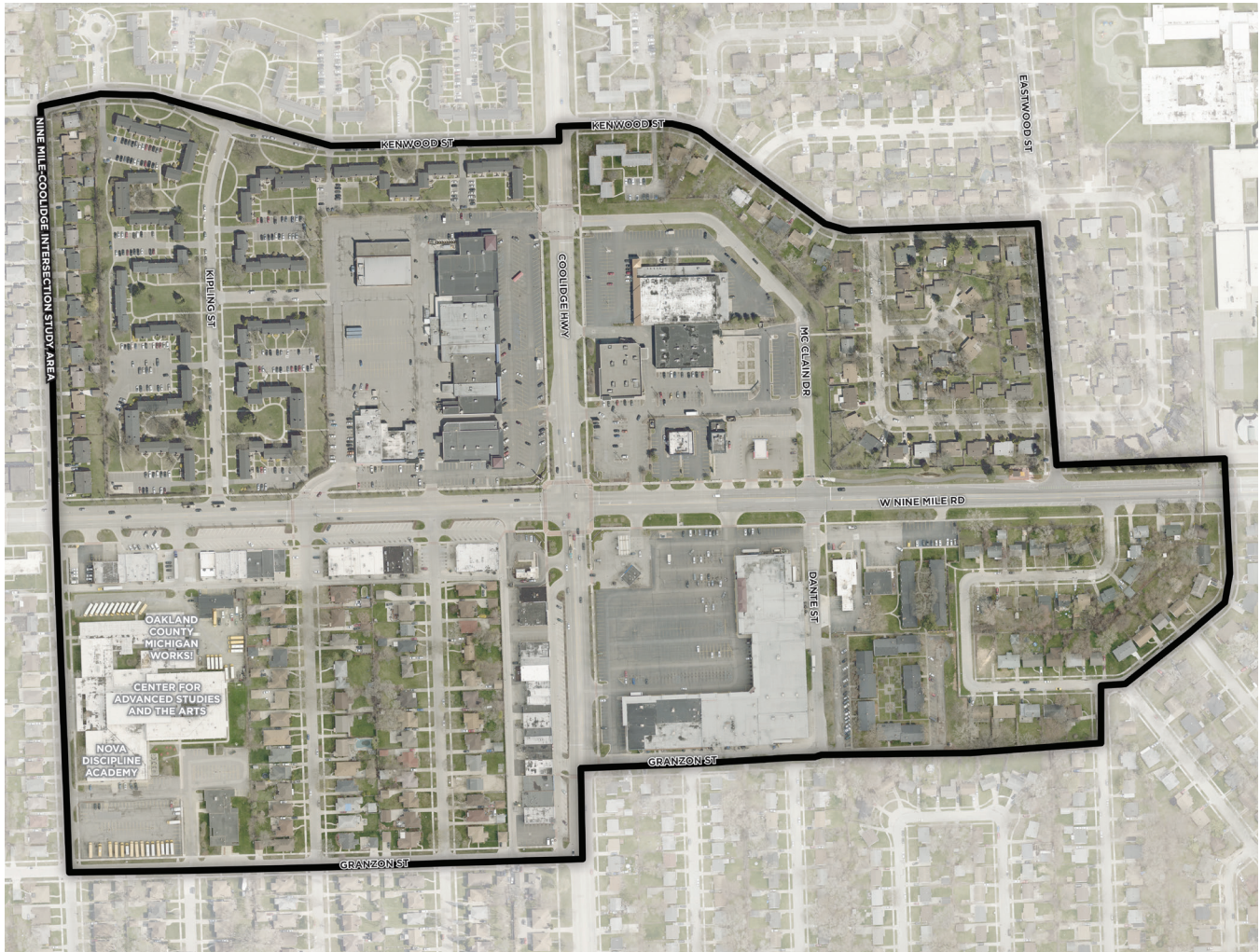


FIGURE 1-1: Nine Mile—Coolidge Intersection Study Area Map

## Project Goals

Over the years, this intersection has been studied numerous times and been included in various citywide and regional planning documents calling for a higher a better use of the surrounding development. Although the intersection of Nine Mile Road and Coolidge Highway is a significant vehicular intersection, residents' desire for better, more connected non-motorized infrastructure is

encouraging a more multi-modal approach to the area. Oak Park leadership has seen the growth and demand of communities with this type of infrastructure and adjacent, supportive development in Southeast Michigan and would like to bring this to their community.

The City of Oak Park would like to achieve the following as part of the Nine Mile–Coolidge Intersection Study:



Review traffic patterns to determine if changes have occurred and if roadway changes are feasible.



Study the feasibility of continuing a three lane cross section through the intersection.



Bring more density to the center of the City.



Establish a more efficient and higher quality land use pattern.



Create a “downtown atmosphere” at the Nine Mile–Coolidge intersection.



Ensure non-motorized connectivity and safety through the intersection.







# 02

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## EXISTING CONDITIONS

# 02

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## EXISTING CONDITIONS

### EXISTING CONDITIONS ANALYSIS

To best understand the area surrounding the intersection, a review of the surrounding context was completed. The existing conditions analysis documents the land use, transportation, traffic, and circulation conditions that will affect the potential design recommendations developed as part of this Study.

#### Study Area Profile

Demographic data from ESRI Business Analyst was compiled for the area within a one-mile radius of the Nine Mile–Coolidge intersection to understand the area surrounding the project Study Area. Roughly 17,000 people live within a mile of the intersection.

A key statistic from Business Analyst is the key spending facts. Residents within one mile of the intersection spend over \$2,900 annually on entertainment, including restaurants and bars, nearly \$1,800 annually on apparel, and about \$800 annually on furniture. Given the current businesses and amenities at the Nine Mile–Coolidge intersection, there appears to be an unmet demand for these services.

In addition to retail demand, the area surrounding the Nine Mile–Coolidge intersection remains relatively affordable compared to neighboring communities such as Royal Oak and Ferndale. This affordability positions the intersection as a strategic opportunity for redevelopment that supports new commercial growth and attracts new residents seeking walkable, amenity-rich neighborhoods without the premium pricing in nearby cities. By enhancing the mix of housing, retail, and public space at this intersection, the City can leverage its competitive cost of living to foster a more vibrant, inclusive community and retain residents across income levels and life stages.

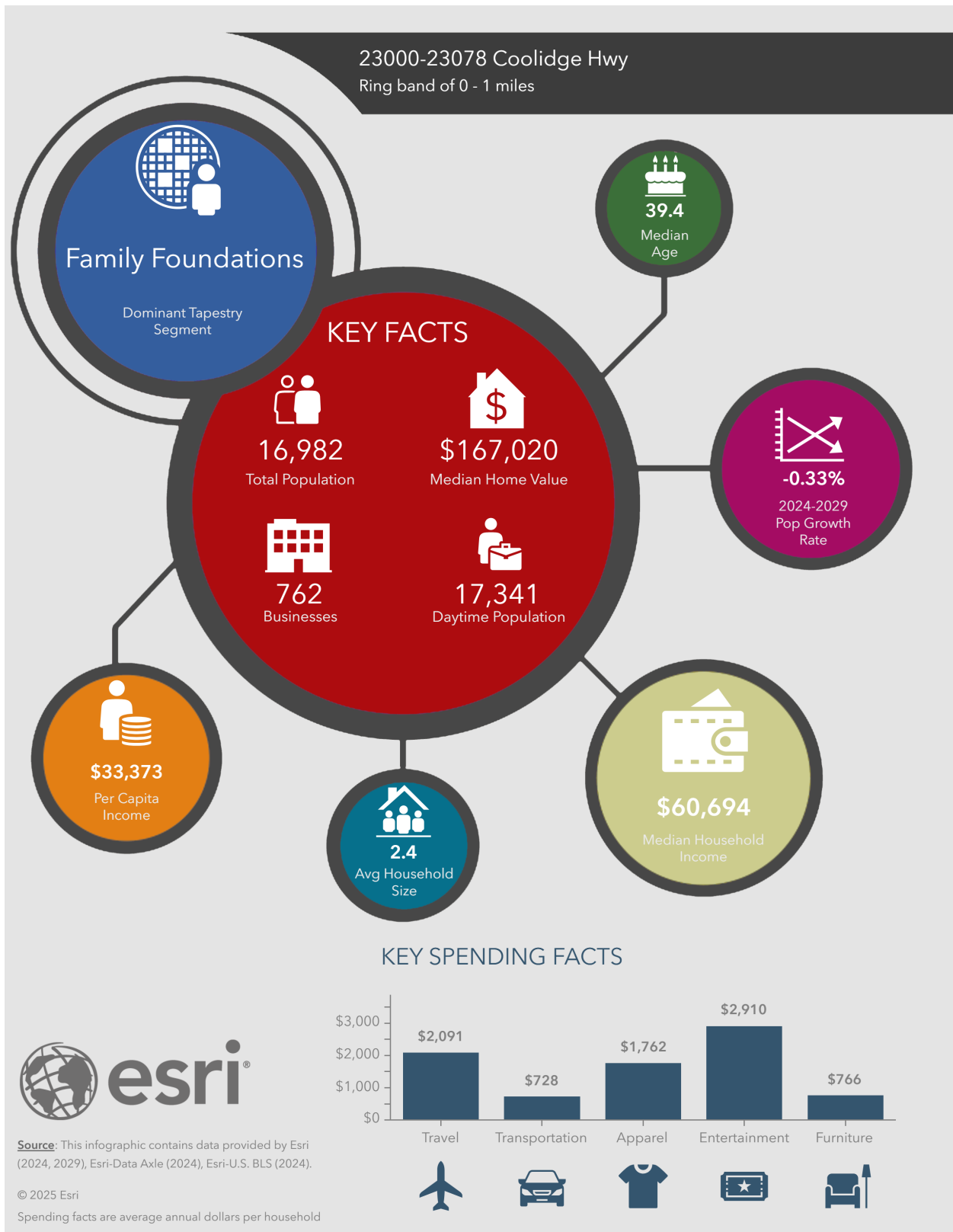


FIGURE 2-1: Key demographic and economic facts for the Nine Mile-Coolidge intersection

## Current Land Use

The Nine Mile–Coolidge intersection study area features a mix of land uses, including adjacent single-family neighborhoods and clusters of multi-family housing located primarily to the northwest and southeast. The intersection core is anchored by auto-oriented retail, including large commercial centers and strip developments along Nine Mile Road and Coolidge Highway. Institutional uses—such as schools and workforce training centers—are concentrated in the southwest, activating daytime usage. A small hospitality use and limited office space also support the area’s commercial function.

The fragmented land use pattern and car-centric design allow the area to function as a suburban commercial hub; however, changing retail patterns and resident desires result in the opportunity to transition to a more integrated walkable development. Traditional commercial development in the southwest quadrant reinforces this auto-oriented character; large surface parking lots between the street and storefronts significantly limit the area’s walkability and pedestrian comfort.

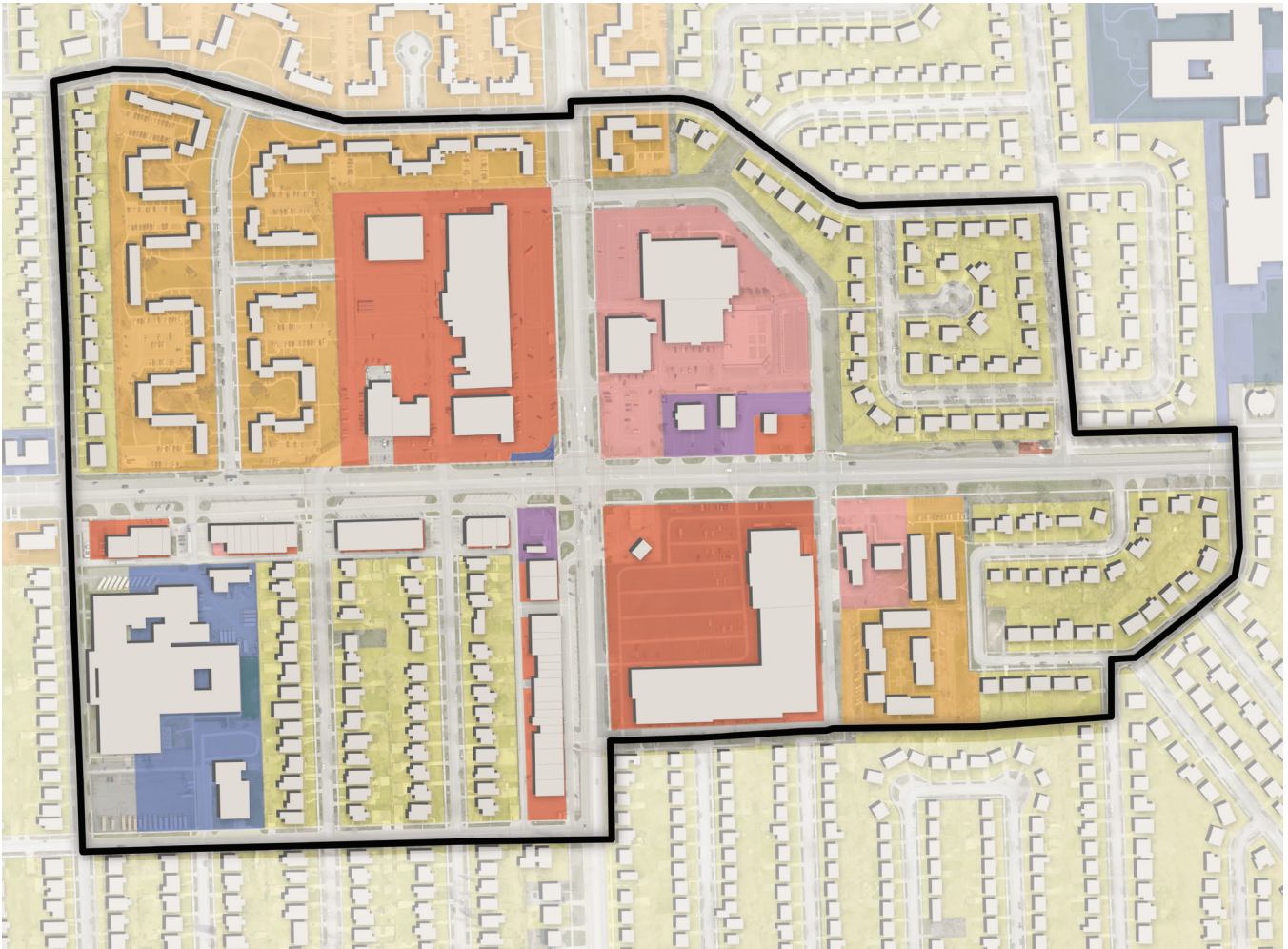


FIGURE 2-2: Nine Mile–Coolidge Intersection Current Land Use



## Future Land Use

The future land use vision for the Nine Mile–Coolidge intersection study area promotes a more integrated, walkable, and economically vibrant district. The core intersection is designated for mixed-use development, supporting a blend of residential, retail, and office space to activate the area through the day and night. The surrounding neighborhoods remain primarily one- and two-family residential, preserving the existing character while allowing gentle transitions to the higher intensity uses at the intersection.



FIGURE 2-3: Nine Mile–Coolidge Intersection Future Land Use

## Commercial Vacancies

The following list, obtained by the City of Oak Park, includes the spaces that are currently vacant within the commercial section of the Study Area; it doesn't include businesses that are in the process of obtaining their business licenses or existing businesses that have not yet renewed their 2025 licenses. There are a number of vacancies spread throughout the Study Area, some of which have been unoccupied since 2015.

Commercial Address	Vacant Since
23160 Coolidge	2015
23130 Coolidge	2015
13550 Coolidge (Former Walgreens)	2024
23061 Coolidge	2015
23035 Coolidge	2019
13770 Nine Mile (Former CSL Plasma)	2023
13855 Nine Mile	2018
13805 Nine Mile	2017
13631 Nine Mile	2023
22125 Coolidge	2023
22101 Coolidge	2025
22041 Coolidge	2018
22031 Coolidge	2020

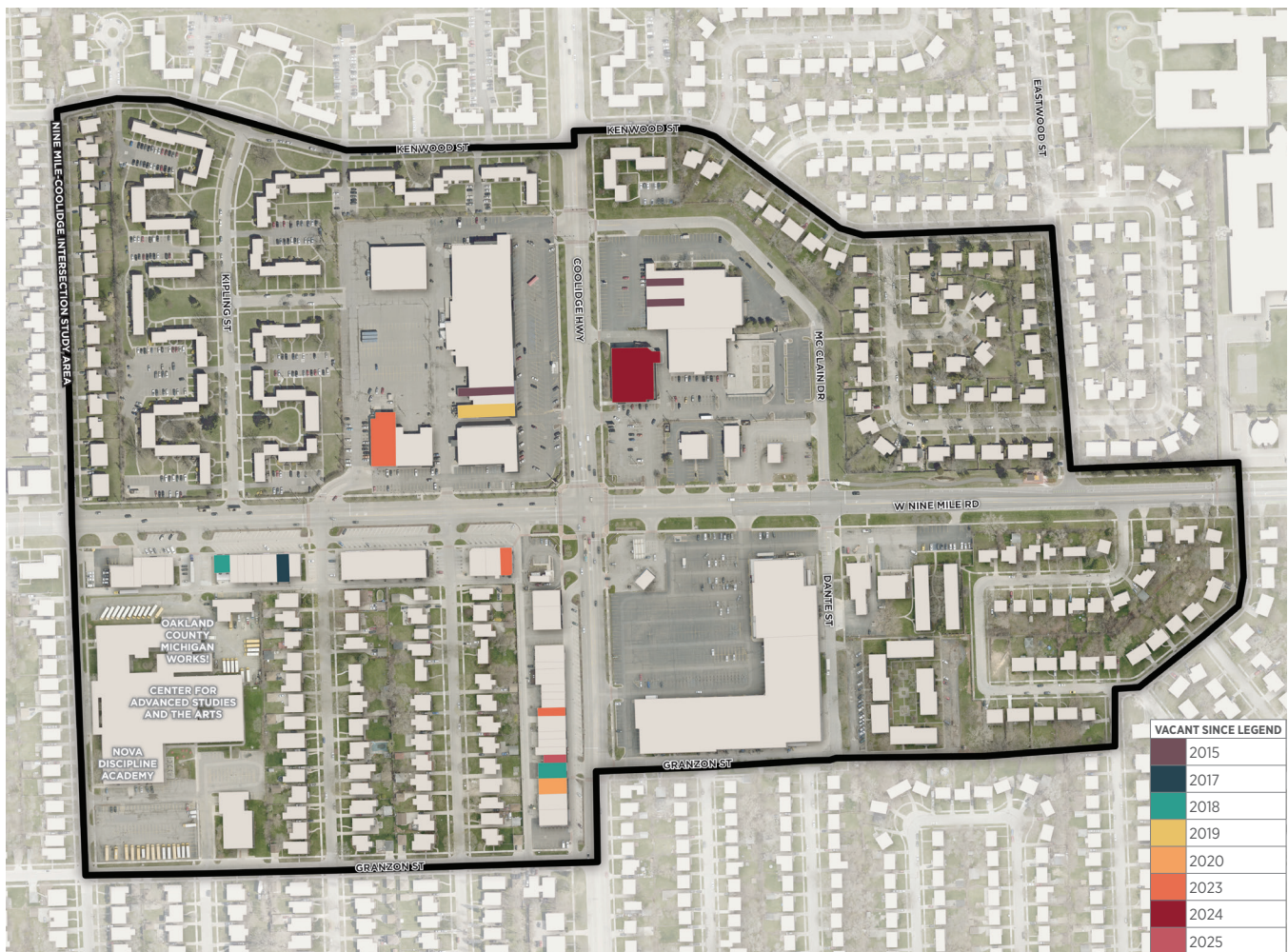


FIGURE 2-4: Nine Mile—Coolidge Intersection Current Commercial Vacancies



## Zoning

**R-1 One-Family Residential:** One-family detached dwellings and accessory uses in structures.

- » Height Limit: 2 stories or 27 feet

**R-2 Two-Family Residential:** Both one-family and two-family dwellings and compatible accessory uses and structures.

- » Height Limit: 2 stories or 27 feet

**RM-1 Multi-Family Residential:** Multiple family dwellings and related uses, which will generally serve as zones of transition from lower-density residential districts to more intense use districts, while providing appropriate housing alternatives in a properly planned setting. RM-1 is intended for lower height multiple-family buildings.

- » Height Limit: 4 stories or 45 feet

**O Office Building:** Offices, banks, personal services, and a limited amount of retail. The O districts can serve as a transition between residential uses and more intensive uses and transportation corridors.

- » Height Limit: 15 stories or 150 feet

**MX-2 Downtown Mixed Use:** A walkable, vibrant mixed-use center. Commercial, residential, cultural, and service uses are intended to be integrated within two- to three-story buildings, typically characterized by active ground-floor retail, service, or restaurant uses and upper story residential.

- » Height Limit: Min. 25 feet - Max. 45 feet
- » Residential & Mixed Use: Max. 75 feet



FIGURE 2-5: Nine Mile—Coolidge Intersection Zoning

## Zoning Typology Examples

### R-1 One-Family Residential



### R-2 Two-Family Residential



### RM-1 Multi-Family Residential





○ Office Building



**MX-2** Downtown Mixed Use



# TRANSPORTATION CONDITIONS

## Mobility

The Nine Mile/Coolidge intersection is along a major SMART bus route, Route 710 - Nine Mile Crosstown. This bus route connects Southfield to St. Clair Shores and the Grosse Pointes and is one of the higher ridership routes in the SMART system. There are four stops within the Study Area at Kipling Street, Ridgedale Street, and two between Coolidge Highway and McClain Drive. Three of the stops are on the north side of the street, while only one is on the south. The Study Area is well served with sidewalks and crosswalks that allow for pedestrian access between the neighborhoods and

commercial areas. However, the east side of the Study Area lacks the direct connectivity between adjacent uses that can make walking the first choice of travel. Finally, the Study Area has a short (roughly 550 foot) trail segment that connects to the existing cycletrack and trailhead. However, the trail ends at McClain Drive as the roadway widens and driveways become more densely spaced. Overall, the area is well connected with a variety of alternative transportation options, but the surrounding land use at the intersection does not facilitate pedestrian trips to these businesses.

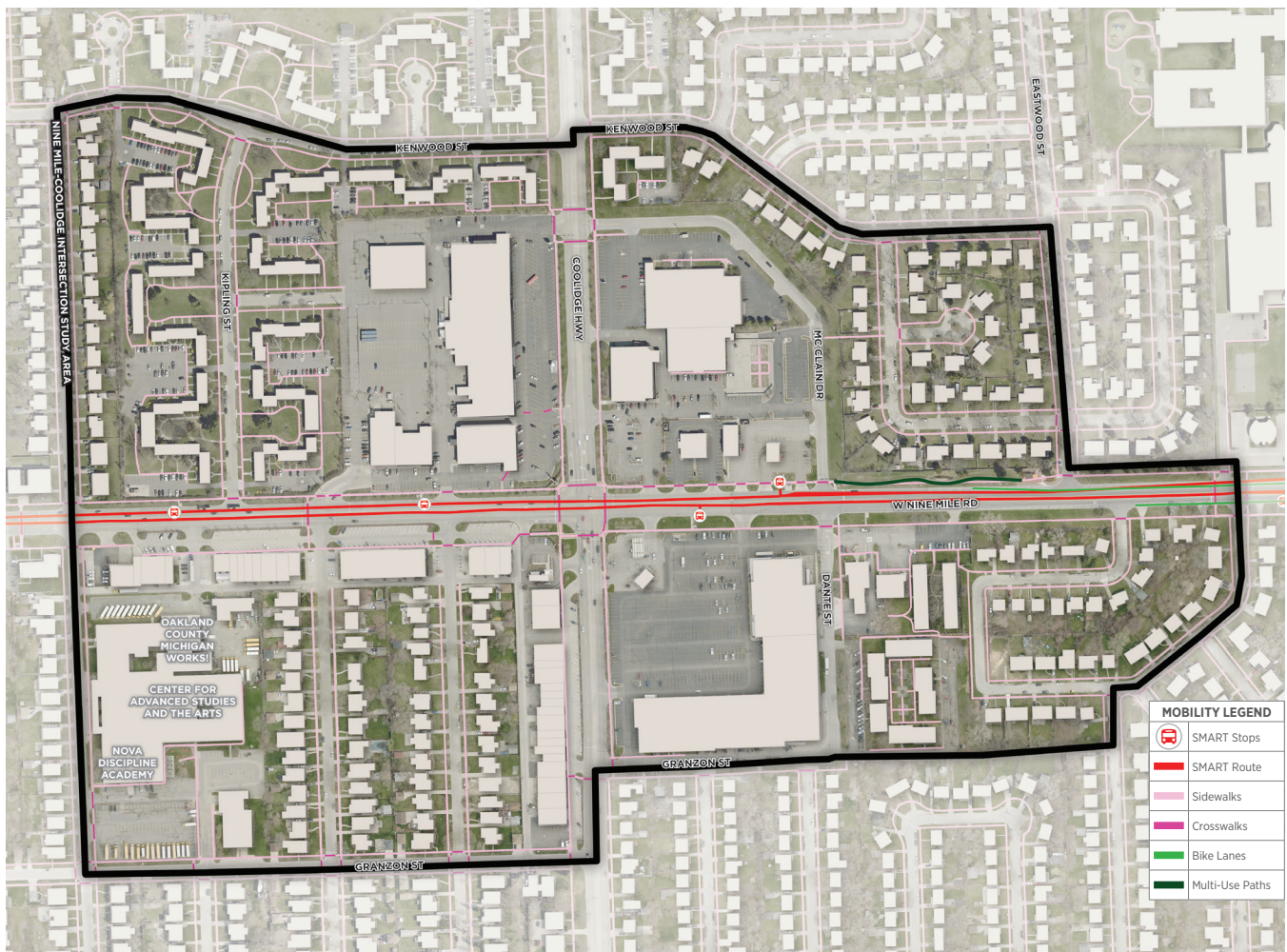


FIGURE 2-6: Nine Mile—Coolidge Intersection Mobility Map



## Parking

The Nine Mile–Coolidge Intersection area contains a total of 1,318 parking spaces distributed across numerous surface lots within the district. The three largest parking areas are surrounding the strip centers in the northeast, northwest, and southeast quadrants, with over 430 spaces available in the northwest quadrant. In front of the more traditional commercial buildings in the southwest quadrant, parking is more dispersed in a variety of smaller lots and has a total of 226 spaces. Given the higher density of businesses in this area, these spaces appear to be more utilized throughout the day.

Quadrant	Parking Capacity
Northwest	431
Northeast	314
Southeast	347
Southwest	226

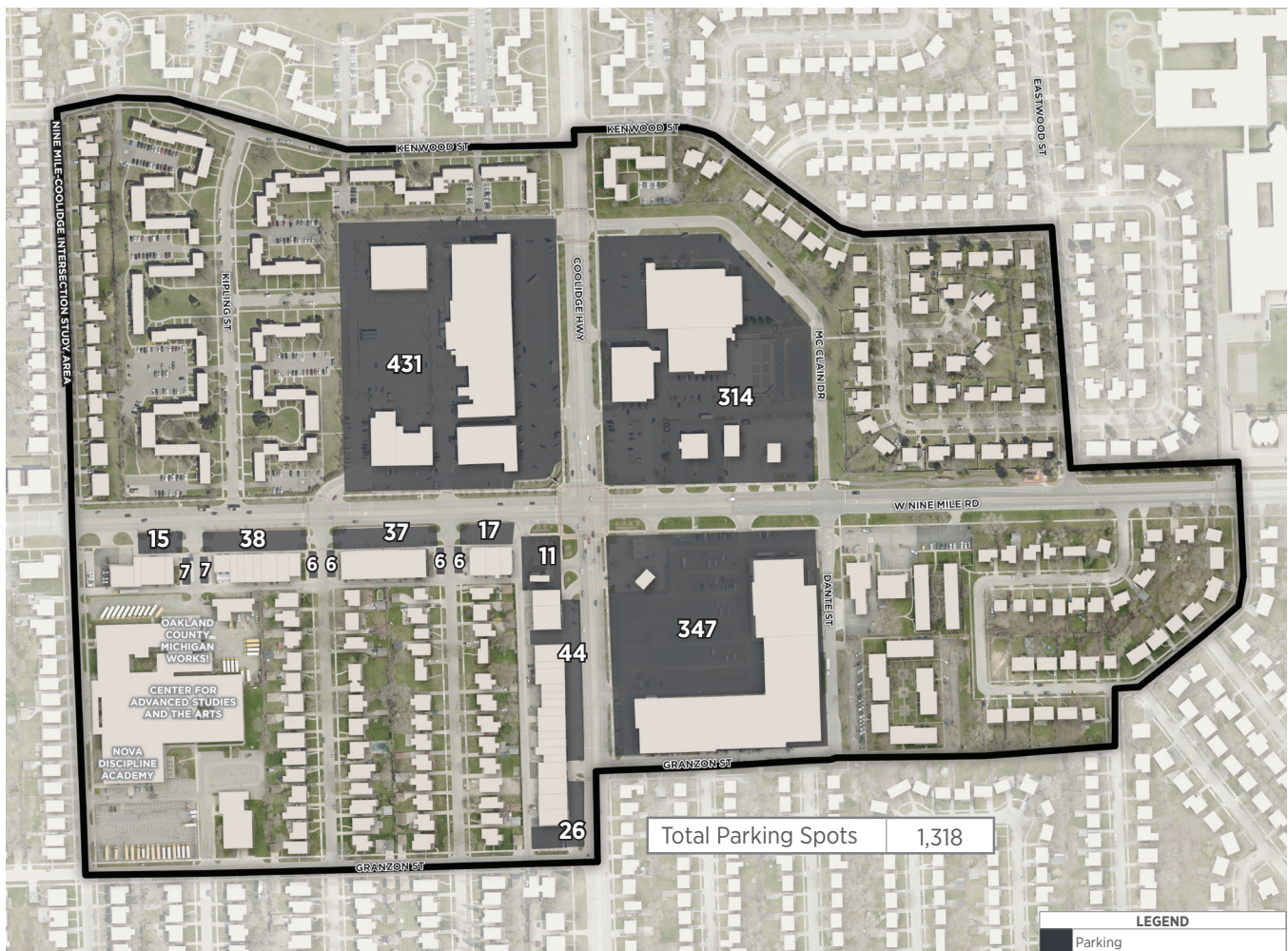


FIGURE 2-7: Nine Mile–Coolidge Intersection Parking Map

## Parking Utilization

To better understand how each parking lot is used throughout the day, a parking study was conducted. On Friday, June 13th, the number of vehicles in each parking area was counted to determine how utilized each was at each part of the day. Figures 9 and 10 below show the average AM and PM parking utilization.

Overall, parking is readily available throughout the Study Area, but parking utilization is higher in the afternoon compared to the morning. Additionally, the smaller parking lots in the southwest quadrant are utilized at a much higher rate than the larger parking lots in the other

three quadrants. This is likely due to the higher density of storefronts drawing in greater numbers of patrons. It is apparent that there is an excess of parking for the current mix of land uses in the Study as the northwest, northeast, and southeast quadrants were all under 50% full throughout the day. Table 1 on the following page shows the raw vehicle count and percent utilization of each parking lot in the Study Area.



FIGURE 2-8: Average AM Parking Utilization

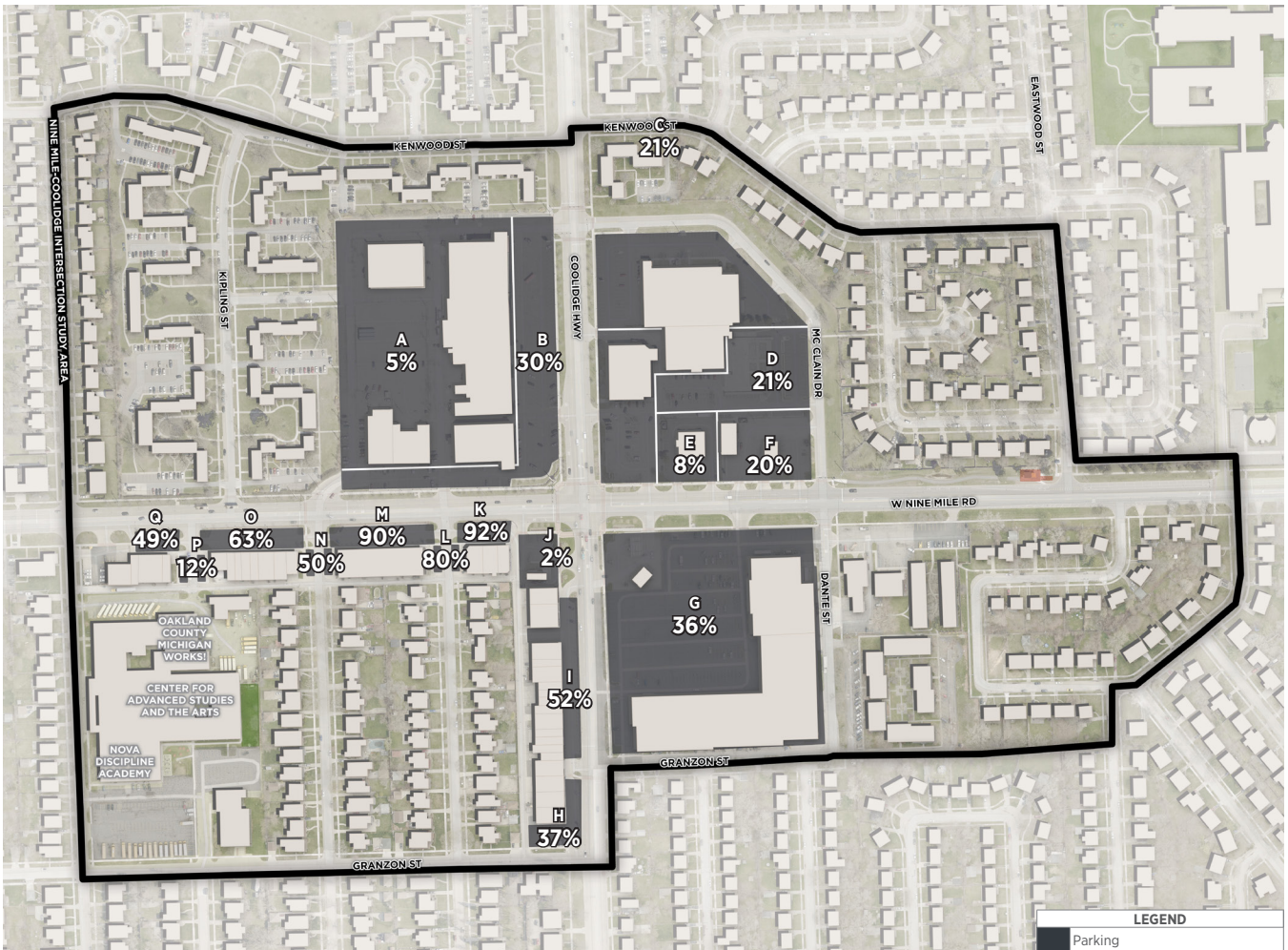


FIGURE 2-9: Average PM Parking Utilization

TABLE 1: Parking Lot Counts and Utilization (June 13th, 2025)

		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
9:00 AM	Count	5	50	19	13	0	16	60	4	22	1	4	3	15	3	14	5	8
	% Full	4%	17%	16%	12%	0%	30%	17%	15%	50%	9%	24%	25%	41%	25%	37%	42%	53%
10:00am	Count	5	65	22	16	0	25	75	6	21	3	7	3	16	2	16	5	14
	% Full	4%	22%	19%	15%	0%	46%	22%	23%	48%	27%	41%	25%	43%	17%	42%	42%	93%
11:00am	Count	5	60	22	15	0	22	85	6	17	2	7	6	22	5	16	7	8
	% Full	4%	20%	19%	14%	0%	41%	24%	23%	39%	18%	41%	50%	59%	42%	42%	58%	53%
12:00pm	Count	10	90	21	23	2	23	145	13	23	0	14	8	30	6	23	6	8
	% Full	7%	31%	18%	21%	5%	43%	42%	50%	52%	0%	82%	67%	81%	50%	61%	50%	53%
1:00pm	Count	8	81	21	26	1	16	133	15	30	1	13	8	32	5	24	2	7
	% Full	6%	28%	18%	24%	3%	30%	38%	58%	68%	9%	76%	67%	86%	42%	63%	17%	47%
2:00pm	Count	8	92	24	31	2	21	147	6	28	0	14	6	32	8	20	1	10
	% Full	6%	31%	21%	29%	5%	39%	42%	23%	64%	0%	82%	50%	86%	67%	53%	8%	67%
3:00pm	Count	9	101	29	18	3	5	104	8	17	0	18	11	36	9	25	3	6
	% Full	7%	34%	25%	17%	8%	9%	30%	31%	39%	0%	100%	92%	97%	75%	66%	25%	40%
4:00pm	Count	5	94	22	19	4	6	125	10	23	0	18	12	38	5	28	1	6
	% Full	4%	32%	19%	18%	11%	11%	36%	38%	52%	0%	100%	100%	100%	42%	74%	8%	40%
5:00pm	Count	6	80	23	20	5	6	119	9	17	0	20	11	29	3	23	0	8
	% Full	4%	27%	20%	19%	14%	11%	34%	35%	39%	0%	100%	92%	78%	25%	61%	0%	53%
AM Average	Count	6.25	66.25	21	16.75	0.5	21.5	91.25	7.25	20.75	1.5	8	5	20.75	4	17.25	5.75	9.5
	% Full	5%	23%	18%	16%	1%	40%	26%	28%	47%	14%	47%	42%	56%	33%	45%	48%	63%
PM Average	Count	7.2	89.6	23.8	22.8	3	10.8	125.6	9.6	23	0.2	16.6	9.6	33.4	6	24	1.4	7.4
	% Full	5%	30%	21%	21%	8%	20%	36%	37%	52%	2%	92%	80%	90%	50%	63%	12%	49%



## Safety and Crashes

Crash data was obtained from the Traffic Improvement Association’s (TIA) Crash Analysis Tool (TCAT) software, which provides crash summary data as well as detailed traffic crash reports (UD-10s). The crash data encompassed a period of five full years spanning from January 1, 2020 to December 31, 2024. The intersection crash analysis included all crashes that occurred within a 250’ radius of the intersection.

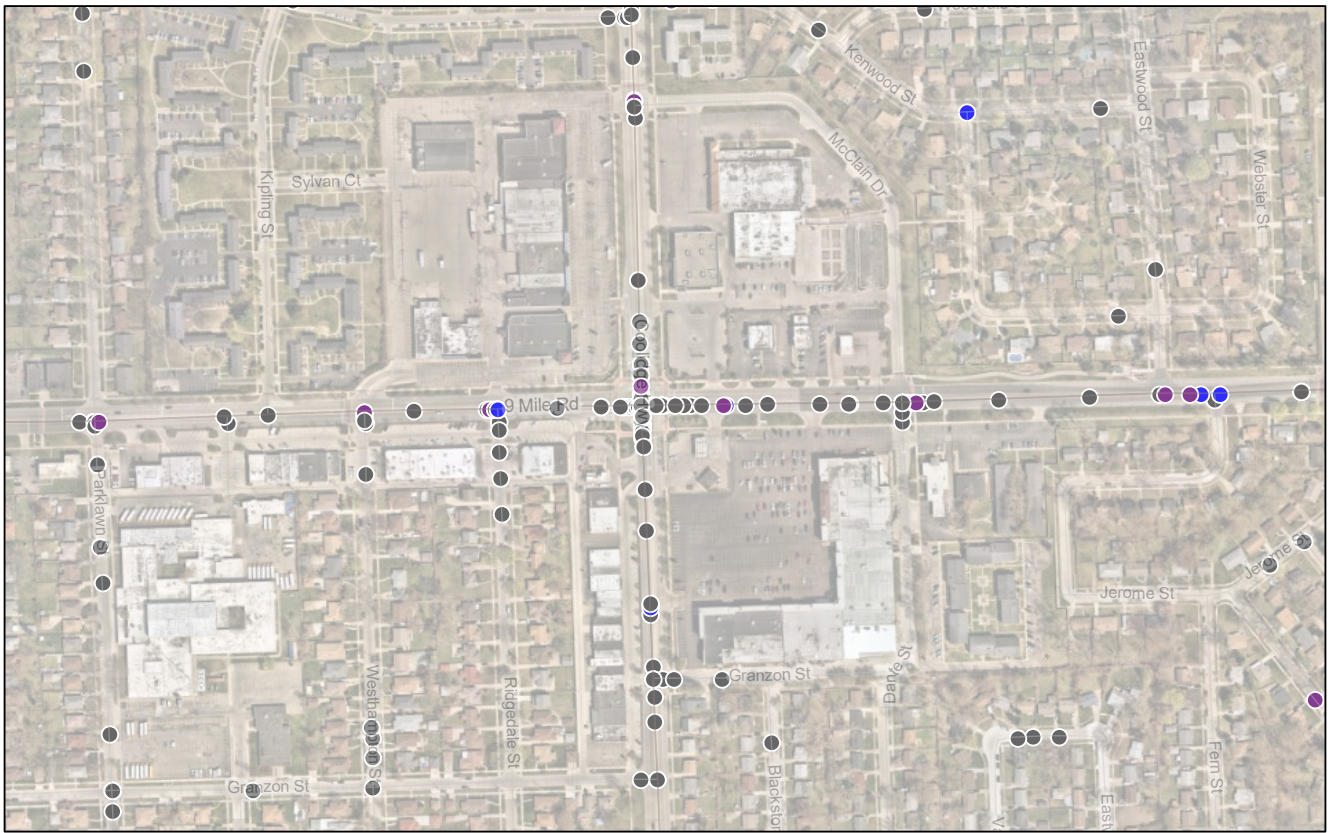
There were eighty-five total crashes reported at the intersection of Nine Mile Road and Coolidge Highway during the study period. Of these crashes, there were no fatal crashes and five B-level crashes that occurred. One crash involved a bicyclist crossing the intersection in the crosswalk. Table 1 provides a summary of the crash types per year and the injury crashes that have occurred.

While 47.1% of the crashes are angle crashes, all but four of these angle crashes were driveway related. Vehicles turning left into or out of the Walgreen’s on the northeast corner and Mobil gas station on the southeast are where these crashes were concentrated. Additionally, rear ends and side swipes occurred at these gas stations as vehicles slowed to turn into the driveways.

TABLE 2: Nine Mile Road & Coolidge Highway Intersection Crash Data

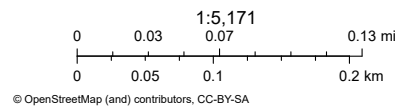
Summary of Intersection Crash Data (2020-2024)												
Nine Mile Road and Coolidge Highway												
Crash Year	Crash Type								Injuries			
	Side Swipe	Head On	Head on – left turn	Angle	Rear End	Single Vehicle	Other	TOTAL	Fatal	A-Level (Incapacitating)	B-Level (Non-Incapacitating)	C-Level (Possible)
	2020	5	0	0	4	4	0	0	13	0	0	0
2021	1	1	1	10	8	0	0	21	0	0	2	2
2022	0	0	0	8	5	1	0	14	0	0	2	3
2023	5	0	0	9	5	0	0	19	0	0	0	1
2024	2	0	0	9	5	0	2	18	0	0	1	5
<b>TOTAL</b>	13	1	1	40	26	1	2	85	0	0	5	12
<b>% TOTAL</b>	15.3%	1.2%	1.2%	47.1%	30.6%	1.2%	13.3%	100%	0.0%	0.0%	8.9%	14.1%

FIGURE 2-10: Study Area Crash Locations



6/24/2025

- Crash Locations
- Minor Injury
  - Property Damage
  - Serious Injury
  - Possible Injury





# TRAFFIC OPERATIONAL ANALYSIS

## Existing Traffic Conditions

TIA collected peak hour turning movement counts for the intersections in the study area. A summary of the peak hour volumes and estimates for the Annual Average Daily Traffic (AADT) based on the turning movement counts are shown in Table 3.

TABLE 3: Nine Mile Road & Coolidge Highway Traffic Volumes (2025)

TIA 2025 Traffic Volumes		
	AM Peak	PM Peak
Coolidge NB	940	839
Coolidge SB	802	995
Nine Mile WB	665	626
Nine Mile EB	751	1191
Nine Mile Road Estimated AADT		18,170
Coolidge Highway Estimated AADT		20,378

To review recent trends in the traffic volumes, counts from MDOT from 2024 were used to compare against the 2025 turning movement counts. While volumes on Nine Mile Road increased over 5,500 vehicles per day from 2024 to 2025, volumes on Coolidge Highway fell by over 7,000 vehicles per day in 2025. The nearby closure of I-696 is the likely reason for an increase in volumes on Nine Mile Road but there is not a clear reason why volumes were significantly reduced on Coolidge Highway. The MDOT traffic volumes are summarized in Table 4.

TABLE 4: 2024 Nine Mile Road & Coolidge Highway Traffic Volumes (MDOT)

2024 MDOT Traffic Volumes			
	AM Peak	PM Peak	24 HR Total
Coolidge NB	989	1320	13,664
Coolidge SB	1278	1259	14,538
Nine Mile WB	385	573	6,317
Nine Mile EB	409	715	6,176
Nine Mile Road AADT			12,528
Coolidge Highway AADT			27,669

Peak hour pedestrian counts were also collected at the intersections in the study area to evaluate pedestrian activity surrounding the intersection. The intersections with the highest pedestrian activity are Nine Mile Road at Westhampton Street and Coolidge Highway at McClain Drive. Both of these intersections connect

between retail areas, indicating that the community is walking in this area and would benefit from safety improvements within the study area to increase comfort. Table 5 summarizes the peak hour pedestrian counts within the study area.

TABLE 5: Peak Hour Pedestrian Count Movements

Intersection	North Leg		South Leg		East Leg		West Leg		Intersection Total	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Nine Mile at Westhampton	6	14	5	24	0	3	1	7	12	48
Nine Mile at Coolidge	8	6	11	9	6	12	4	10	29	37
Nine Mile at McClain	5	8	10	7	1	3	3	1	19	19
Coolidge at McClain	3	7	2	1	2	10	14	21	21	39
Coolidge at Granzon	4	7	7	8	4	4	8	12	23	31



## Operations Analysis

An operational analysis was completed for the study area according to methodologies published in the Highway Capacity Manual, 7<sup>th</sup> edition. For this project, Synchro Version 12 software was used to conduct the analysis of the signalized intersections. Synchro computes delay values based on factors such as number and type of lanes, intersection control such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, geometric characteristics, signal timing characteristics, speed limit, etc. This average delay experienced by vehicles is provided by this analysis and is used to determine the corresponding level of service (LOS) values for each intersection movement, as well as the intersection as a whole.

The LOS of an intersection is expressed as a letter grade, in a range from A thru F. In this context, 'A' represents the best conditions, with very little or no average delay to vehicles. LOS 'F' is the worst of conditions, equated with very large average delays and gaps of acceptable length. Table 6 identifies level of service criteria for signalized intersections.

*TABLE 6: Level of Service Criteria For Signalized Intersections*

Level of Service	Average Delay/Vehicle (seconds)	Description
A	Less than or equal to 10	Most vehicles do not stop at all. Most arrive during the green phase. Little or no delay.
B	> 10 to 20	More vehicles stop than for LOS A. Still good progression through lights. Short traffic delays.
C	> 20 to 35	Significant numbers of vehicles stop, although many pass through without stopping.
D	> 35 to 55	Many vehicles stop. Individual signal cycle failures are noticeable. Progression is intermittent.
E	> 55 to 80	Considered to be the limit of acceptable delay. Individual cycle failures are frequent and progression is poor.
F	>80	Extreme and unacceptable traffic delays.

An intersection LOS 'D' is considered by many traffic safety professionals to be the minimum acceptable conditions in an urban/suburban area. Given the location of the study intersection, LOS 'D' was considered as the minimum acceptable level.

## Existing Operations

The intersections in the study area were evaluated under the existing conditions. Table 7 shows the intersection LOS and corresponding delays during the AM Peak Hour. Table 8 shows the intersection LOS and corresponding delays during the PM Peak Hour.

*TABLE 7: AM Peak Delay and Level of Service - Existing Volumes and Conditions*

Intersection	Northbound		Southbound		Eastbound		Westbound		Intersection	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Nine Mile at Westhampton	31.1	C	31.0	C	8.3	A	7.8	A	8.6	A
Nine Mile at Coolidge	<b>37.8</b>	<b>D</b>	24.3	C	<b>45.8</b>	<b>D</b>	<b>50.0</b>	<b>D</b>	<b>38.8</b>	<b>D</b>
Nine Mile at Dante	<b>39.3</b>	<b>D</b>	<b>42.2</b>	<b>D</b>	0.4	A	4.8	A	5.8	A
Coolidge at McClain	0.5	A	7.4	A	31.2	C	31.1	C	5.1	A
Coolidge at Granzon (AM Flashing yellow)	-	-	-	-	-	-	-	-	-	-

*TABLE 8: PM Peak Delay and Level of Service - Existing Volumes and Conditions*

Intersection	Northbound		Southbound		Eastbound		Westbound		Intersection	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Nine Mile at Westhampton	32.5	C	32.7	C	10	B	0.7	A	8.5	A
Nine Mile at Coolidge	29.2	C	<b>38.5</b>	<b>D</b>	<b>56.3</b>	<b>E</b>	<b>35.3</b>	<b>D</b>	<b>41.3</b>	<b>D</b>
Nine Mile at Dante	<b>35.3</b>	<b>D</b>	<b>39.1</b>	<b>D</b>	0.8	A	6.0	A	6.4	A
Coolidge at McClain	3.7	A	8.9	A	<b>35.3</b>	<b>D</b>	32.2	C	8.3	A
Coolidge at Granzon	9.0	A	0.5	A	31.5	C	33.7	C	6.7	A

Under existing conditions, the eastbound approach at Nine Mile Road at Coolidge Highway in the PM Peak is the only approach with unacceptable delay and level of service. The intersection of Nine Mile Road and Coolidge Highway has a LOS 'D' for both the AM and PM Peaks which means it is currently operating at an acceptable level but any modifications to the intersection will need to take intersection operations into account.

## STUDY AREA CONNECTIVITY

The Nine Mile - Coolidge intersection is well connected from a vehicular standpoint, offering seamless travel for motorists along both Nine Mile Road and Coolidge Highway. However, the large parcels and auto oriented land uses in the northwest, northeast, and southeast corners are less connected and limit the ability for nearby residents, pedestrians, and bicyclists to easily access the current amenities without a vehicle. Additionally, the existing Nine Mile cycletrack and pathway ends before reaching the intersection, making connectivity through the intersection difficult for non-motorized travelers.

The four SMART transit stops along Nine Mile Road provide service to the area on both sides of Coolidge Highway. A walkshed of 1/4 mile shows that a large portion of the adjacent residential areas within the Study Area are accessible in roughly a five minute walk. The

large parcels and limited connectivity of the northwest, northeast, and southeast quadrants can make accessing the transit stops more difficult and more uncomfortable.

There are a some opportunities to improve connectivity through the intersection and between the neighborhoods by establishing additional pedestrian and bicycle pathways, formalizing McClain Drive, Granzon Street, and Dante Street as true roadways, improving access management along Nine Mile Road and Coolidge Highway, and improving safety and visibility of non-motorized users at unsignalized crossings. Addressing these connectivity challenges may help ensure efficient traffic operations through the intersection, while allowing additional space for non-motorized users and supporting new walkable development.

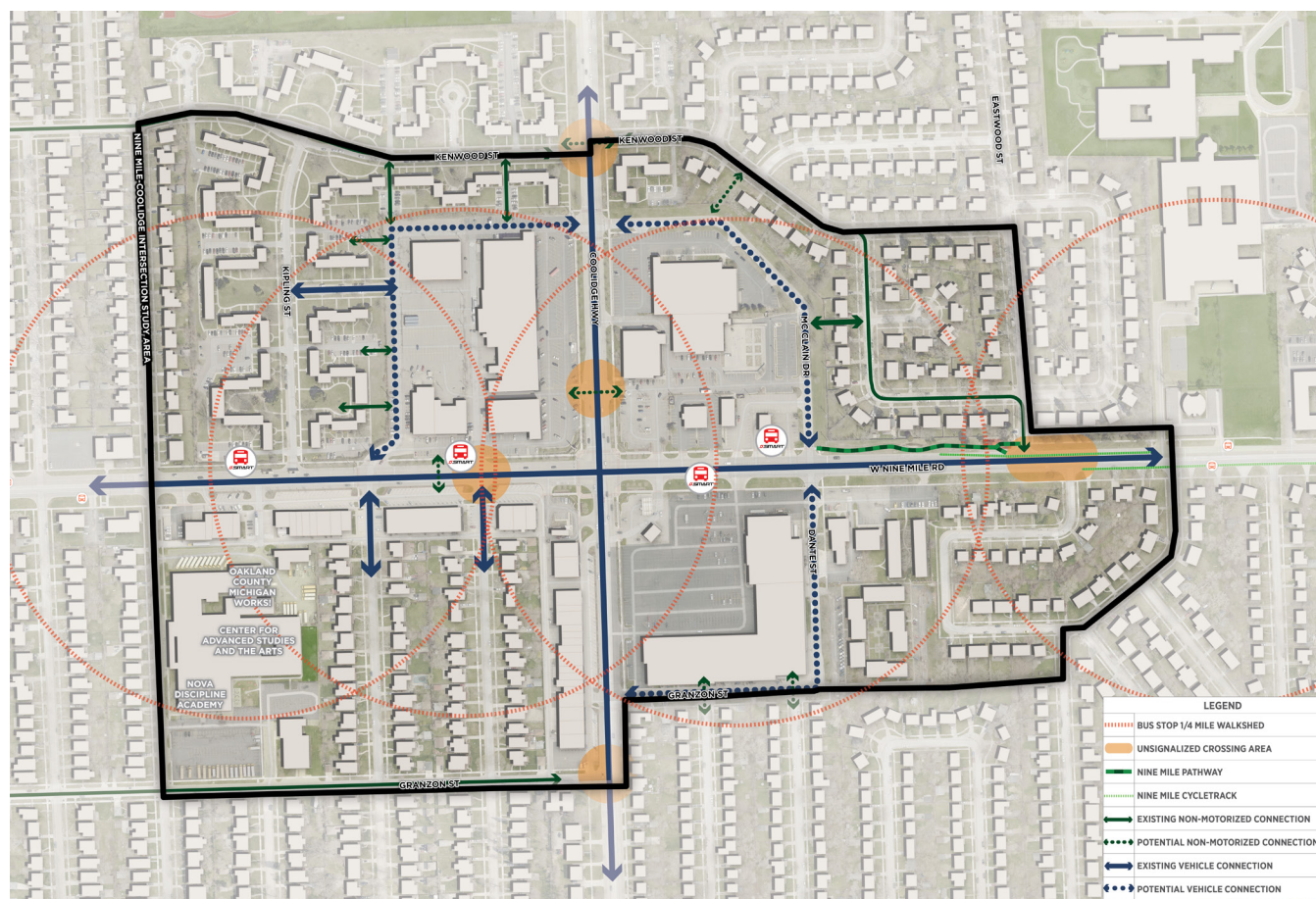


FIGURE 2-11: Nine Mile - Coolidge Study Area Connectivity

## PREVIOUS PLANNING AND STUDIES REVIEW

### Oak Park Strategic Economic Development Plan (2014)

This intersection is defined as the “City Center” of Oak Park, to the north are civic buildings, Shepherd Park, and Oak Park High School. It is already an active area with daily foot traffic and special programming, offering strong potential for a walkable, mixed-use district (p. 21).

Compared to nearby downtowns, Nine Mile–Coolidge has low retail density: only 36 retail amenities within a ¼-mile radius, versus 144 in Royal Oak, 96 in Birmingham, and 81 in Ferndale (p. 12). Residents reported frequently leaving Oak Park for dining and shopping in nearby cities like Royal Oak and Ferndale.

Comments emphasized a desire for a defined downtown and more options like sit-down restaurants, cafes, and entertainment venues (pp. 12–14). Coolidge Highway is seen as a key corridor that should be transformed from a car-centric street into a mixed-use, pedestrian-friendly boulevard (p. 20).

Streetscape improvements, such as wider sidewalks, green buffers, and improved signage, are recommended (p. 28).

The area’s development is limited by outdated zoning regulations. The plan calls for new zoning districts (e.g., mixed-use, form-based codes) to allow for flexible, walkable development (pp. 34–35). Suggests promoting Nine Mile–Coolidge as a hub for mid-century modern design to create a unique identity and brand (p. 27).

### CNU Report on Oak Park’s Nine Mile Road (2015)

**City Center:** Nine Mile–Coolidge is recognized as the logical and symbolic “city center” of Oak Park. It is already a hub of community activity, but its design does not reflect its importance.

**Transformative Opportunity:** The intersection has significant potential for both new development and redevelopment, supporting 30,000–40,000 sq. ft. of new retail (10–12 stores). Its transformation is key to establishing a walkable downtown identity for Oak Park.

#### Recommendations:

- » Proposes turning the center of the Nine Mile/Coolidge intersection into a public “living room” or plaza space for events.
- » Suggests long-term zoning changes to allow mixed-use, street-fronted development.
- » A modern roundabout is proposed as an alternative to traditional signals—promotes slower speeds, pedestrian safety, and aesthetic value.
- » Emphasis on pedestrian walkways, bike lanes, and green infrastructure (e.g., rain gardens, planted medians).

#### Public Input:

- » Wider sidewalks, better crossings, outdoor dining, bus shelters, bike parking, public art/placemaking, greening the corridor, and public gathering spaces.



## City of Oak Park Master Plan (2017)

Nine Mile–Coolidge is identified as a Priority Development Site due to its central location and potential for high-impact redevelopment.

The area is a highly visible corridor with underutilized properties and aging commercial strip malls.

### Redesign Vision:

- » The “A New Nine Mile” initiative, supported by the Center for New Urbanism, promotes a “road diet”: reducing vehicle lanes to enhance walkability, bike access, and streetscape appeal.
- » The goal is to create a more urban, pedestrian-friendly corridor that includes green spaces, mixed-use developments, and vibrant storefronts.

From the 2013 Retail Market Study, there’s demand for 66,100 sq. ft. of additional restaurant space in the trade area.

### Improvements:

- » Renderings in the Plan show a linear park concept and multi-use path enhancements along Nine Mile to create community gathering spaces and boost economic activity.
- » Emphasis on redevelopment for potential brewpubs, cafés, or co-working spaces.

Public input highlighted the community’s desire for more walkable, vibrant destinations and a stronger local identity. Residents envision this corridor as a destination that reflects Oak Park’s values of Community, Culture, and Commerce.

## City of Oak Park Complete Streets Plan (2018)

Nine Mile Road is identified as the #1 priority for non-motorized transportation improvements in Oak Park.

The intersection of Nine Mile–Coolidge is emphasized as a major focus within the broader “Nine Mile Redesign” initiative (p. 38–39).

Coolidge Highway is named as a priority north-south route due to its high traffic volume and commercial activity.

Nine Mile–Coolidge is described as the “city’s center”, highlighting its importance in creating a walkable, destination-focused hub (p. 39).

The plan positions Nine Mile–Coolidge as a future multi-modal transportation hub.

### Redesign Goals

- » Implement non-motorized infrastructure (e.g., bike lanes, better crosswalks)
- » Beautify the streetscape to make the area safer and more attractive for all users
- » Support placemaking and economic development efforts (p. 38–39)

Public input indicated strong support for pedestrian and cyclist infrastructure, especially around major corridors like Nine Mile and Coolidge. Survey results showed a desire for better bike lanes, signage, safety, and destinations along this corridor (pp. 31–36).

## Nine Mile Corridor Urban Trail Feasibility Study (2023)

Segment 5B (Parklawn St. to McClain Dr.) includes the Nine Mile–Coolidge intersection and is identified as a high-priority project within Oak Park. A 10-foot shared-use path is recommended on the north side of Nine Mile, avoiding right-of-way and parking conflicts on the south side.

The plan recommends connecting fragmented trail segments near Coolidge to form a continuous, accessible pathway.

This segment falls within a “High Equity Demand” zone, meaning it’s home to populations with greater reliance on walking, biking, and transit. Enhancements here support transportation equity and safer access for all users.

The area is flagged for potential public spaces and placemaking projects—e.g., gathering spots, murals, and wayfinding elements that strengthen the identity of the Nine Mile–Coolidge node.









# 03

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## RECOMMENDATIONS

# 03

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## RECOMMENDATIONS

### INTRODUCTION

The Nine Mile/Coolidge Intersection Study is unique in that recommendations for both the roadway and the surrounding land use were developed to create a concept for a neighborhood commercial district that supports, and is supported, by Nine Mile Road. Currently, Nine Mile Road is a multi-modal roadway with connected sidewalks, transit stops, vehicle lanes, and a shared use pathway. Through the intersection with Coolidge Highway, however, Nine Mile Road becomes more auto-oriented and less comfortable for pedestrians, which is reinforced by the surrounding development.

The long term goal for Oak Park is to transform the area at Nine Mile Road and Coolidge Highway into a connected, vibrant, mixed-use neighborhood. In order to realize that vision, the transportation infrastructure must support safe and comfortable movement of pedestrians and bicyclists, and the surrounding land use must foster walkability, bikeability, transit usage, and vehicular access.

The recommendations in this section intend to identify options to better connect these two aspects of the Study.



# TRANSPORTATION RECOMMENDATIONS

Based on the traffic model created in Synchro for the intersection and surrounding network in the study area, a road diet from five lanes to three lanes can feasibly be implemented on Nine Mile Road. A road diet on this stretch of Nine Mile Road would help to lower speeds during non-peak hours and can still accommodate the volumes of the intersection of Nine Mile Road and Coolidge Highway during peak hours. Removing a through lane in each direction would shorten crossing distances, allow the Nine Mile Pathway to continue through the intersection, and improve visibility and safety for vulnerable users at the intersection. In this scenario, the dedicated right and left turn lanes would be maintained in each direction on Nine Mile Road to ensure that the intersection operations do not fail.

The space gained from removing two through lanes could be used for wider sidewalks, a shared use path, or additional streetscape elements to separate motorized and non-motorized traffic along this segment.

Along with the road diet, another roadway change proposed would be to improve network connectivity by ensuring vehicles can use the “ring roads” that surround the intersection on Dante St, McClain St, and Granzon St. Improving the roadway to allow for access to businesses and neighborhoods near the intersection of Nine Mile Road and Coolidge Highway will reduce the stress on the intersection after a road diet is completed.



## Access Management

Crash data in the study area suggests that many of the crashes are occurring at driveways and are a result of a lack of access management within the study area. The number of driveway openings and their adjacency to intersections creates a crash risk with vehicles entering at multiple points along the segment. The driveway openings also create conflicts with non-motorized traffic as each opening is another location where vehicles and vulnerable users interact.

This study recommends closing driveways on Nine Mile Road between Westhampton St and McClain St and providing one entrance and access point to the parking areas for the businesses. This configuration also moves access points to signalized intersections where vehicles entering the roadway can be controlled in a more predictable manner. On Coolidge Road, business access would also be moved to the nearest signalized intersection. The driveways on the northeast and southeast corners of the intersection are the highest crash locations within the study area.

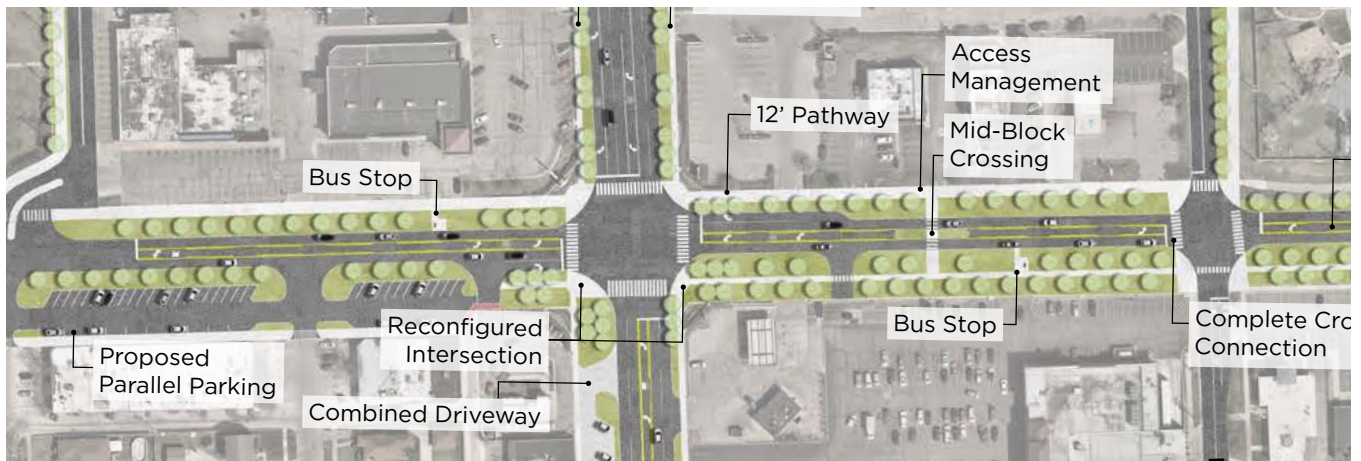
Access management changes will need to be addressed alongside the recommended land use changes to the study area. Some driveways can be consolidated in the near term if additional access points are available. Long term, the vision is to reduce the number of driveways and access lanes as much as possible to improve pedestrian safety, traffic flow, and reduce the chance of crashes.



Access management can include increasing driveway spacing to reduce conflicts along the corridor. Source: FHWA.



The driveway spacing along the north side of Nine Mile Road, east of Coolidge Highway contributes to the high density of crashes and negatively affects traffic operations at the intersection. Source: Google Earth.





## Non-Motorized Connectivity

In combination with the road diet and access management strategies, continuing the Nine Mile Pathway along the north side of Nine Mile Road will improve connectivity not only within the study area but also region wide. Using space gained from the road diet and access management along the north side of Nine Mile will allow for the continuation of the Nine Line Greenway, a portion of which ends just the east of the Study Area at McClain Drive.

The establishment of dedicated ring road around study area should include non-motorized pathways to help to circulate non-motorized traffic through the commercial areas. Specifically, a spur of the Nine Line Greenway north along McClain Drive within the existing right of way will help connect residents and potential future developments to the main route of the Nine Line.

Using these low stress roadways also allows non-motorized users to avoid the higher volume intersection at Nine Mile Roadway where some might not feel comfortable providing another connection within the study area.

Along with connecting the Nine Mile Pathway, it is recommended that each signalized intersection has countdown pedestrian signals, high visibility crosswalks, and push buttons. To ensure that non-motorized users are able to safely cross at intersections, it is recommended that the signals are put into pedestrian recall mode during peak pedestrian traffic periods. Pedestrian recall mode eliminates the need for push button activation, automatically providing walk signals during each signal cycle.



*Continuation of the Nine Mile Linear Park pathway west through the Nine Mile/Coolidge intersection will contribute to the overall walkability of the central portion of Oak Park and help connect nearby residents from Ferndale and Southfield to future development at the intersection. Source: OHM Advisors.*

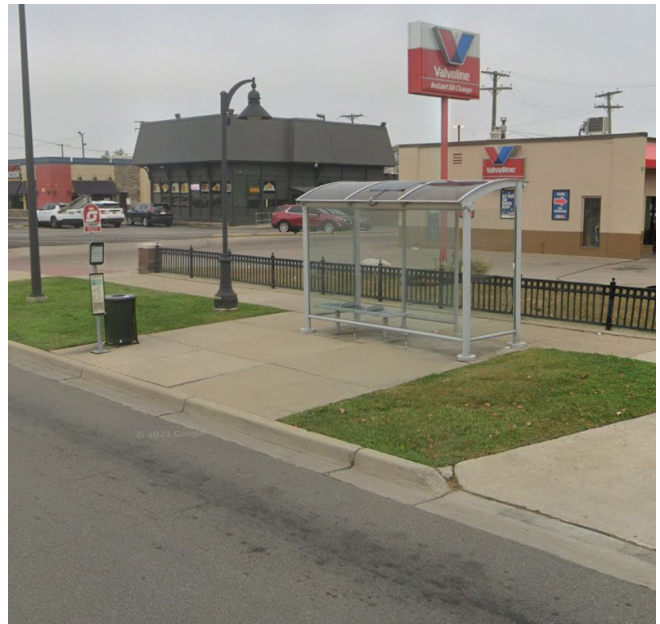
## Parking

Reconfiguring the parking for businesses on the south side of Nine Mile Road between Parklawn and Coolidge Road from angled parking to parallel parking creates an opportunity to make these parking areas open to two-way traffic. The parking adjacent to businesses can remain angled to maximize spaces while those bordering Nine Mile Road would be converted to parallel parking to allow for a sidewalk on Nine Mile Road rather than at the building faces. While this configuration will reduce the number of available parking spaces, it will allow for driveway consolidation and other access management strategies to improve safety and connectivity within the study area. Consolidating access points will reduce vehicle conflicts within the parking areas; currently there are intersecting alleys and driveways that interact with vehicles using the parking area.



## Transit

This study recommends consolidating transit stops within the Study Area to a single location in each direction on the far side of the Coolidge Hwy intersection. The three stops (at McClain Drive, Ridgedale Street, and Kipling Street) serving westbound buses on Nine Mile Road can be consolidated to one location at Ridgedale Street. Eastbound buses would utilize the current stop between Coolidge Hwy and Dante Street. Combining stops on far side of the intersection in each direction allows for improvements to be concentrated at higher volume stops and more efficient transit operations. Additionally, a standard cadence of stops also helps encourage transit ridership by improving travel time, reducing confusion over stop locations, and reduces the amount of additional transit infrastructure SMART would need to support.



## Aesthetics

Implementing a road diet on Nine Mile Road would provide additional space for green infrastructure, plantings, landscaping, and other streetscape amenities that would enhance the nature of the corridor.

Introducing these streetscape elements creates more comfort for non-motorized users by providing a buffer for vehicles along the roadway and generates opportunities for the community to reclaim the space. Pavers and other decorative elements can be used in the area to highlight that this is an area of increased foot traffic with residents now using the new non-motorized facilities to access commercial spaces in the area.

Adding median pedestrian islands at key crossing locations such as the mid-block crossing signal west of Parklawn Street provides an opportunity for aesthetic improvements within the study area, while helping to slow traffic and improve pedestrian safety conditions. Median areas can be spaces for trees, landscaping, placemaking elements, or community branding.



*Trees and streetscaping elements are essential elements to creating a comfortable, attractive, and safe place for pedestrians and bicyclists. Source: City of Toronto*

## Formalize Ring Roads

McClain Drive, Dante Street, and Granzon Street provide rear access to the buildings at the Nine Mile/Coolidge intersection, but are not established in a way to serve as a bypass to the intersection. With the potential redevelopment of the properties at the intersection, the opportunity exists to formalize the streets into a ring road that provides access to future land uses and help alleviate traffic congestion through the study area. McClain Drive east of the intersection already exists as a standard roadway. Dante and Granzon Streets function more as alleyways than true roadways and would need to be expanded slightly to foster trips. Finally, west of the intersection, McClain Drive currently exists as part of the parking lot and would need to be transitioned into a formal roadway.



*Landscaped median islands can bring the aesthetic treatments into the roadway, while providing a safe and comfortable place for pedestrians to cross the street. Source: NACTO*

## LAND USE RECOMMENDATIONS

The intersection of Nine Mile Road and Coolidge Highway is nearly the geographic center of the City of Oak Park and is a significant intersection for regional transportation in Southeast Michigan. However, the surrounding land uses consist entirely of retail and commercial, are highly auto-oriented, and do not reflect the changing vision of the city.

The recommended streetscape and transportation improvements identified for Nine Mile Road and Coolidge Highway are focused on non-motorized connectivity, safety, and aesthetics to foster a more people oriented district. These transportation enhancements are intended to make it easier to residents and visitors to walk, bike, and take transit, but are also intended to be a catalyst to re-envisioning the land use of the surrounding area. As has been the case throughout the region and the country, streetscape infrastructure improvements can be a catalyst to sparking redevelopment in the area.

The vision for the future of the Nine Mile/Coolidge intersection area was developed in a way that balances best practices in urban design to create a connected, mixed-use district with the market realities of real estate development in Southeast Michigan. The conceptual land use plan is based around the existing zoning code requirements to ensure that the design is based in reality.

### Overall Site Context

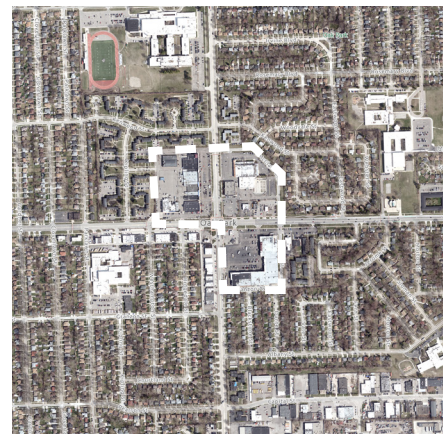
The site is centrally located within Oak Park, in what would otherwise be a natural central mixed-use district for a small town. The site is within a 1/2 mile walk (approximate 10-15 minutes) from Oak Park High School, City Hall, Community Center and Library, Francis Scott Key Elementary, Oak Park Preparatory Academy, Capital Street business district, the Center for Advanced Studies and the Arts, as well as various residential neighborhoods of post-war single family homes and apartments. The existing layout of the site has been in place since its initial development and is in the typical style of post-war Midwestern and automobile-focused development patterns, where buildings are generally well-setback from the street with ample parking located between the street and the building. Built for the convenience of the automobile, the building pattern does little to support a safe, walkable, human-scale sense of place, or to establish a memorable experience. Redevelopment of this district, along with the streetscape and transportation improvements, will recreate this district to better serve the many people located within that 1/2 mile radius, and will further attract people from beyond that. Redevelopment such as this is not unique to Oak Park, and several other neighboring communities have prepared for similar opportunities, such as with nearby Northland Mall in Southfield, and ongoing placemaking and re-imagining efforts in Farmington and Birmingham.



Oak Park: 1940 (Source: SEMCOG, ESRI)



Oak Park: 1963 (Source: SEMCOG, ESRI)



Oak Park: 2023 (Source: SEMCOG, ESRI)



**OVERALL SITE DATA**

Retail <sup>1,2</sup>	89,100 sq ft
Restaurant	77,100 sq ft
Office	97,400 sq ft
Residential Flats	664 dwelling units
Townhomes	70 dwelling units
Total Parking Required	2,995 spaces
Total Parking Provided	2,961 spaces

1. Includes Grocery  
 2. Applies mix of 1/2 ground floor area to retail and restaurant each.  
 3. Stormwater is assumed to be managed underground

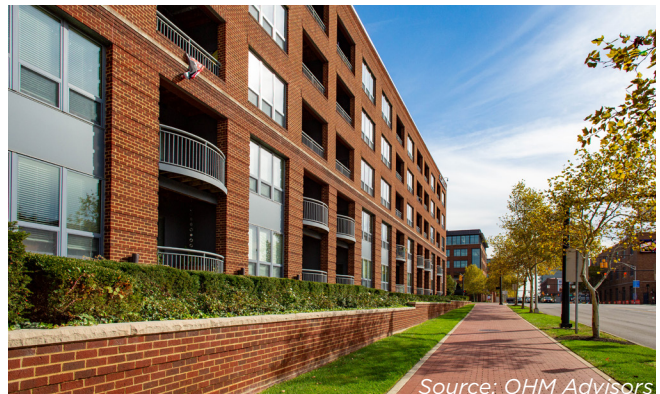
## Mixed-Use Development

Appropriate mixed-use development emphasizes the integration of residential, office, and retail uses within a cohesive urban form that promotes walkability, economic vitality, and community interaction. A successful mixed-use district begins with thoughtful building design—tall first floors allow for flexible, high-quality commercial spaces that can accommodate a range of tenants, from cafés to small-format grocers. Stepping back upper floors can help reduce the perceived height of buildings, maintaining a human scale while allowing for additional density. Balconies and windows that overlook the street add passive surveillance, or “eyes on the street,” encouraging greater walkability. Building height and façade materials can transition along the block to further soften the visual impact of larger structures, creating a more inviting and context-sensitive streetscape.

Equally important is the relationship between buildings and the public realm. Ground-floor commercial spaces should feature transparent storefronts that showcase goods and services, activating the street and encouraging pedestrian interaction. Mixed-use developments benefit from a fine-grained street grid that breaks up large blocks, improves circulation, and supports smaller development parcels. Public plazas, shared parking courts, and complete streets infrastructure—including bike lanes, wide sidewalks, and pedestrian crossings—reinforce accessibility and connectivity. When paired with strategic zoning, incentives, and design guidelines, these elements ensure that mixed-use districts are not only functional but also vibrant, resilient, and reflective of local character.



Tall first floors make opportunities for versatile high-quality commercial space. Upper floor is stepped back to reduce apparent building height. Source: Google Earth



Balconies add “eyes-on-the-street”.



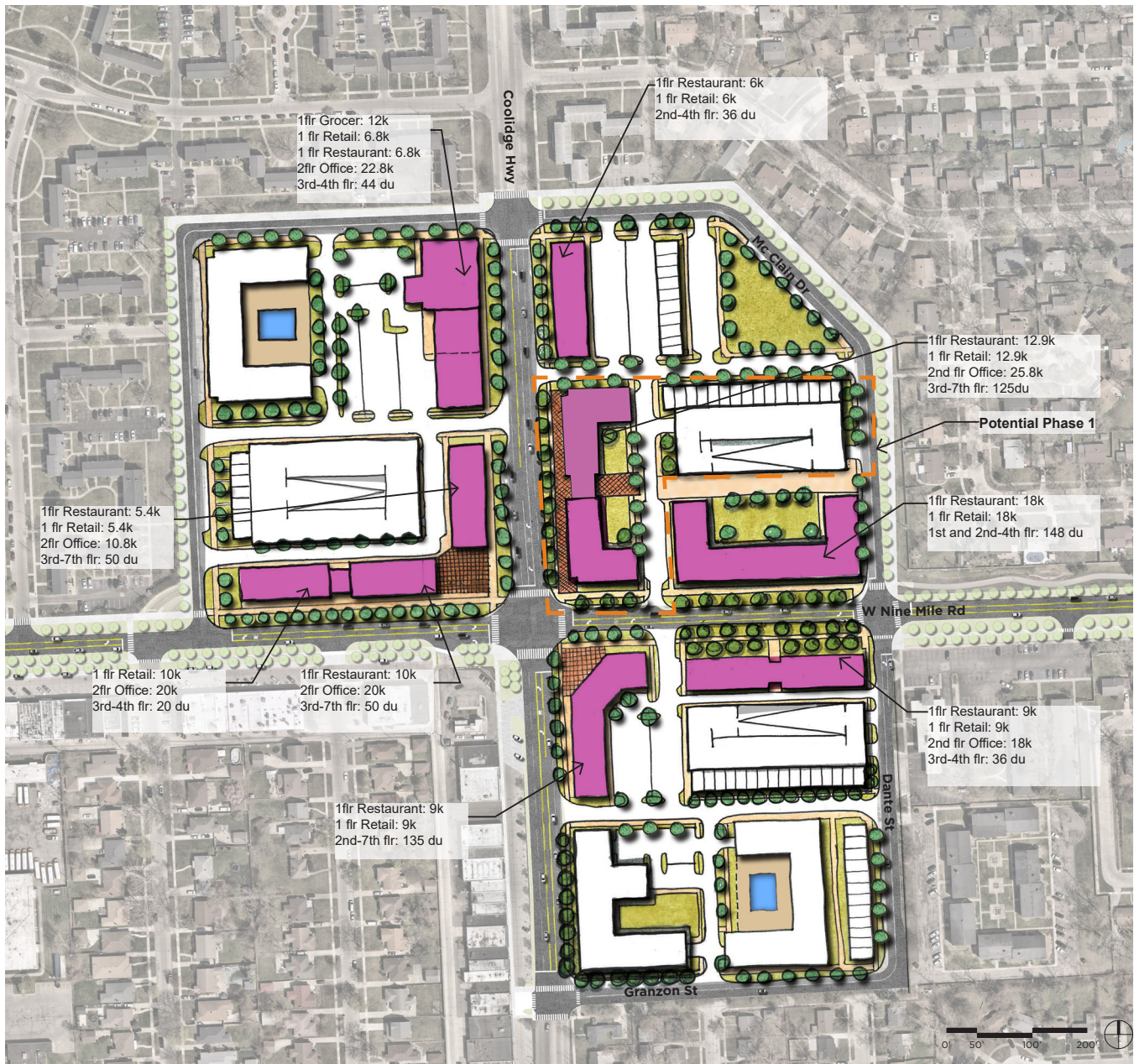
Building heights can transition horizontally with changes in facade materials, reducing the visual scale of larger buildings. Source: www.newarkohio.gov



First floor commercial should provide storefront windows for the display of goods and services. Source: OHM Advisors



Small-format grocer integrated in a mixed use building with structured parking. Source: Google Earth



At the Nine Mile/Coolidge intersection, mixed-use buildings are recommended at the ‘four corners’ of the intersection to maximize activity. Retail, office, and residential buildings line Nine Mile Road and Coolidge Highway, while preserving the interior portions of the site for other uses.

**MIXED-USE DATA**

Retail <sup>1,2</sup>	89,100 sq ft
Parking Required (1/250 sq ft)	357 spaces
Restaurant <sup>2</sup>	77,100 sq ft
Parking Required (1/100 sq ft)	771 spaces
Office	97,400 sq ft
Parking Required (1/300 sq ft)	324 spaces
Residential Flats	664 dwelling units
Parking Required (1.5 / unit)	966 spaces
<b>Total Parking Required</b>	<b>2,418 spaces</b>

*1. Includes Grocery*

*2. Applies mix of 1/2 ground floor area to retail and restaurant each.*

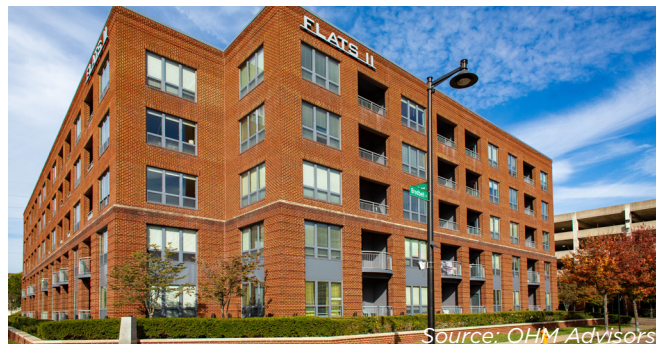
## Multi-Family Development

The incorporation of fully residential buildings within mixed-use districts help to increase livability and urban activation by increasing the density needed to support local businesses in the district. Flats with separate or underground parking offer privacy and convenience while preserving the pedestrian experience at street level. When residential units utilize adjacent shared parking structures, especially with office or retail uses, developers can take advantage of offset peak demand periods, optimizing land use and reducing the need for excessive surface or structured parking. Flats built above podium parking can be an efficient use of space but should be carefully located to avoid diminishing street-level vibrancy. Where possible, ground-floor residential units with individual entries contribute to street activity and neighborhood character, while common entries for upper floors maintain security and cohesion.

In addition to parking strategies, successful residential integration depends on thoughtful building orientation, access, and amenities. Residential buildings should be designed to support walkability, with clear pedestrian pathways, bike storage, and proximity to transit. Incorporating balconies and windows that face the street enhances safety and engagement, while varied façade materials and horizontal transitions in building height help reduce visual bulk. Access to shared green spaces, rooftop terraces, and community rooms can further support resident well-being and foster a sense of place. When combined with smart parking solutions and active ground-floor uses, these design principles ensure that residential components contribute meaningfully to the vitality and sustainability of mixed-use districts.



Source: OHM Advisors  
Flats with separate or underground parking.



Source: OHM Advisors  
Flats that utilize an adjacent parking structure, shared with other uses. Office and apartments typically have offset peak-use parking hours and can be shared.



Source: OHM Advisors  
Flats above podium parking, makes effective use of the building footprint, but at the expense of street-level building activity. Should be intentionally located.



Source: OHM Advisors  
Flats with common entry for upper floors, and individual unit entries for first floor adds activity to the street.



Within the Nine Mile/Coolidge study area, the residential flats are located on the ‘neighborhood streets’ and away from the main commercial corridors. This orientation allows for a transition between the mixed-use buildings with the highest daily activity to the single family home neighborhoods that surround the sites. These residential buildings play a few key roles in the community, including helping to address the lack of housing in Oak Park, increasing the diversity of housing in the City, and supporting the new commercial district with additional activity.

**MULTI-FAMILY SITE DATA**

Residential Flats	318 dwelling units
Parking Required (1.5 / unit)	477 spaces
Total Parking Required	477 spaces

## Townhouse Development

Integrating townhouse development adds an additional residential typology that contribute to walkable and active neighborhood. Townhomes also provide a larger, more private home type that can allow residents to move to a larger residence without leaving the neighborhood. A variety of building forms such as 2-story townhomes with traditional gable roofs, 3-story units with porches and balconies, and 4-story townhomes with rooftop patios offer flexibility in design while maintaining the appropriate scale for the district. Deep porches and balconies serve as transitional spaces between public and private realms, encouraging outdoor living and enhancing street-level activity. These elements foster a sense of community and contribute to passive surveillance, improving neighborhood safety and vibrancy.

Townhouses also play a strategic role in urban design by serving as liner buildings to screen parking structures, especially in areas adjacent to existing residential neighborhoods. This approach preserves the character of the streetscape while accommodating higher-density development. Best practices also emphasize pedestrian-friendly design, with clearly defined entries, varied façade treatments, and landscaping that softens the building edge. The design of townhomes often allows for “self-parking” with tuck-under rear-load garages, while on-street parking provides convenient visitor spaces and supports walkability. Townhouse blocks should be integrated into a connected street grid, with access to shared green spaces, transit, and amenities. When paired with thoughtful zoning and design standards, townhouses can provide a diverse range of housing options while reinforcing the identity and livability of mixed-use districts.



Source: OHM Advisors

3-4 story townhomes feature rooftop patios. The upper patios also setback the top floor, creating the illusion of a 3-story building massing.



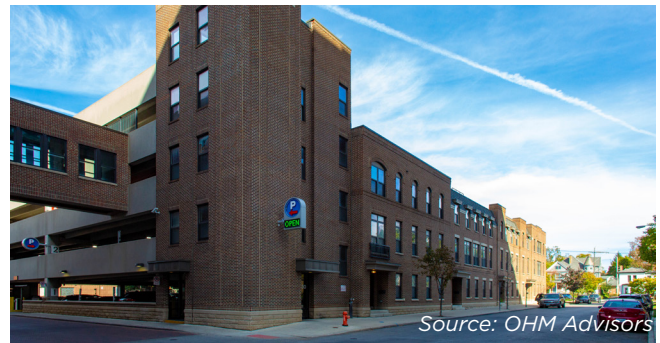
Source: OHM Advisors

3-story townhomes with combined porch and balcony. Porches should have a depth suitable for tables and chairs to invite use as an outdoor room for the home.



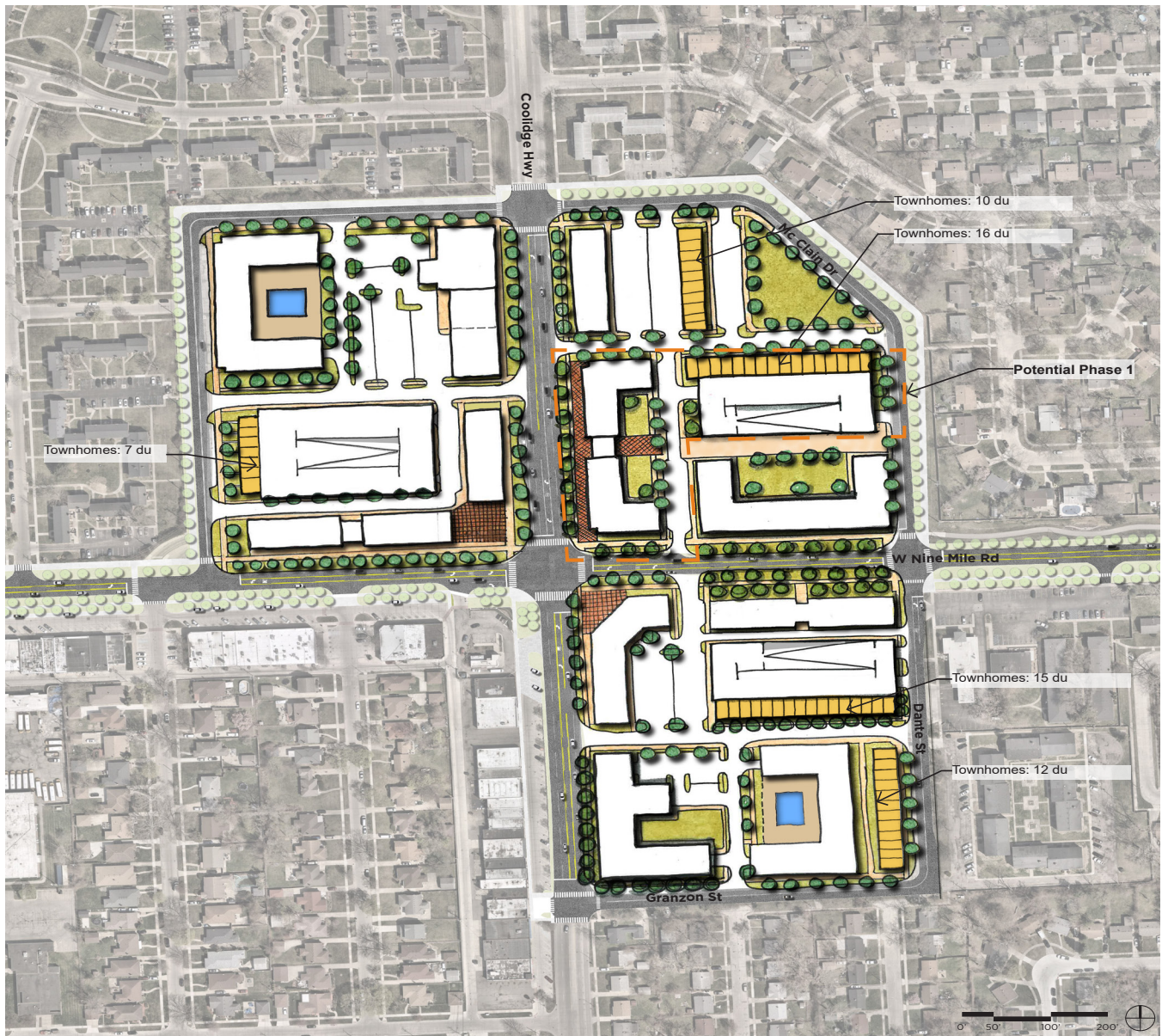
Source: OHM Advisors

2-story townhomes with traditional gable roof forms.



Source: OHM Advisors

Townhomes as a liner-building to screen a parking structure in an existing neighborhood.



Townhomes are another technique and building typology that can effectively help transition existing single family neighborhoods to the higher intensity mixed-use districts, in addition to serving as liner buildings to the parking garages. Within the Nine Mile/Coolidge study area, townhomes are primarily oriented toward the middle and edge of the site and have more space surrounding them. Depending on the final design, gardens, alleyways, shared yards, or parking spaces could be integrated around these units.

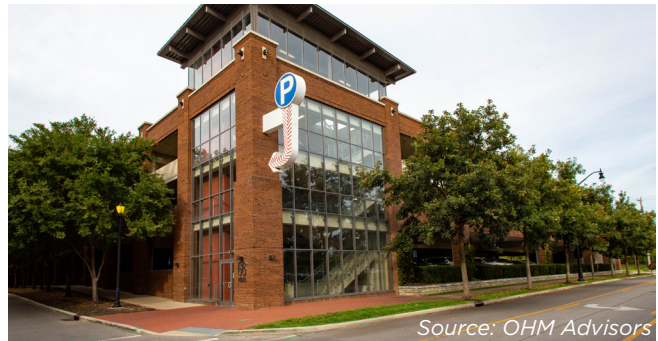
**TOWNHOME SITE DATA**

Townhomes	60 dwelling units
Units Self Parked (Tuck Under)	10 dwelling units
Additional Parking Required (2/unit)	100 spaces
Total Parking Required	100 spaces

## Parking

Best practices for parking deck design focus on integrating structures seamlessly into the urban fabric while minimizing their visual impact and enhancing pedestrian experience. Architectural detailing such as brick facades, traditional design elements, and articulated massing can help multi-level parking decks blend with surrounding buildings. For example, a four-level structure can use a tower element to emphasize pedestrian entrances and create a more welcoming street presence. Two-level decks can be designed to appear as single-story buildings, reducing their scale and maintaining neighborhood compatibility. Podium parking beneath residential flats offers a compact solution, with controlled access and overhead doors that preserve security and aesthetics. Extending the parking area beneath adjacent amenity decks or courtyards maximizes land use efficiency while supporting active residential environments.

In mixed-use and residential districts, parking solutions should prioritize flexibility, accessibility, and minimal disruption to the public realm. Parking decks should be designed with clear pedestrian pathways, wayfinding signage, and active ground-floor uses where it is feasible to avoid blank facades. Well-designed parking structures contribute to a cohesive urban experience, balancing mobility needs with placemaking goals.



Source: OHM Advisors  
4-level parking structure uses brick and traditional detailing to integrate into the urban fabric. The tower emphasizes pedestrian entrances.



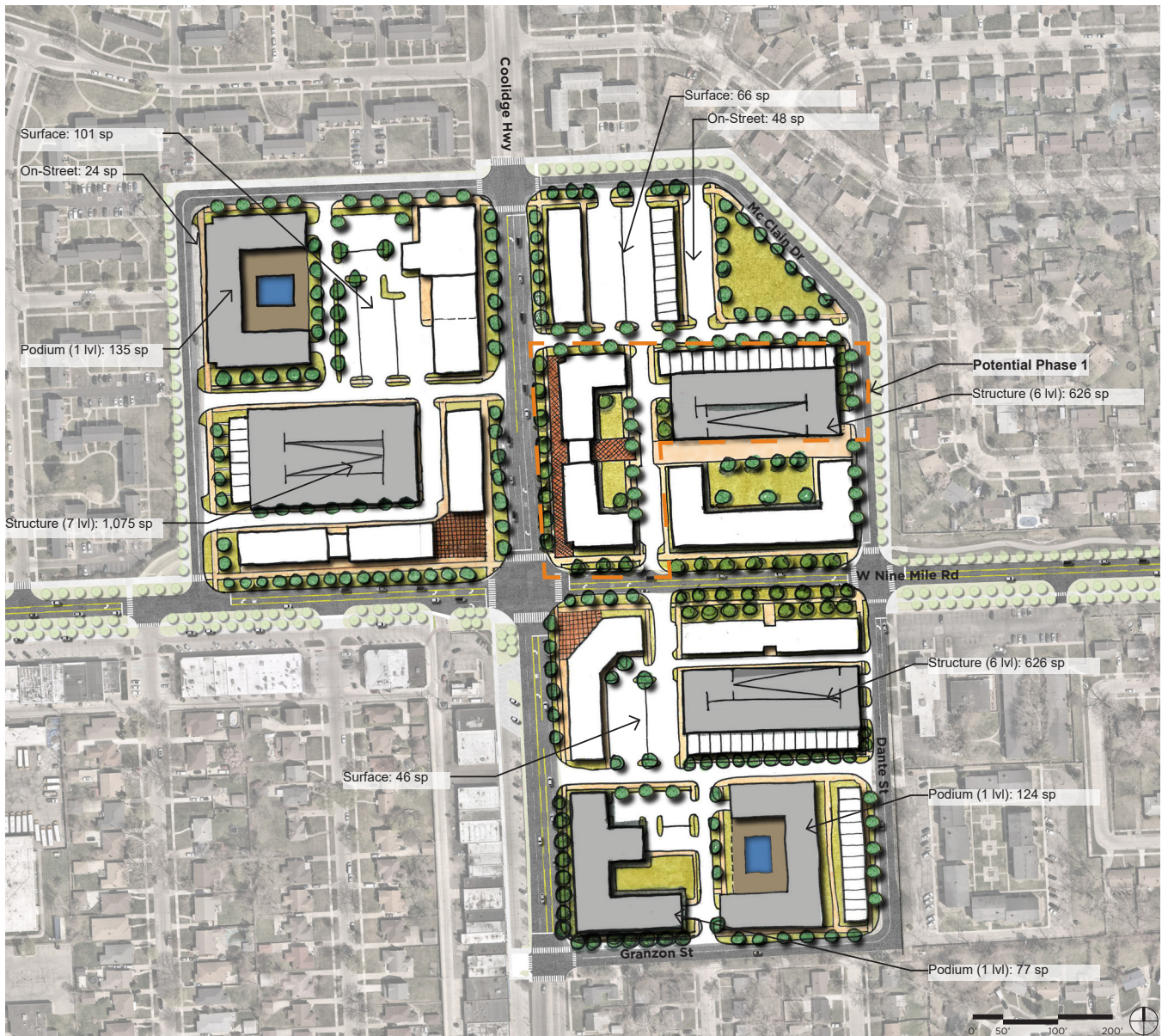
Source: OHM Advisors  
6-level parking structure has borrows materials and opening proportions from adjacent office mixed-use buildings.



Source: OHM Advisors  
Podium parking under residential flats with controlled access and overhead door. This parking also extends below an adjacent amenity deck (courtyard).



Source: OHM Advisors  
Townhomes can often "self-park" with tuck-under rear-load garage. On-street parking provides visitor spaces.



The realities of urban development are driven heavily by the available and cost of parking, regardless of the location. Not only does city code require a certain amount of parking to be provided, but many lenders require parking to be part of new developments to ensure residential and commercial spaces are consistently rented. The concept for Nine Mile/Coolidge balances this to ensure there is adequate parking available for tenants and visitors, while ‘right sizing’ the total number of spaces. The goal is to maximize density and community interaction while still providing the expected amenities needed for a successful district.

**PARKING SITE DATA**

Surface Parking	213 Spaces
On-Street Parking	85 spaces
Structured Parking	2,663 spaces
Total Parking Provided	2,961 spaces

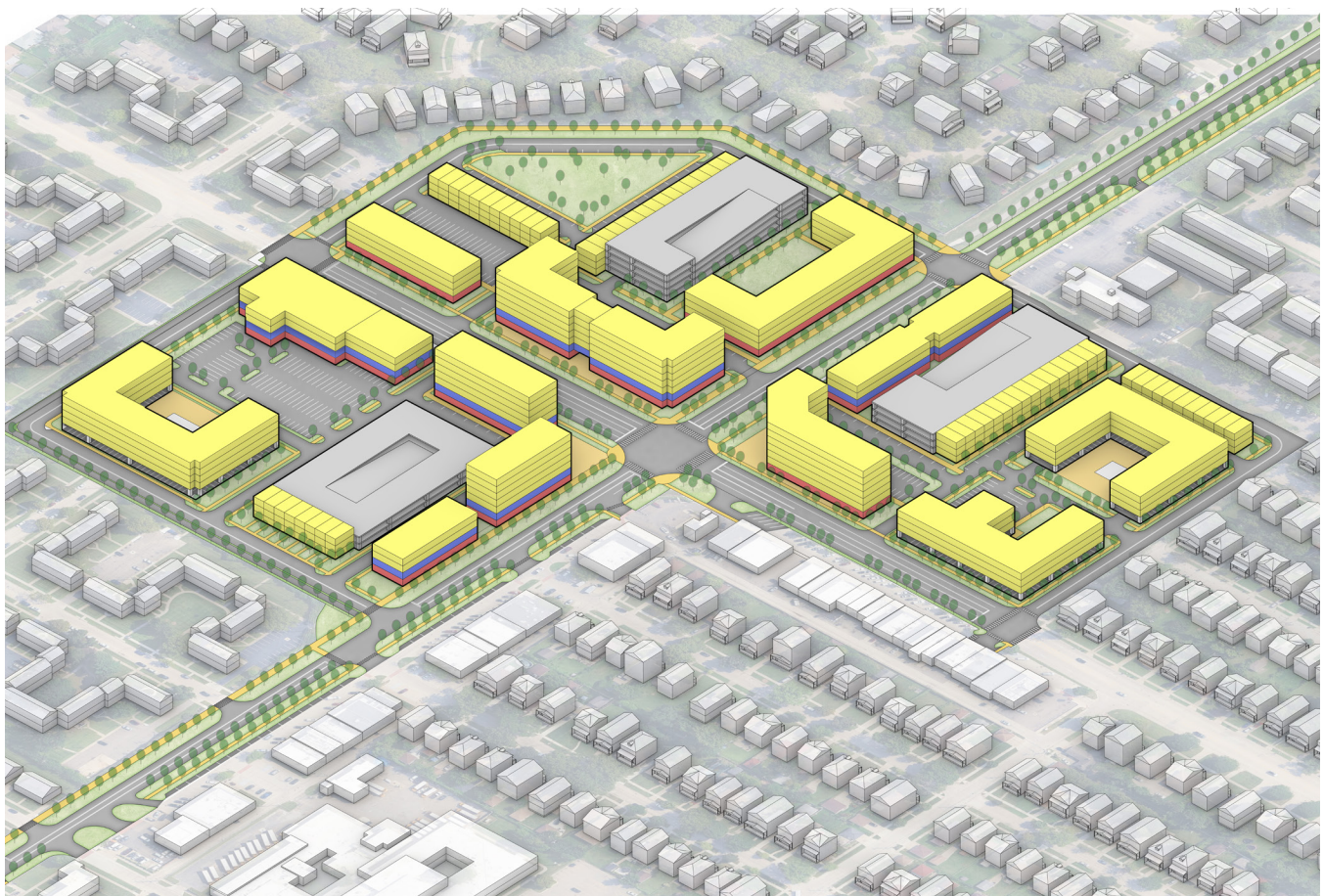
## Final Conceptual Design

In combining the items above into a comprehensive design for the Nine Mile/Coolidge intersection area, the result is something more than just the redevelopment of parcels. The Nine Mile/Coolidge area is transformed from an area that is primarily auto oriented with large amounts of parking, few opportunities for connectivity, and \_\_\_\_, into a district that invites activity, commerce, social connectivity, and civic pride.

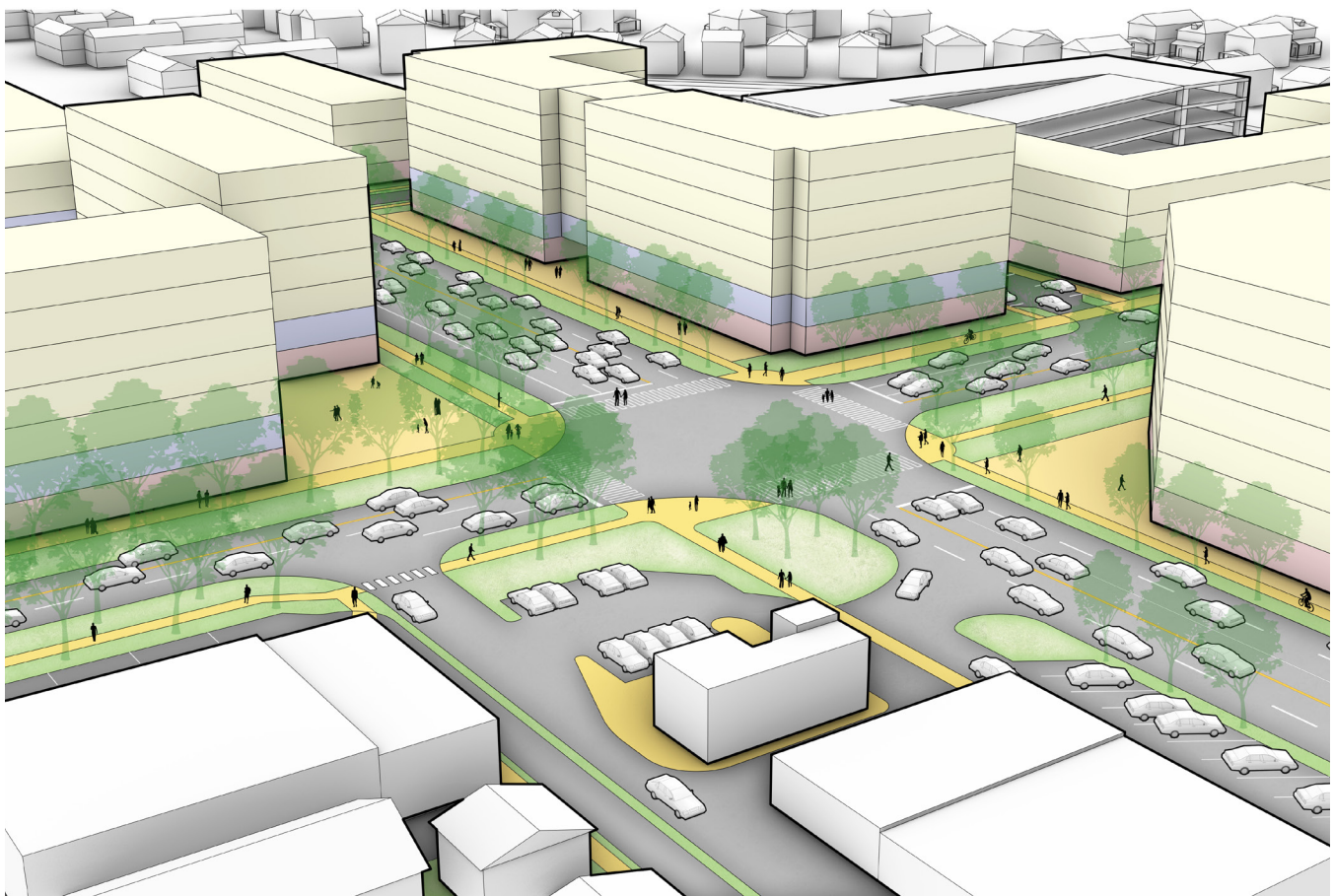
The internal roadway network introduces side streets where neighbors can connect and lower speed, lower street routes to navigate through the district. Plazas, park space, and other green areas provide spaces for residents and visitors to get outside, meet their neighbors, and enjoy the surrounding area. The sites are also connected into the existing neighborhoods, encouraging nearby residents to use the amenities, walk to dinner, and frequent the shops that line Nine Mile Road and Coolidge Highway.

It is important to note that this is a conceptual vision for the future of the Nine Mile/Coolidge area and there is no specific design direction recommended. As development and redevelopment of the sites progress, developers and the city will have the opportunity to work collaboratively on the architectural and urban design details of each component to ensure the resulting district meets the character of Oak Park.

The details included in this study are intended to serve as a vision to start the conversation with property owners and developers to begin to re-imagine the area. The parking needs, number of residential units, and square footage of office, commercial, and retail are based on the zoning ordinance to ensure the recommendations are based in reality.



*Conceptual rendering showing the scale of the proposed development concept at Nine Mile Road and Coolidge Highway and the interaction with the proposed streetscape changes. Source: OHM Advisors*



*Closer view of the intersection of Nine Mile Road and Coolidge Highway showing the proposed streetscape design changes and the development concept. This image shows the maximum amount of density permitted with seven story buildings at the corners of the intersection. Source: OHM Advisors*



An aerial architectural rendering of a city grid, showing various building footprints and streets. The image is overlaid with a green diagonal shape that transitions from a dark green at the top to a lighter green at the bottom. The text '04' is prominently displayed in the center-left, with a horizontal line extending from its base to the left.

# 04

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## IMPLEMENTATION

# 04

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## IMPLEMENTATION

### PHASING OF IMPROVEMENTS

#### Tie Infrastructure Improvements with Development

Phasing of the recommended improvements to the Nine Mile Road/Coolidge Highway intersection should be strategically aligned to deliver public infrastructure upgrades alongside private development. Key to this strategy is for the public infrastructure investment in the improvements to Nine Mile Road and Coolidge Highway to act as a catalyst for new development within the Study Area. Key recommendations include:

##### Phase 1: Foundational Streetscape Infrastructure

**Road Reconfiguration:** The first step in transforming Nine Mile Road involves reducing the existing five-lane configuration to a more pedestrian oriented three-lane layout. This includes one travel lane in each direction and a dedicated center turn lane to maintain traffic flow and reduce conflict points. The road reconfiguration will calm traffic, improve safety for all users, and create space for additional non-motorized recreational infrastructure without compromising vehicular mobility.

An early approach to testing the roadway reconfiguration is to restripe Nine Mile Road, adding on street parking, protected bicycle lanes, or traffic calming elements utilized the extra space created by removing lanes. This would allow the City to evaluate the operations without committing a significantly larger budget to the project. If the pilot project is successful, a full reconstruction would be required to move the curb line and add additional back of curb space. Additionally, the road will need to be re-graded, and stormwater catch basins adjusted to account for changes to the roadway profile.

**Non-Motorized Enhancements:** To support non-motorized transportation and improve pedestrian safety, the existing Nine Mile Road Pathway will be extended along the north side of the street. High-visibility crosswalks will be installed at the intersections of McClain Drive and Coolidge Highway and at new mid-block crossings, complemented by countdown pedestrian signals. These enhancements will make the corridor more accessible and inviting for pedestrians, cyclists, and transit users, encouraging multimodal travel.



**Landscaping and Beautification:** Streetscape improvements will begin with the strategic planting of street trees and other landscaping elements to soften the urban environment and enhance visual appeal. Street trees and other vertical streetscape elements, such as lights, signage, and buildings, will help calm traffic and improve safety for nonmotorized users. These additions will also help define the pedestrian realm, provide shade, and contribute to stormwater management. By activating the sidewalk space with greenery, the corridor will become more welcoming and vibrant, supporting both community identity and economic vitality. Creating plaza spaces, outdoor dining areas, and public art installations to catalyze foot traffic and community engagement.

**Pre-Development Outreach:** Establish relationships and collaborate with property owners of key parcels and with the Study Area to discuss the vision for the area. The goal is to encourage redevelopment in the area and to guide these early-stage projects toward concepts that align with the broader development vision outlined in the study, including mixed-use potential, pedestrian-oriented design, and placemaking principles. This phase sets the tone for future investment by demonstrating how private redevelopment can complement public infrastructure improvements and contribute to a cohesive, vibrant corridor.

## Phase 2: Streetscape & Placemaking

**Transit Consolidation:** To improve transit efficiency and rider experience along Nine Mile Road, bus stops will be consolidated and relocated to the far side (in both directions) of Coolidge Highway. This adjustment reduces delays caused by buses stopping before traffic signals and enhances safety by minimizing conflicts with turning vehicles. The streamlined stop placement also supports better pedestrian flow and aligns with the overall goal of creating a more organized and accessible streetscape.

**Parking Reconfiguration:** The angled parking areas in the southwest quadrant alongside the existing buildings should be transitioned to parallel parking near Nine Mile to allow for sidewalk expansion and safer circulation. This change will create more space for pedestrian amenities, reduce the risk of backing collisions, and support a more walkable environment. The reconfiguration also opens opportunities for enhanced landscaping and placemaking features along the existing buildings.

**Internal Roadway Network:** Begin discussions about dedicating right-of-way for an internal roadway network within the northeast, southeast, and northwest quadrants of the Nine Mile intersection. These internal connections are critical for improving local circulation, supporting future development, and relieving pressure from the main corridor, as well as supporting a walkable and active district. Engaging property owners and stakeholders early will help shape a collaborative vision for these strategic mobility links.



*In Farmington, MI new streetscape and landscaping promoted walkability and spurred future investment in the downtown district. Source: OHM*

### Phase 3: Development-Linked Enhancements

**Ring Road Activation:** To further support circulation and access to emerging developments, improvements will be made to Dante, McClain, and Granzon Streets. These upgrades will enhance connectivity around the Nine Mile Road corridor, creating a more cohesive internal street network that supports both vehicular and pedestrian movement. Activating these ring roads will relieve pressure from the main thoroughfare and provide essential access to redevelopment sites.

**Access Management:** To balance both the walkability and traffic operations in the Study Area, an access management plan will be needed to reduce the density of driveways along Nine Mile Road and Coolidge Highway. As new development occurs between Westhampton and McClain, redundant driveways will be eliminated to reduce crash risks, improve pedestrian safety, and maintain a continued street wall to create a more predictable and walkable streetscape. Interior circulation will be fostered by the ring roads and internal roadway network, directing vehicles to parking areas, residences, and other uses.

**Mixed-Use Zoning:** To encourage flexible and walkable development, the zoning requirements will be evaluated and updated with the goal of realizing the vision set forth in this plan. Zoning updates will assist in prioritizing building form and public realm design over traditional land use categories, to support a mix of residential, commercial, and civic uses. The result will be a vibrant, human-scale environment that supports density, diversity, and quality of design.

**Structured Parking:** Rear-lot structured parking will be encouraged to support higher-density development while preserving the pedestrian experience along the street frontage. Structured parking will be needed to account for the increases in density that the conceptual land use plan recommends and the parking requirements associated with those changes. Parking structures may not be needed at the onset of development given the amount of existing surface parking. However, as land becomes more constrained with new residential and mixed-use buildings, structures will need to be added.

**Property Owner & Developer Outreach:** Ongoing engagement with property owners and developers will be essential to identifying key parcels for redevelopment. Continued outreach will focus on building partnerships, aligning visions, and coordinating infrastructure improvements to support private investment in a way that reflects the vision of the district. By fostering collaboration, the city can guide growth in a way that reflects community goals and maximizes the impact of public improvements.



*Access management controls will promote safety for pedestrians. Source: NATCO*



*The Station Yard in Ronkonkoma, NY with new homes, business, and transit hub, bringing new growth and investment to community. Source: Tritec*



## FUNDING OPPORTUNITIES

### Transportation and Development

To advance the vision for Oak Park's new City Center, it is imperative to strategically leverage available grants and funding programs that can move priority initiatives from planning to implementation. The funding opportunities outlined below are intended to help the City align with regional, state, and federal priorities—supporting infrastructure modernization, mixed-use redevelopment, and public space enhancements. By combining these resources effectively, Oak Park can maximize return on investment, attract private sector interest, and deliver visible, high-impact improvements that strengthen community connections and elevate the City Center as a vibrant civic and economic hub.

Several funding avenues can be pursued to support the phased implementation:



### Federal Transportation Grants

US DOT Active Transportation Infrastructure Investment Program (ATIIP):

The Active Transportation Infrastructure Investment Program (ATIIP) is a federal grant program that funds planning and construction of safe, connected pedestrian and bicycle infrastructure, with up to 80% funding available for communities. In Michigan, projects are coordinated through MDOT and SEMCOG, with awards ranging from \$100,000 to \$15 million.

State Transportation Block Grant (STBG):

The State Transportation Block Grant (STBG) Program is one of the most flexible federal funding sources for transportation infrastructure, supporting projects like road reconstruction, bridge rehabilitation, and multimodal enhancements. In Michigan, STBG funds are distributed by formula through MDOT and SEMCOG, with most projects requiring a local match and compliance with federal standards.

US DOT Safe Streets and Roads for All (SS4A):

The Safe Streets and Roads for All (SS4A) program is a federal grant initiative by the U.S. Department of Transportation that funds planning and implementation projects aimed at preventing roadway fatalities and serious injuries. It supports safety action plans and infrastructure improvements that prioritize vulnerable road users and promote a Safe System approach.

## State and Regional Transportation Grants

MDOT Transportation Alternatives Program (TAP):

The MDOT Transportation Alternatives Program (TAP) offers federal funding for projects that improve bike and pedestrian infrastructure, enhance streetscapes, and support safe routes to school. Eligible applicants include local governments and agencies, with funding typically covering up to 80% of project costs.

MDNR Regional Trails Program (RTP):

The Recreational Trails Program (RTP) provides federal funding through the Michigan DNR to develop and maintain motorized and non-motorized trails, covering up to 80% of project costs with a required local match. Eligible applicants include local governments and nonprofits, with projects supporting public access, environmental stewardship, and diverse trail uses.



The recent streetscape improvements to Nine Mile Road, east of Coolidge Highway, as well as the linear park and nonmotorized pathway were funded by a combination of state and regional grants, including funding from TAP and MEDC. Source: OHM Advisors



#### SEMCOG Transportation Alternatives Program (TAP):

SEMCOG's Transportation Alternatives Program (TAP) provides federal funding for bike lanes, pedestrian infrastructure, and streetscape improvements across Southeast Michigan. Eligible applicants include cities, villages, and transit agencies, with projects focused on safety, connectivity, and multimodal access.

#### SEMCOG Transportation Improvement Program (TIP):

SEMCOG's Transportation Improvement Program (TIP) is a four-year schedule of federally funded transportation projects that support regional goals for mobility, safety, and infrastructure investment. Projects are selected by local governments, transit agencies, and MDOT to implement the Regional Transportation Plan across Southeast Michigan.

#### SEMCOG Carbon Reduction Program (CRP):

SEMCOG's Carbon Reduction Program (CRP) provides federal funding to reduce transportation-related carbon emissions through investments in transit, non-motorized facilities, energy-efficient lighting, and traffic management improvements. Administered by SEMCOG and MDOT, the program supports projects that align with regional climate, equity, and mobility goals.

#### SEMCOG Carbon Mitigation Air Quality (CMAQ):

SEMCOG's Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that reduce air pollution and traffic congestion in Southeast Michigan, supporting initiatives like transit improvements, traffic signal upgrades, and nonmotorized infrastructure. Projects are selected based on their environmental impact, alignment with regional goals, and potential to improve mobility and equity.



## Economic Development Incentives

The city can assist developers and property owners in securing economic development funding by serving as a strategic partner throughout the application process. This includes identifying eligible projects, coordinating with agencies like the Michigan Economic Development Corporation (MEDC), local Brownfield Redevelopment Authorities, and CDBG administrators, and helping applicants align proposals with program goals such as placemaking, environmental remediation, and equity-focused infrastructure. The city can also provide letters of support, facilitate community engagement, and help document public benefit, readiness, and compliance with program requirements. By leveraging its planning expertise and regional relationships, the city can strengthen applications and improve access to funding for transformative redevelopment projects.

### EGLE Brownfield Redevelopment Financing:

For underutilized or aging commercial properties.

Michigan's Brownfield Redevelopment Financing program supports the cleanup and reuse of contaminated, blighted, or obsolete properties through grants, loans, and tax increment financing (TIF). The program helps make sites safe and economically viable for redevelopment, with support from EGLE, MEDC, and local Brownfield Redevelopment Authorities.

### MSHDA Community Development Block Grants (CDBG):

For public space improvements and equity-focused infrastructure.

Michigan's Community Development Block Grant (CDBG) program supports public space improvements and equity-focused infrastructure in low-to-moderate income communities, including parks, sidewalks, lighting, and ADA-accessible facilities. Projects must demonstrate community impact and align with federal objectives, with local match strongly encouraged to improve competitiveness.



*618 South Main in Ann Arbor offers a 150 units and full amenities. The project was awarded \$3 million in Community Revitalization Program performance-based loan and \$3 million in Brownfield TIF funding Source: Clayco Farmington*



## Public-Private Partnerships (P3)

Successful communities often accelerate revitalization by forming public-private partnerships that align city infrastructure investments like streetscape upgrades and public space enhancements with private development. These collaborations allow developers to contribute funding, materials, or maintenance, resulting in higher-quality design, faster implementation, and long-term value for the entire community.

**Public Space Enhancements:** The city and developers can work together to improve shared spaces like outdoor plazas, seating areas, pedestrian pathways, and streetscape features such as lighting, benches, and trees. These elements enhance walkability and create inviting environments for residents and visitors.

**Infrastructure Support:** Collaborative projects may include on-street parking near new buildings, shared driveways between properties, and stormwater systems that benefit multiple sites. These improvements support development while addressing broader infrastructure needs.

**Cost-Sharing Opportunities:** Cities can offer matching funds for streetscape upgrades, while developers might invest in plaza paving or outdoor dining areas. Joint efforts to repurpose excess right-of-way into pedestrian zones are also common.

**Benefits of Collaboration:** Public-private partnerships align resources to improve design quality, accelerate project timelines, and reduce costs. They also foster long-term economic growth and strengthen community identity through thoughtful placemaking.

## Utilizing Tax Increment Financing (TIF):

Tax Increment Financing (TIF) through Oak Park's Corridor Improvement Authority (CIA) helps reinvest rising property tax revenues into the Nine Mile Road and Coolidge Highway corridors. As property values increase, the CIA captures the growth and uses it to fund public improvements that support ongoing revitalization—without raising taxes.

**Identify Priority Projects:** To activate TIF through the Corridor Improvement Authority (CIA), the city should focus on high-impact sites along Nine Mile and Coolidge Highway that align with the corridor's strategic vision.

**Invest in Public Improvements:** TIF funds can support upgrades like lighting, sidewalks, landscaping, stormwater systems, and public gathering spaces that enhance the area and encourage redevelopment.

**Leverage Matching Funds:** The city can use TIF revenue to match state or federal grants or bond against future TIF income to finance larger infrastructure projects.

**Partner with Developers:** TIF support can be offered to private projects that include public benefits, such as affordable housing or shared public spaces. Reimbursement agreements can help cover eligible costs like site preparation or utility upgrades.

## PATHWAY TO SUCCESS

The intersection of Coolidge Highway and Nine Mile Road has the potential to serve as the commercial and civic core of Oak Park. With its strong visibility, strategic location, and potential for coordinated redevelopment, this area can evolve into the City’s new “City Center”—a connected, walkable district anchored by local businesses, housing, and public spaces. Through targeted investment, partnership with property owners, and a coordinated infrastructure strategy that includes new interior circulation and a surrounding ring road, Oak Park can transform this auto-oriented corridor into a mixed-use, people-focused destination that reflects the community’s long-term vision for growth and vitality.

### Corners as Catalysts

Focusing redevelopment efforts at the intersection of Nine Mile Road and Coolidge Highway will help establish a unified district identity and enhance economic vitality along the corridor. Each corner should feature a thoughtfully integrated mix of commercial, residential, and civic uses, supported by high-quality streetscape design and improved pedestrian access. Redevelopment should prioritize street-oriented buildings, inviting public plazas, and structured parking solutions where feasible. Strategic removal of outdated strip malls can provide immediate flexibility for phased development, enabling impactful corner projects to advance without requiring full site acquisition or causing extended disruption

A key starting point is the former pharmacy (Walgreens site) at 23090 Coolidge Hwy, a vacant parcel with high traffic exposure and strong redevelopment potential. This site could be transformed into a mixed-use anchor featuring ground-floor retail with upper-story housing or live/work units, creating a built-in customer base and supporting walkable urban living. The city can help catalyze this transformation through targeted incentives such as MEDC RAP grants, Brownfield TIF, and CDBG-supported public improvements, demonstrating a strong partnership between public vision and private investment.

### Coordinated Infrastructure and Housing Synergy

To reinforce private investment and create a cohesive urban environment, the City should coordinate public infrastructure improvements—such as road reconstruction, pedestrian crossings, landscaped medians, and the development of a finer-grained street grid within the site and surrounding ring road. This expanded grid will improve connectivity, support phased redevelopment, and unlock underutilized parcels for infill development.

Simultaneously, introducing new housing within and around the corridor will create a built-in audience for local businesses and ensure long-term vitality. A mix of market-rate apartments, townhomes, and upper-story residential units will generate consistent foot traffic and a 24-hour presence, supporting the district’s evolution into a lively, inclusive community.



*13550 W Nine Mile Rd provides an excellent opportunity for new development and future investment. Source: OHM*



## PHASED ACTIVATION AND PARTNERSHIP-DRIVEN IMPLEMENTATION

### **Activate Early Redevelopment**

Advance the former Walgreens as a near-term redevelopment project, integrating mixed-use components to set the tone for future investment. Activating this highly visible parcel early will demonstrate the City's redevelopment vision, build investor confidence, and signal momentum along the corridor. By combining strategic incentives with high-quality design and public realm enhancements, the project can serve as a showcase for Oak Park's commitment to creating a vibrant, walkable district

### **Cluster Investment at the Corners.**

Concentrate redevelopment at the corners of Nine Mile and Coolidge to establish a core of activity. Anchoring development at these high-visibility intersections will create a unified district presence, enhance walkability, and position the corridor as a regional destination. Coordinated site design, shared access, and complementary uses such as retail, dining, and upper-story housing—will reinforce each corner's role within a connected 'City Center,' attracting local residents and drawing regional visitors.

### **Housing Synergy and Growth**

Revise zoning regulations and introduce targeted incentives to encourage multi-story residential, mixed-use development, and adaptive reuse projects throughout the corridor. Adding diverse housing options such as apartments, townhomes, and live/work units will create a built-in customer base for local businesses and sustain activity throughout the day. By promoting residential infill and flexible redevelopment standards, the City can strengthen corridor vitality, foster walkable urban living, and attract a diverse mix of residents who contribute to long-term economic growth and social sustainability

### **Develop the Street Grid and Ring Road**

Introducing a finer-grained internal street network and enhancing the surrounding ring road are critical to transforming the Nine Mile/Coolidge corridor into a connected, walkable, and investment-ready district.

Today, deep commercial parcels and expansive surface parking lots restrict circulation, limit access, and reduce development flexibility. By creating a more compact block pattern, the City can unlock prime redevelopment opportunities, support phased construction, and ensure that future private projects integrate seamlessly into a cohesive urban framework designed for mobility and vitality

### **Coordinate Infrastructure with Redevelopment Phasing**

Align public improvements with private development timelines to minimize disruption and maximize visual and functional impact. Implement a corridor overlay or adopt a form-based code to establish consistent redevelopment standards, streamline the approval process, and create a unified urban design framework. Zoning revisions should encourage higher density, flexible mixed-use development, and reduced parking requirements, all aligned with Complete Streets principles to promote walkability and multimodal access

### **Investor Outreach and Strategic Partnerships**

Collaborate with MEDC, EGLE, Oakland County, and private developers to stack incentives and close financing gaps by utilizing tools such as RAP grants, Brownfield TIF, and CDBG-supported public improvements. Organize corridor roundtables and developer forums to engage property and business owners, and investors and present conceptual design frameworks which demonstrate how shared access, improved internal circulation, and façade enhancements can increase property values and make redevelopment more feasible.

### **Community Branding and Identity**

The Nine Mile/Coolidge district could be branded as Oak Park's "City Center"—a place that blends mid-century modern heritage with contemporary design and vibrant public life. Placemaking elements such as geometric signage, patterned pavements, custom lighting, and public art can celebrate the city's architectural legacy while creating a memorable destination.

## OUTCOMES

Extending the Nine Line pathway identity through the corridor will reinforce its role as a hub of mobility and community activity. Cohesive wayfinding, materials, and color palettes can visually connect neighborhoods, parks, and commercial destinations. Public events, markets, and seasonal programming will further strengthen identity and build civic pride.

By prioritizing redevelopment at the former Walgreens site and surrounding corners, and integrating residential infill throughout the corridor, Oak Park can begin to transform the Nine Mile Road and Coolidge Highway area into a vibrant, walkable district anchored by a built-in customer base. This approach supports local businesses, fosters a 24-hour presence, and strengthens the area's identity as a true neighborhood center.

Coordinated public investment—such as infrastructure upgrades, pedestrian improvements, and the development of a finer-grained street grid and ring road—will reinforce private development and enable phased construction with minimal disruption. By aligning housing growth with strategic infrastructure improvements, the corridor can evolve into a mixed-use destination that reflects Oak Park's vision for sustainable growth, local character, and long-term economic resilience.



*Woodward Garden Apartments in Detroit, MI was financed with the assistance CDBG loan-guarantee program Source: McIntosh Poris Architects*



Phase	Key Action	City Role	Expected Outcome
<b>Early Actions (0-2 Years)</b> Establish a cohesive district identity and enhance corridor functionality	Conduct market analyses for district.	Provide grant sponsorship, local context, engage stakeholders, and letters of support for funding.	Demonstration projects generate market support and establish credibility.
	Develop streetscape engineering design documents and integrate placemaking concepts.	Lead design or manage design consultant and ensure consistency with concept.	Design and construction documents are used in construction of streetscape.
	Conceptual site plans for each corner.	Expedite zoning and site plan approvals.	Early redevelopment signals market momentum and builds investor confidence.
	Pursue funding through MEDC grants.	Provide grant sponsorship and letters of support.	Align funding availability to fill gaps in financing, resulting in constructable projects.
	Pursue funding through Brownfield TIF.		
	Pursue funding through CDBG corridor programs.		
Launch redevelopment of the former Walgreens site at 23090 Coolidge Hwy as a high-impact demonstration project.	Monitor site preparation and readiness efforts. Provide grant sponsorship and letters of support.	Reimagine key parcels to unlock their full redevelopment potential	
<b>Medium-Term Actions (2-5 Years)</b> Establish a cohesive district identity and enhance corridor functionality	Evaluate a local tax incentive district (e.g., Commercial Redevelopment District or Corridor Improvement Authority).	Align public infrastructure construction improvements with private development schedules.	Corner redevelopments become anchor destinations.
	Redevelop all the corners of Coolidge and Nine Mile with mixed-use and multi-tenant buildings.		
	Integrate placemaking design concepts into redevelopment and streetscape design.	Oversee construction sequencing to minimize disruption. Facilitate interagency coordination (MDOT, MEDC, EGLE, CIA).	Enhanced pedestrian and vehicular circulation improves corridor image and usability.
	Implement upgraded streetscapes, install crosswalks, lighting, and pedestrian islands.		
	Coordinate roadway and access upgrades through RCOC, MDOT and SEMCOG funding.		
<b>Long-Term Actions (5+ Years)</b> Sustain momentum and expand the district's reach and identity.	Extend redevelopment along the broader Nine Mile and Coolidge corridors and into the center of each site.	Maintain strong public-private partnerships.	Long-term economic growth and increased tax base.
	Promote infill development on adjacent parcels using established design standards.		
	Position the corridor as a hub for innovation, placemaking, and community life.	Initiate a branding and communications strategy that reflects the corridor's evolution, supported by gateway signage, unified streetscape elements, and consistent public messaging.	A vibrant, walkable district that reflects Oak Park's identity and supports business and community life.
	Monitor long term maintenance plan with public and private development partners.	Evaluate longterm funding sources from City/CIA and private funds.	
	Determine longterm development opportunities to meet local market demands.	Review market trends and find opportunities new and continued investment.	
	Develop business retention, expansion and recruitment plan.		