Orchard Lake Road and Ten Mile Intersection Redesign Analysis

Report and Design Proposal for PlacePlans

Index

PROCESS AND PROJECT INTRODUCTION
PROJECT INTRODUCTION.....1
PROJECT TIME LINE 2

EXISTING CONDITION ANALYSIS
LAND MANAGEMENT ANALYSIS.....3-6
BUILDING FABRIC ANALYSIS 7-10
CIRCULATION ANALYSIS 11-21
COMMUNITY ANALYSIS 22-27
NATURAL SYSTEM ANALYSIS.....28-30
DEMOGRAPHIC ANALYSIS 31-34
PHOTO ANALYSIS.....35-50
EXISTING INFRASTRUCTURE ANALYSIS.....51-53

COMMUNITY OUTREACH
SURVEY ANALYSIS.....55-60
PUBLIC CHARETTE.....61-62

DESIGN PROPOSAL
ANALYSIS HYPOTHESIS.....64-66
PROPOSED SUBAREA PLAN DESIGN.....67-72

APPENDIXES
APPENDIX A: PLACEPLANS PRECEDENTS 74-75
APPENDIX B: COMMUNITY SURVEY COMMENTS.....76-79

Project Introduction

National data and anecdotal evidence in Michigan is showing that people of all ages are looking for a style of living that includes quality physical design, walkability, transit options, arts and culture, diversity and a healthy natural environment. This style of living is often summed up as "quality of place." People, young and old alike, are choosing place first when deciding where to live and work. Now, more than ever, strategically investing in communities that are committed to creating quality places is a critical element of any economic development policy, and is central to the long-term success of Michigan.

PlacePlans is a statewide program sponsored by the Michigan State Housing Development Authority, Michigan State University and the Michigan Municipal League (MML) and supports local projects focused on creating a community-driven vision for selected neighborhoods.

The Cities of Farmington Hills and Farmington submitted a PlacePlans application for the Orchard Lake and Ten Mile Road intersection. The Cities' project was selected and have been working in partnership with MML, Lawrence Technology University's Master of Urban Design program faculty and graduate students, and the Detroit Studio Community Outreach Program on this study.

This report is a documented account of both the research and design efforts that have been made in reimaginging a transformation of the Ten Mile and Orchard Lake Road intersection into a 'sense of place'.

OCTOBER 10th

FIRST OFFICIAL PROJECT TEAM MEETING
1st meeting occurred that consisted of representatives from City of Farmington , City of Farmington Hills, Michigan Municipal League, and Lawrence Technological University. Progress/collaboration meeting continued on a biweekly basis throughout duration of project.

OCTOBER -JANUARY

EXISTING CONDITION ANALYSIS
Extensive efforts are made to understand the community by using the tools of map making, geographic information system analysis, photography, data collection, and historical research. Conclusions are established surrounding existing conditions and future trends that expose improvement opportunities.

JANUARY 27th

COMMUNITY SURVEYS ARE DISTRIBUTED
Focused surveys are issued to residents, business/property owners, high school students, and college students of the area. In total 220 responses are received with the surveys.

FEBRUARY/ MARCH

PROPOSED CONCEPT DESIGN
Following existing condition analysis, and survey collection, guiding design principles are established that lend to the generation of a concept design.

MARCH 19TH

PUBLIC CHARETTE
Concept design is presented to public, and community provides further insight for redesigning intersection by creating further design concepts by working in small collaborative groups that discuss community priorities and needs. In total 48 community members participated.

APRIL/MAY

DEVELOPED 2ND DRAFT OF DESIGN
Following the community charette a 2nd and more detailed draft of the proposed design was developed. Findings from community charette were incorporated.

MAY 21st

BUSINESS /PROPERTY OWNER WORKSHOP
2nd draft of design is presented to property/business owners. Continued insight is gained by doing so.

MAY/ JUNE

FINALIZED PROPOSED DESIGN
Following business/property owner workshop, Design is developed to final state of proposal.

JUNE 17TH

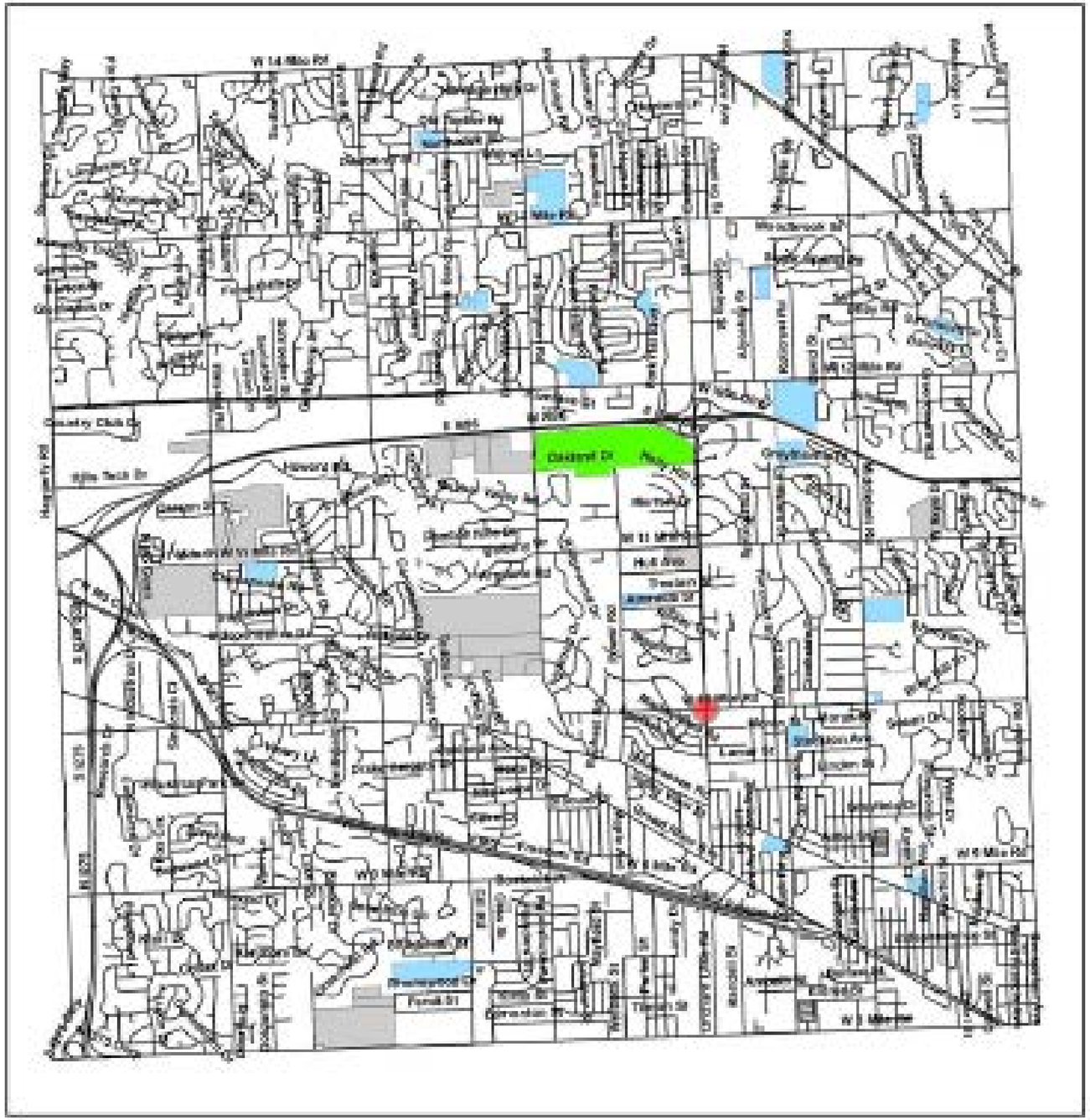
PUBLIC OPEN HOUSE AND UNVEILING

PUBLIC ENGAGEMENT MOMENTS

PROJECT DEVELOPMENT MILESTONES

PROJECT TIME LINE

LAND MANAGEMENT ANALYSIS



PUBLIC/GOVERMENT LAND OWNERSHIP

STUDY INTERSECTION

OWNER_NAME1

OAKLAND COUNTY COMMUNITY COLLEGE

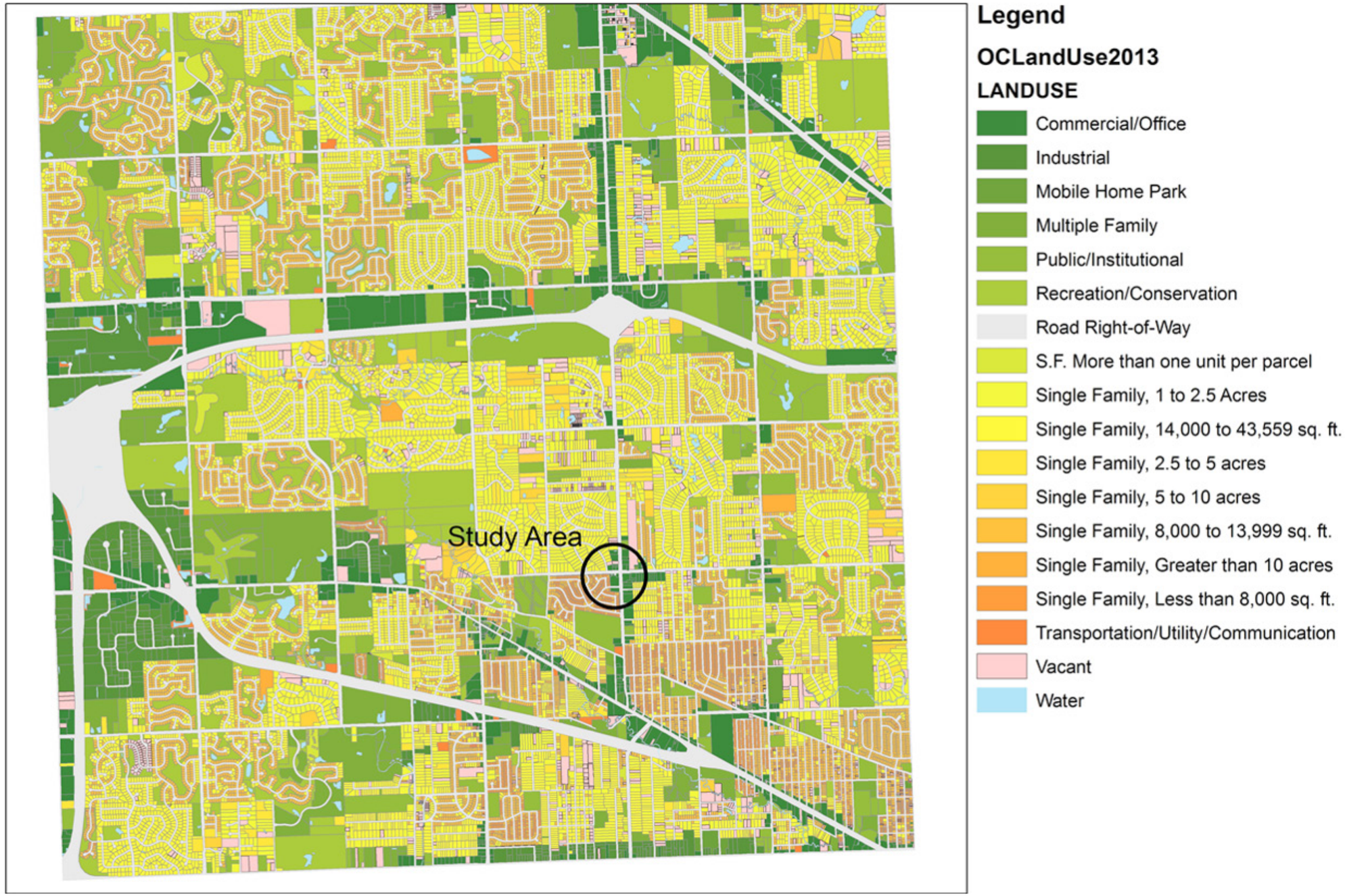
FARMINGTON PUBLIC SCHOOLS

CITY OF FARMINGTON HILLS

0 3,000 6,000 12,000 18,000 24,000 Feet

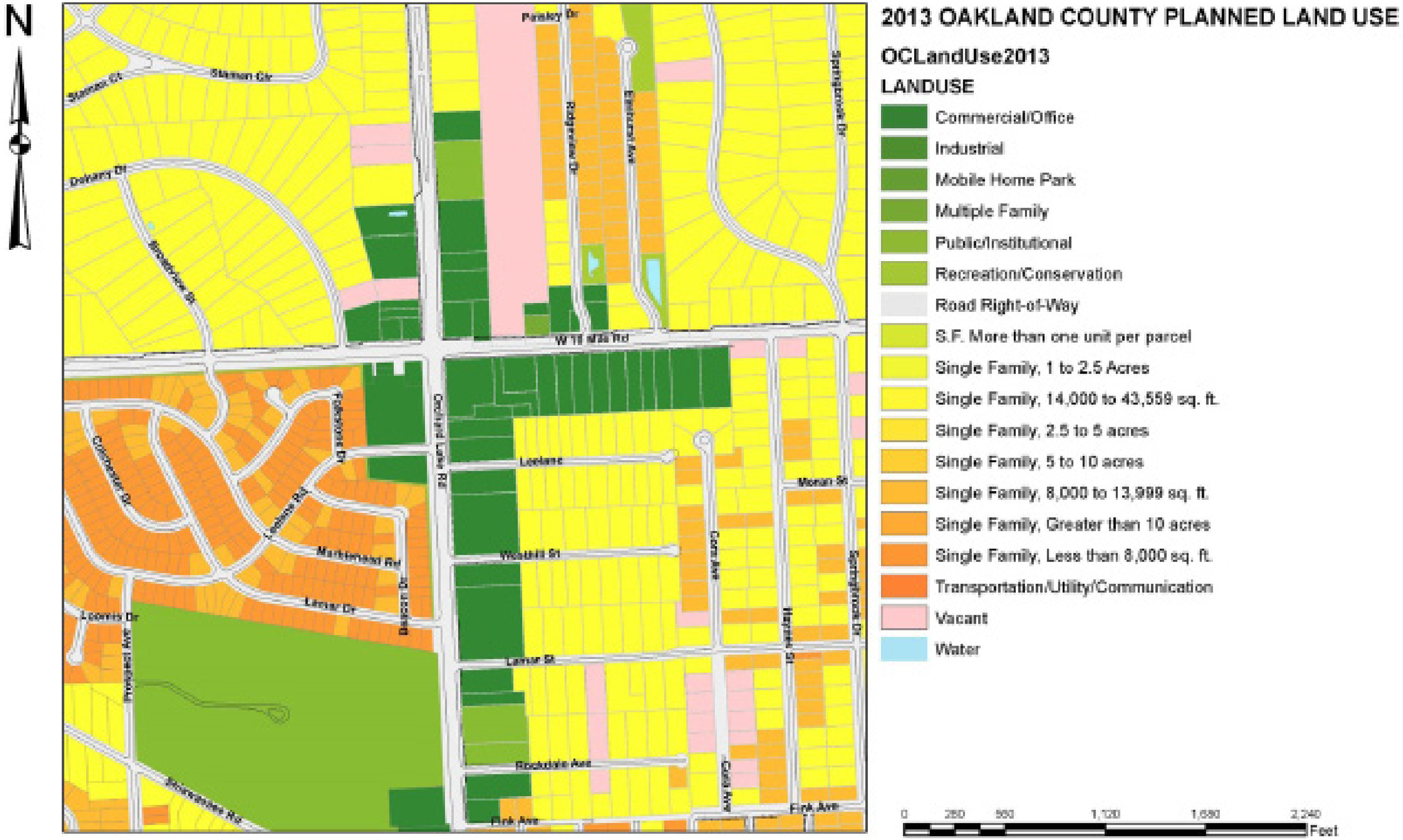
REGIONAL LAND OWNERSHIP

Of particular note is the quantity of land owned and operated by local educational institutes.



REGIONAL LAND USE

Investigating regional land use connections, it becomes apparent the study intersection is not a primary commercial hub of the city. If anything it is a heavy residential area, with some commercial use in the neighborhood.



LOCAL LAND USE

The focus area intersection is surrounded by residential land use. It is essential that proposed urban design plans strengthen interactions with these areas. Infill of vacant lots adjacent to 10 Mile and Orchard Lake Road could support proposal development of intersection.

BUILDING FABRIC ANALYSIS

Urban design efforts should integrate with the preexisting built context. For this reason analysis was conducted that resulted in observing typical building patterns for the area.

FIGURE-GROUND MAP

It appears majority of land property parcels express a relatively low land use density.

BUILDING HEIGHT MAPPING

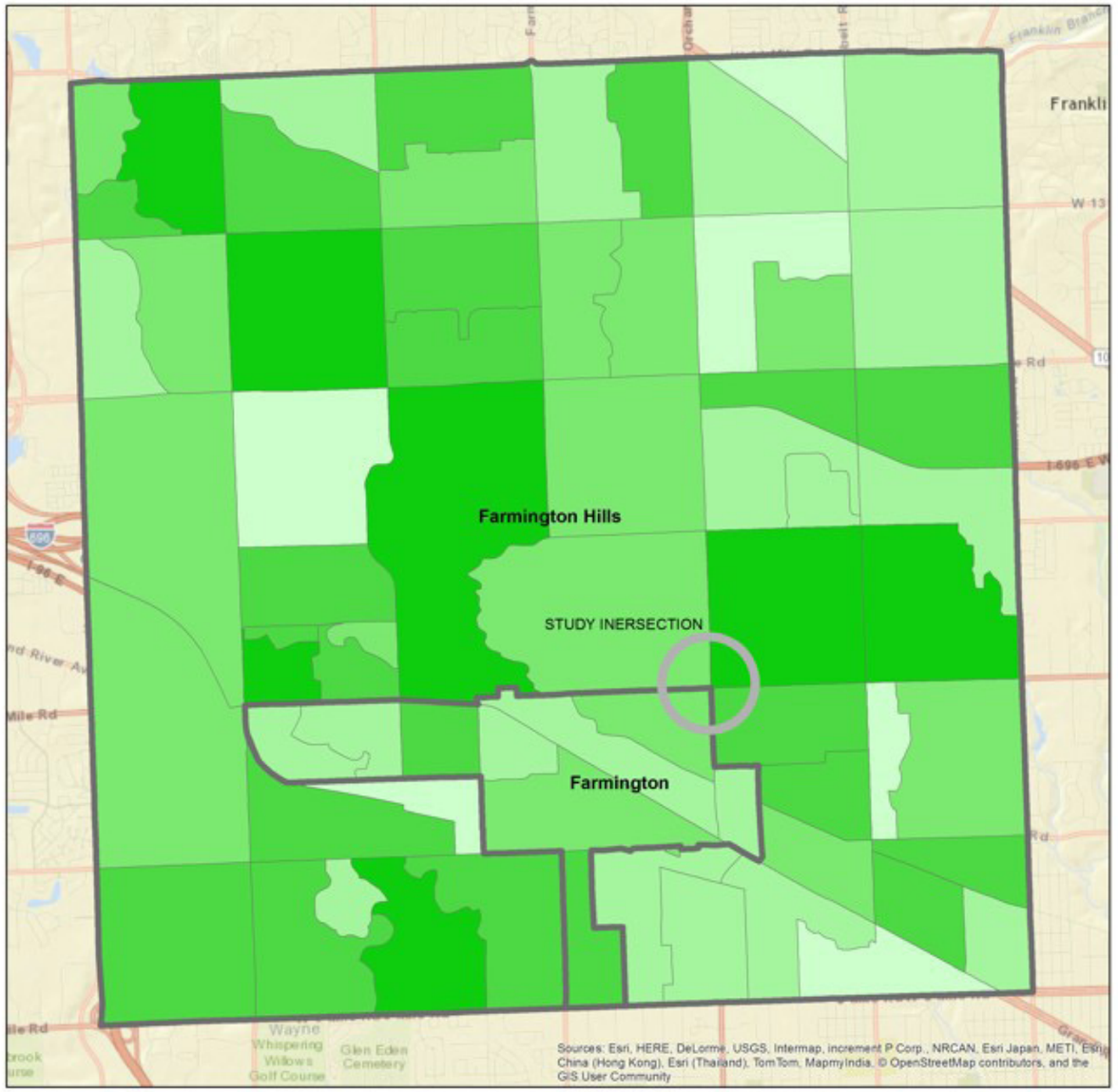
No buildings within focus area exceed twenty six feet. Building lining streets fluctuate fall between eleven and twenty four feet in height.

BUILDING STORY MAPPING

Nearly all buildings in focus area are only one story.

CIRCULATION ANALYSIS

For this analysis there was interest in investigating what causes people to circulate, and what is the quality of existing motor, public, and pedestrian systems for doing so.



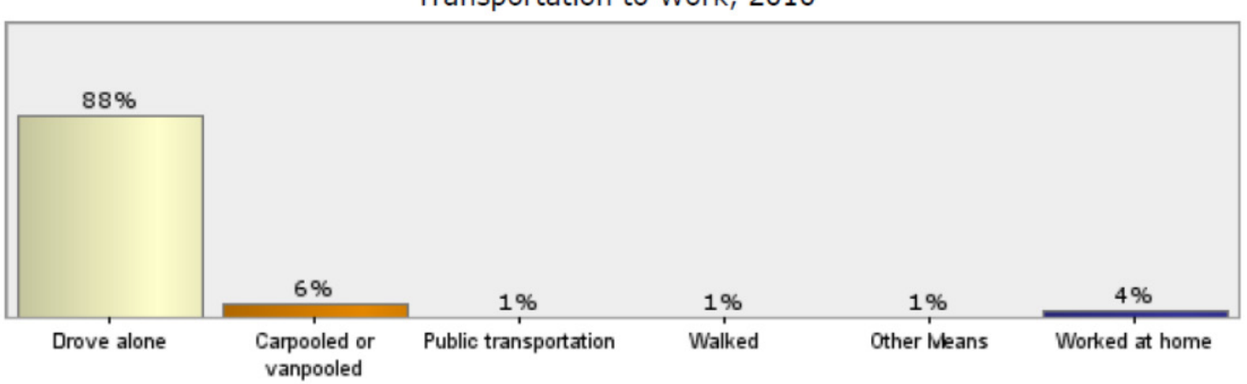
NUMBER OF RESIDENTS WHO COMMUTE LESS THEN 20 MIN TO WORK

- 230 - 634
- 635 - 995
- 996 - 1374
- 1375 - 1832
- 1833 - 2450

Where Workers Commute From *		5-Yr ACS 2010 Workers	Percent
1	Farmington Hills	8,135	15.2%
2	Detroit	3,315	6.2%
3	Livonia	2,955	5.5%
4	West Bloomfield Township	2,785	5.2%
5	Novi	2,615	4.9%
6	Southfield	1,620	3.0%
7	Commerce Township or Wolverine Lake	1,440	2.7%
8	Canton Township	1,375	2.6%
9	Redford Township	1,360	2.5%
10	Westland	1,145	2.1%
-	Elsewhere	26,739	50.0%
* Workers, age 16 and over, employed in Farmington Hills		53,484	100.0%

Where Residents Work *		5-Yr ACS 2010 Workers	Percent
1	Farmington Hills	685	13.7%
2	Farmington	610	12.2%
3	Livonia	510	10.2%
4	Southfield	425	8.5%
5	Dearborn	305	6.1%
6	Detroit	300	6.0%
7	Troy	265	5.3%
8	Novi	220	4.4%
9	Auburn Hills	140	2.8%
10	Warren	105	2.1%
-	Elsewhere	1,439	28.8%
* Workers, age 16 and over, residing in Farmington		5,004	100.0%

Transportation to Work, 2010 *



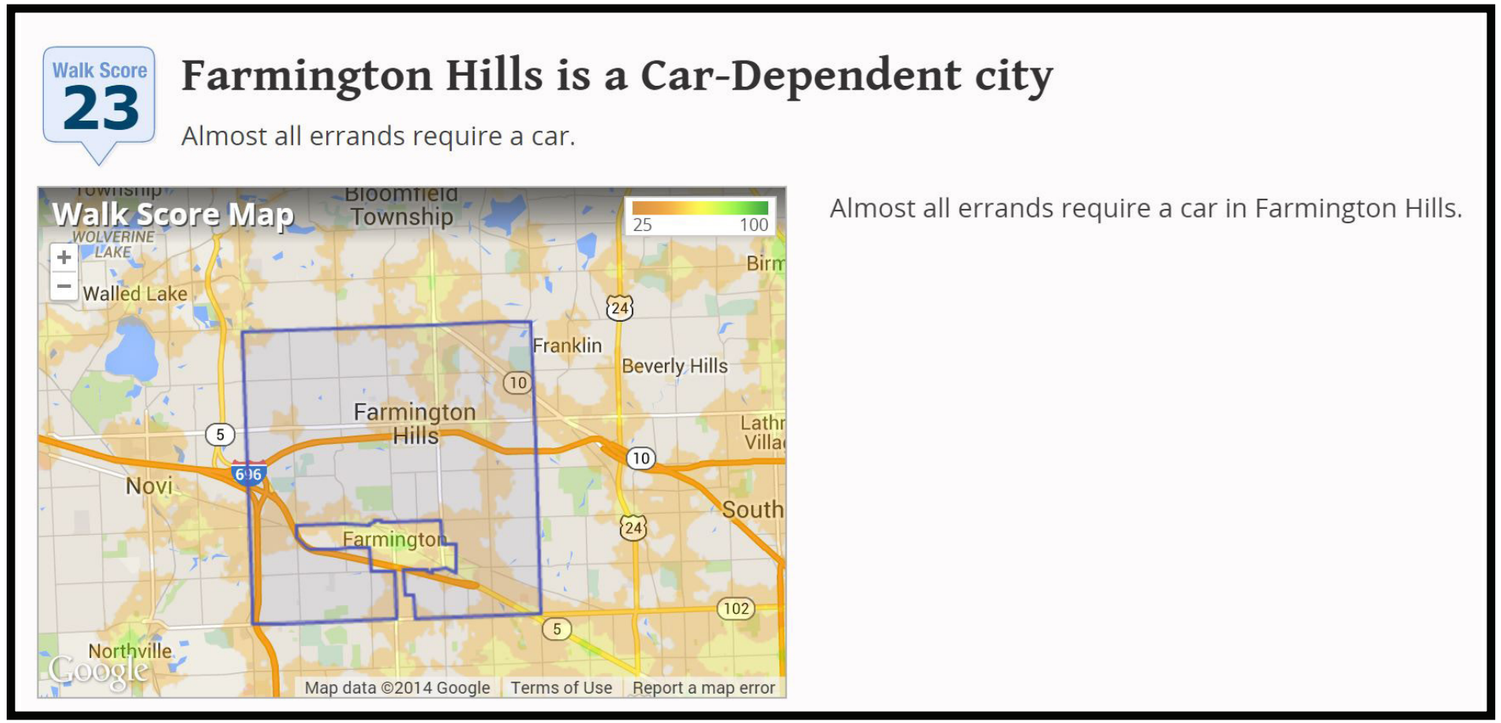
CIRCULATION: WORK PATTERNS

A fair potion of Farmington/ Farmington Hills residents commute less then twenty minutes to work. While also a majority of residents commute from Farmington Hills to Farmington Hills for work. And while doing so their primary mode of transportation is driving individual automobiles.

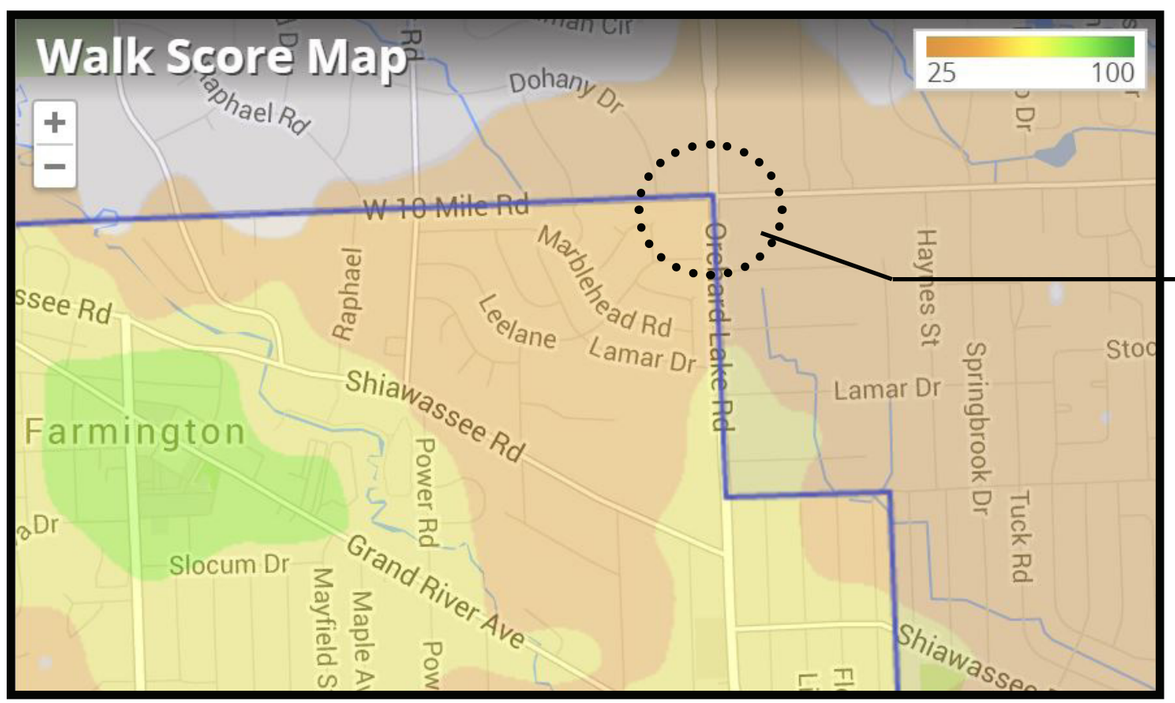
There is a significant opportunity to convert more residents to take alternate modes of transportation to work, by proving accessibility to alternate, and more sustainable, modes of travel.

References:
American Fact Finder, Census 2010 data, http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

SEMCOG Community Profiles, http://www.semcog.org/data/bycommunity.cfm



REGIONAL WALKSCORE MAP



Study Intersection

INTERSECTION WALKSCORE MAP

CIRCULATION: WALK-ABILITY

Regionally Farmington Hills/Farmington are not considered walkable, or at least is not composed of a community that embraces walking as a primary mode of traversing the city.

This is evident by the fact that Walkscore rates Farmington Hills with an average low walkscore of 23. Wakscore also proclaims errands must be completed by car.

Data trends indicate that citizens of growing communities are seeking neighborhoods that are walkable. Additionally, walkable neighborhoods tend to command greater property values.

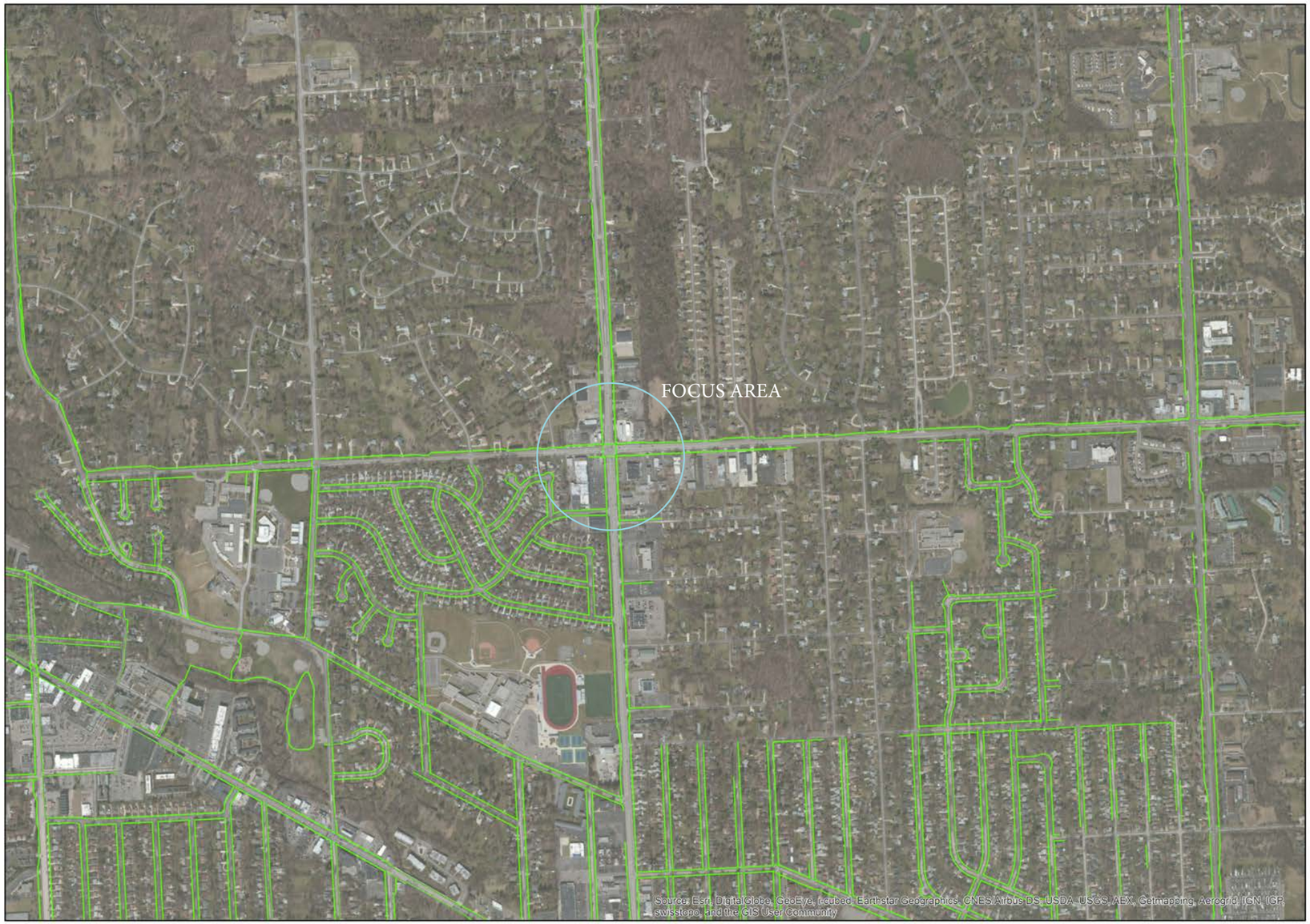
At the study intersection there is an increased walkscore. Furthermore this improved walkscore seems to generate from the center of Farming ton that receives a near ideal score of 100. This evidence presents the opportunity for the study intersection to increase walkability Farmington, ideally improving the city's walksore, while supporting the apparent walkability growth generating from Farmitnon.

References:
https://www.walkscore.com/MI/Farmington_Hills,

CIRCULATION: SIDEWALK NETWORK

The existing sidewalk network is fragmented in areas. There is an opportunity to create a more continuous physical connection of sidewalks, and walking experience.

Of particular interest is establishing a walkable association between the residential and business areas.



Legend

Sidewalks

0 500 1,000 2,000 3,000 4,000 Feet

N

References:

Farmington Hills, Sidwalks GIS data
Farmington, Paths GIS data

1

2012 Traffic Count: 20,573 (Current Year Estimate)
2008 Traffic Count: 23,835 (Average Daily Traffic)
2004 Traffic Count: 24,275 (Average Daily Traffic)

Site Information
Nearest cross street to the count:
W 10 Mile Rd
Direction from the count to the cross street:
South
Distance to the nearest cross street:
0.04 miles

2

2012 Traffic Count: 23,640 (Current Year Estimate)
2008 Traffic Count: 24,552 (Average Daily Traffic)
2004 Traffic Count: 23,633 (Average Daily Traffic)

Site Information
Nearest cross street to the count:
W 10 Mile Rd
Direction from the count to the cross street:
North
Distance to the nearest cross street:
0.04 miles

3

2012 Traffic Count: 20,573 (Current Year Estimate)
2008 Traffic Count: 23,835 (Average Daily Traffic)
2004 Traffic Count: 24,275 (Average Daily Traffic)

Site Information
Nearest cross street to the count:
W 10 Mile Rd
Direction from the count to the cross street:
South
Distance to the nearest cross street:
0.04 miles

4

2012 Traffic Count: 13,921 (Current Year Estimate)
2008 Traffic Count: 11,706 (Average Daily Traffic)
2004 Traffic Count: 11,997 (Average Daily Traffic)

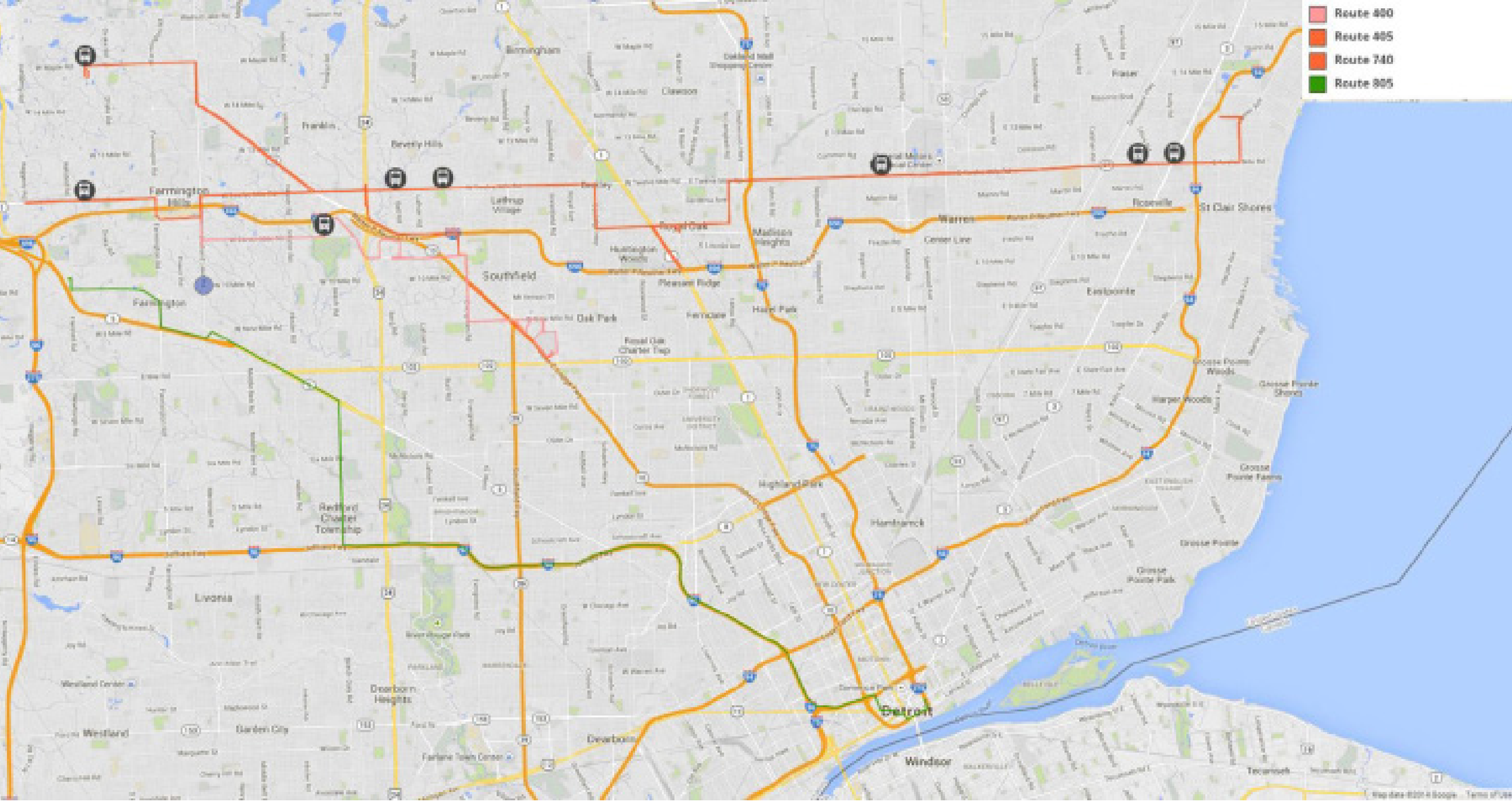
Site Information

Nearest cross street to the count:
Orchard Lake Rd
Direction from the count to the cross street:
West
Distance to the nearest cross street:
0.04 miles

VEHICULAR TRANSPORTATION DEMANDS

Data evidence indicates that traffice counts North, West, and South of the study intersection are on the decline. To the East they are on the increase. Reduction of space allocated to automobile circulation should be considered.

References:
GOOGLE EARTH PRO/KSS FUELS



REGIONAL BUS MAP

There are substantial public bus routes that offer access to the East and South portions of the Detroit using public transportation. However, there does not appear to be a direct connection between the two. Orchard could serve as a pedestrian connection point for East-West and South-North bus routing.

405 WESTBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

Route	NORTHLAND MALL	10 MILE RD. & EVERGREEN	EVERGREEN & CIVIC CENTER	11 MILE RD. & LAHSER	12 MILE RD & TELEGRAPH	12 MILE RD. & NORTHWESTERN	& 14 MILE ROAD	ORCHARD LAKE & 15 MILE ROAD	HENRY FORD MEDICAL CTR.
405	5:45AM	5:52AM	5:54AM	5:59AM	6:05AM	6:08AM	6:16AM	6:21AM	6:28AM
405	6:45AM	6:52AM	6:54AM	6:59AM	7:05AM	7:08AM	7:17AM	7:23AM	7:31AM
405	7:15AM	7:22AM	7:24AM	7:29AM	7:36AM	7:39AM	7:48AM	7:54AM	8:02AM
405	7:45AM	7:52AM	7:54AM	7:59AM	8:06AM	8:09AM	8:18AM	8:24AM	8:32AM
405	8:15AM	8:22AM	8:24AM	8:29AM	8:36AM	8:39AM	8:48AM	8:54AM	9:02AM
405	8:45AM	8:52AM	8:54AM	8:59AM	9:06AM	9:09AM	9:18AM	9:24AM	9:32AM
405	9:15AM	9:22AM	9:24AM	9:29AM	9:36AM	9:39AM	9:48AM	9:54AM	10:02AM
405	10:10AM	10:17AM	10:19AM	10:23AM	10:29AM	10:32AM	10:40AM	10:46AM	10:54AM
405	11:05AM	11:12AM	11:14AM	11:18AM	11:24AM	11:27AM	11:35AM	11:41AM	11:49AM
405	12:00PM	12:07PM	12:09PM	12:13PM	12:19PM	12:22PM	12:30PM	12:36PM	12:44PM
405	1:05PM	1:12PM	1:14PM	1:18PM	1:24PM	1:27PM	1:35PM	1:41PM	1:49PM
405	2:00PM	2:07PM	2:09PM	2:13PM	2:19PM	2:22PM	2:30PM	2:36PM	2:44PM
405	2:55PM	3:02PM	3:04PM	3:08PM	3:15PM	3:19PM	3:28PM	3:34PM	3:42PM
405	3:55PM	4:02PM	4:04PM	4:08PM	4:15PM	4:19PM	4:28PM	4:34PM	4:42PM
405	4:55PM	5:02PM	5:04PM	5:08PM	5:15PM	5:19PM	5:28PM	5:34PM	5:42PM
405	5:55PM	6:02PM	6:04PM	6:09PM	6:16PM	6:20PM	6:31PM	6:37PM	6:45PM

405 EASTBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

Route	HENRY FORD MEDICAL CTR.	ORCHARD LAKE & 15 MILE ROAD	ORCHARD LAKE & 14 MILE ROAD	12 MILE RD. & NORTHWESTERN	12 MILE RD & TELEGRAPH	11 MILE RD. & LAHSER	EVERGREEN & CIVIC CENTER	10 MILE RD. & EVERGREEN	NORTHLAND MALL
405	6:36AM	6:43AM	6:46AM	6:58AM	7:02AM	7:07AM	7:11AM	7:13AM	7:20AM
405	7:35AM	7:42AM	7:45AM	7:58AM	8:02AM	8:07AM	8:11AM	8:13AM	8:20AM
405	8:20AM	8:27AM	8:30AM	8:43AM	8:47AM	8:52AM	8:56AM	8:58AM	9:05AM
405	9:15AM	9:22AM	9:25AM	9:38AM	9:42AM	9:47AM	9:51AM	9:53AM	10:00AM
405	10:12AM	10:18AM	10:21AM	10:33AM	10:37AM	10:42AM	10:46AM	10:48AM	10:55AM
405	11:07AM	11:13AM	11:16AM	11:28AM	11:32AM	11:37AM	11:41AM	11:43AM	11:50AM
405	12:02PM	12:08PM	12:11PM	12:23PM	12:27PM	12:32PM	12:36PM	12:38PM	12:45PM
405	12:57PM	1:03PM	1:06PM	1:18PM	1:22PM	1:27PM	1:31PM	1:33PM	1:40PM
405	2:02PM	2:08PM	2:11PM	2:23PM	2:27PM	2:32PM	2:36PM	2:38PM	2:45PM
405	2:29PM	2:35PM	2:38PM	2:50PM	2:54PM	2:59PM	3:04PM	3:07PM	3:15PM
405	2:55PM	3:02PM	3:05PM	3:18PM	3:23PM	3:29PM	3:34PM	3:37PM	3:45PM
405	3:25PM	3:32PM	3:35PM	3:48PM	3:53PM	3:59PM	4:04PM	4:07PM	4:15PM
405	3:55PM	4:02PM	4:05PM	4:18PM	4:23PM	4:29PM	4:34PM	4:37PM	4:45PM
405	4:25PM	4:32PM	4:35PM	4:48PM	4:53PM	4:59PM	5:04PM	5:07PM	5:15PM
405	4:56PM	5:03PM	5:06PM	5:19PM	5:24PM	5:30PM	5:35PM	5:38PM	5:45PM
405	6:00PM	6:06PM	6:09PM	6:22PM	6:27PM	6:32PM	6:36PM	6:38PM	6:45PM

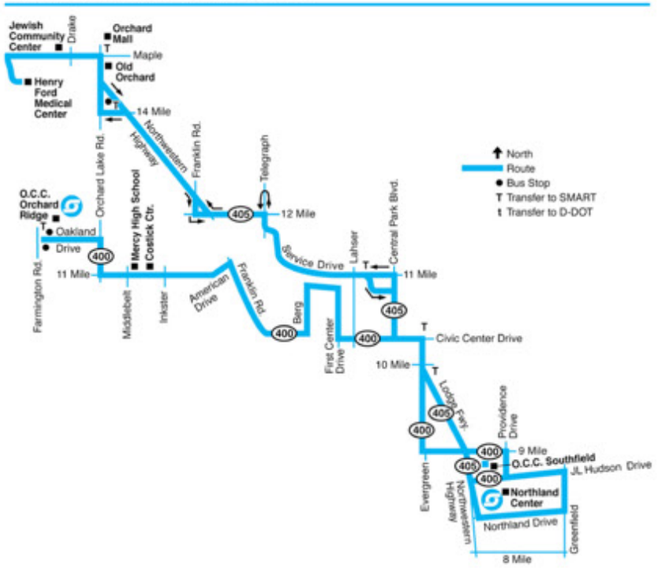
405 EASTBOUND FOR SATURDAY : EFFECTIVE: 09/01/2014

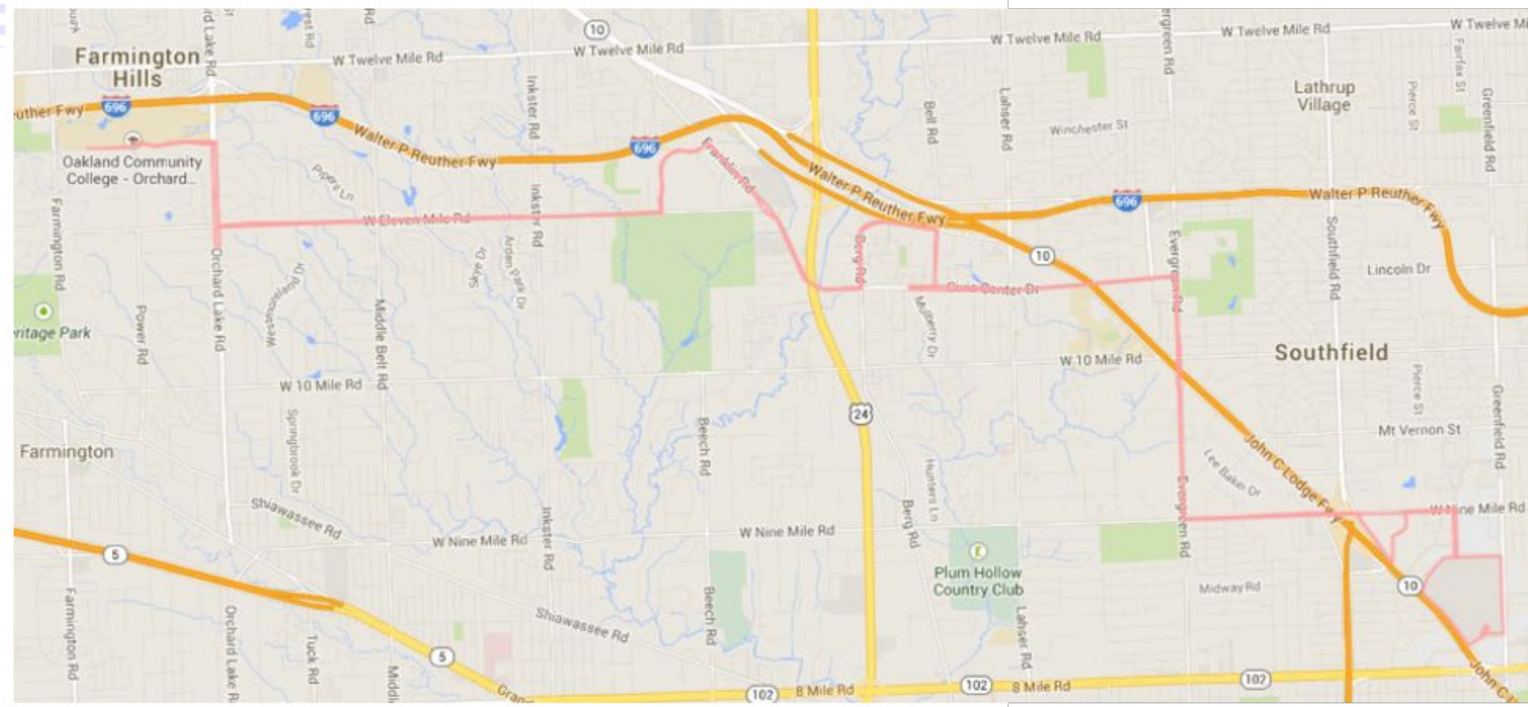
Route	HENRY FORD MEDICAL CTR.	ORCHARD LAKE & 15 MILE ROAD	ORCHARD LAKE & 14 MILE ROAD	12 MILE RD. & NORTHWESTERN	12 MILE RD & TELEGRAPH	11 MILE RD. & LAHSER	EVERGREEN & CIVIC CENTER	10 MILE RD. & EVERGREEN	NORTHLAND MALL
405	8:42AM	8:50AM	8:53AM	9:04AM	9:07AM	9:12AM	9:16AM	9:18AM	9:25AM
405	9:37AM	9:45AM	9:48AM	9:59AM	10:02AM	10:07AM	10:11AM	10:13AM	10:20AM
405	10:32AM	10:40AM	10:43AM	10:54AM	10:57AM	11:02AM	11:06AM	11:08AM	11:15AM
405	11:27AM	11:35AM	11:38AM	11:48AM	11:52AM	11:57AM	12:01PM	12:03PM	12:10PM
405	12:22PM	12:30PM	12:33PM	12:44PM	12:47PM	12:52PM	12:56PM	12:58PM	1:05PM
405	1:17PM	1:25PM	1:28PM	1:39PM	1:42PM	1:47PM	1:51PM	1:53PM	2:00PM
405	2:21PM	2:29PM	2:32PM	2:44PM	2:47PM	2:52PM	2:56PM	2:58PM	3:05PM
405	3:16PM	3:24PM	3:27PM	3:39PM	3:42PM	3:47PM	3:51PM	3:53PM	4:00PM
405	4:11PM	4:19PM	4:22PM	4:34PM	4:37PM	4:42PM	4:46PM	4:48PM	4:55PM
405	5:06PM	5:14PM	5:17PM	5:29PM	5:32PM	5:37PM	5:41PM	5:43PM	5:50PM
405	6:01PM	6:09PM	6:12PM	6:24PM	6:27PM	6:32PM	6:36PM	6:38PM	6:45PM
405	6:55PM	7:03PM	7:06PM	7:18PM	7:21PM	7:26PM	7:30PM	7:32PM	7:39PM

405 WESTBOUND FOR SATURDAY : EFFECTIVE: 09/01/2014

Route	NORTHLAND MALL	10 MILE RD. & EVERGREEN	EVERGREEN & CIVIC CENTER	11 MILE RD. & LAHSER	12 MILE RD & TELEGRAPH	12 MILE RD. & NORTHWESTERN	& 14 MILE ROAD	ORCHARD LAKE & 15 MILE ROAD	HENRY FORD MEDICAL CTR.
405	7:45AM	7:51AM	7:53AM	7:57AM	8:03AM	8:06AM	8:14AM	8:20AM	8:28AM
405	8:40AM	8:46AM	8:48AM	8:52AM	8:58AM	9:01AM	9:09AM	9:15AM	9:23AM
405	9:35AM	9:41AM	9:43AM	9:47AM	9:53AM	9:56AM	10:04AM	10:10AM	10:18AM
405	10:30AM	10:36AM	10:38AM	10:42AM	10:48AM	10:51AM	10:59AM	11:05AM	11:13AM
405	11:25AM	11:31AM	11:33AM	11:37AM	11:43AM	11:46AM	11:54AM	12:00PM	12:08PM
405	12:20PM	12:26PM	12:28PM	12:32PM	12:38PM	12:41PM	12:49PM	12:55PM	1:03PM
405	1:25PM	1:31PM	1:33PM	1:37PM	1:43PM	1:46PM	1:54PM	2:00PM	2:08PM
405	2:20PM	2:26PM	2:28PM	2:33PM	2:39PM	2:42PM	2:50PM	2:56PM	3:04PM
405	3:15PM	3:21PM	3:23PM	3:28PM	3:34PM	3:37PM	3:45PM	3:51PM	3:59PM
405	4:10PM	4:16PM	4:18PM	4:23PM	4:29PM	4:32PM	4:40PM	4:46PM	4:54PM
405	5:05PM	5:11PM	5:13PM	5:18PM	5:24PM	5:27PM	5:35PM	5:41PM	5:49PM
405	6:00PM	6:06PM	6:08PM	6:13PM	6:19PM	6:22PM	6:30PM	6:36PM	6:44PM
405	6:50PM	6:56PM	6:58PM	7:03PM	7:09PM	7:12PM	7:20PM	7:26PM	-

Route 400 Southfield/Orchard Ridge
Route 405 Northwestern Highway





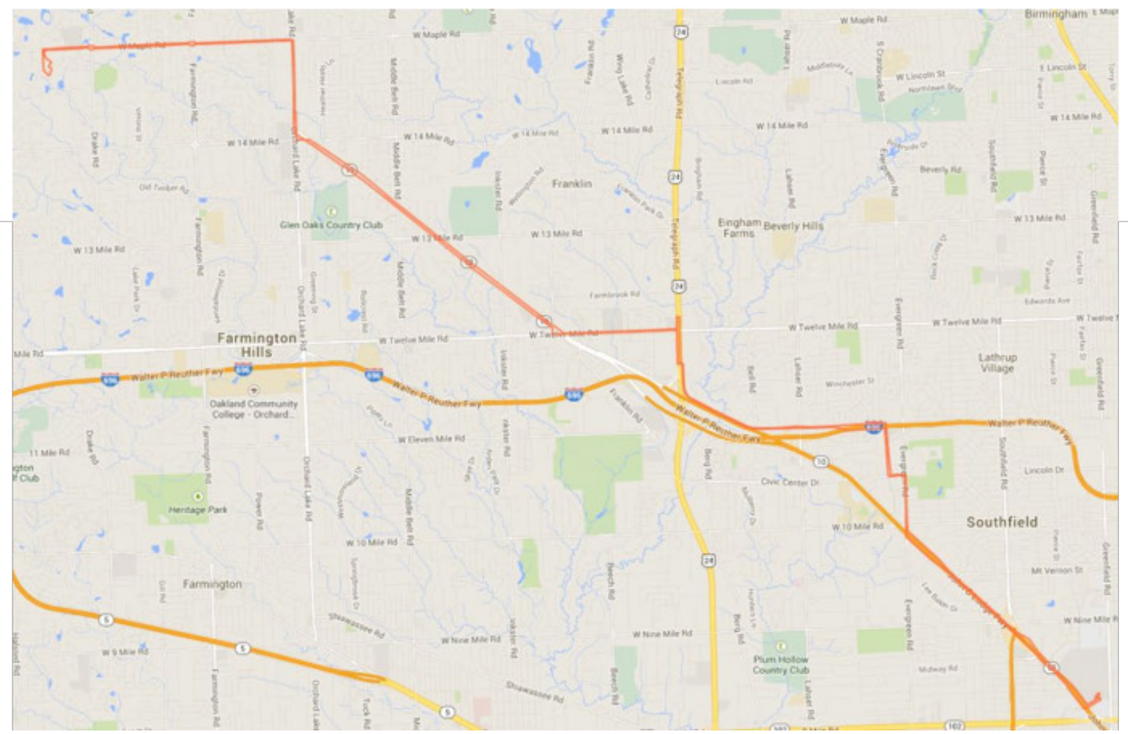
400 PUBLIC BUS ROUTING + TIME TABLES

400 NORTHBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

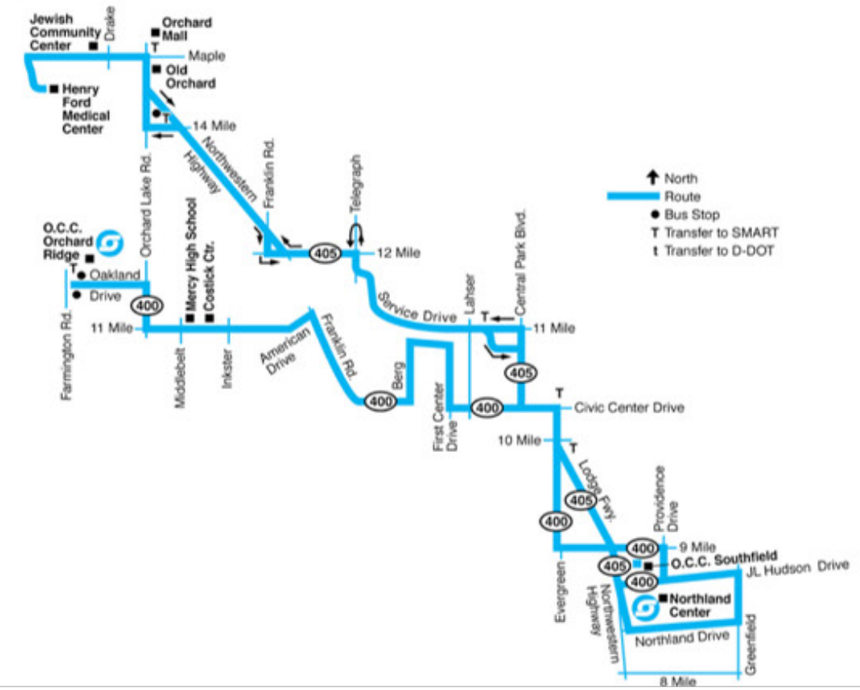
Route	NORTHLAND MALL	9 MILE RD. & PROVIDENCE	OCC SOUTHFIELD	9 MILE RD. & EVERGREEN	EVERGREEN & CIVIC CENTER	FRANKLIN & TELEGRAPH	FRANKLIN & AMERICAN DR	11 MILE RD. & MIDDLEBELT	OCC ORCH RDG CAMPUS
400	6:20AM	6:24AM	6:26AM	6:30AM	6:34AM	6:42AM	6:45AM	6:52AM	6:57AM
400	7:00AM	7:04AM	7:06AM	7:11AM	7:16AM	7:25AM	7:29AM	7:36AM	7:42AM
400	7:30AM	7:34AM	7:36AM	7:41AM	7:46AM	7:55AM	7:59AM	8:06AM	8:12AM
400	8:00AM	8:04AM	8:06AM	8:11AM	8:16AM	8:25AM	8:29AM	8:36AM	8:42AM
400	8:42AM	8:46AM	8:48AM	8:53AM	8:58AM	9:07AM	9:10AM	9:17AM	9:23AM
400	9:45AM	9:49AM	9:51AM	9:55AM	10:00AM	10:09AM	10:12AM	10:18AM	10:23AM
400	11:17AM	11:21AM	11:23AM	11:27AM	11:32AM	11:41AM	11:44AM	11:50AM	11:55AM
400	12:42PM	12:46PM	12:48PM	12:52PM	12:57PM	1:06PM	1:09PM	1:15PM	1:20PM
400	2:10PM	2:15PM	2:17PM	2:21PM	2:26PM	2:36PM	2:40PM	2:46PM	2:52PM
400	3:00PM	3:05PM	3:07PM	3:11PM	3:16PM	3:26PM	3:30PM	3:36PM	3:42PM
400	3:50PM	3:55PM	3:57PM	4:01PM	4:06PM	4:16PM	4:20PM	4:26PM	4:32PM
400	4:41PM	4:46PM	4:48PM	4:52PM	4:57PM	5:06PM	5:10PM	5:17PM	5:24PM
400	6:23PM	6:28PM	6:30PM	6:34PM	6:40PM	6:50PM	6:54PM	7:01PM	7:08PM

400 SOUTHBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

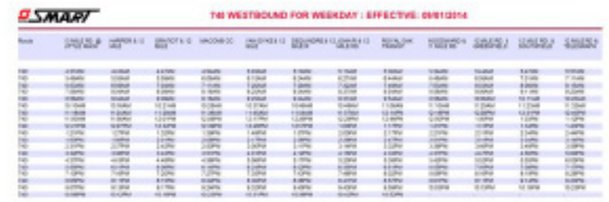
Route	OCC ORCH RDG CAMPUS	11 MILE RD. & MIDDLEBELT	FRANKLIN & AMERICAN DR	FRANKLIN & TELEGRAPH	EVERGREEN & CIVIC CENTER	9 MILE RD. & EVERGREEN	OCC SOUTHFIELD	9 MILE RD. & PROVIDENCE	NORTHLAND MALL
400	6:40AM	6:46AM	6:52AM	6:56AM	7:07AM	7:11AM	7:15AM	7:18AM	7:23AM
400	7:44AM	7:50AM	7:56AM	8:00AM	8:11AM	8:15AM	8:19AM	8:22AM	8:27AM
400	8:44AM	8:50AM	8:55AM	8:59AM	9:09AM	9:13AM	9:17AM	9:20AM	9:25AM
400	9:25AM	9:31AM	9:36AM	9:40AM	9:50AM	9:53AM	9:57AM	10:00AM	10:05AM
400	10:25AM	10:31AM	10:36AM	10:40AM	10:50AM	10:53AM	10:57AM	11:00AM	11:05AM
400	11:57AM	12:03PM	12:08PM	12:12PM	12:22PM	12:25PM	12:29PM	12:32PM	12:37PM
400	1:33PM	1:40PM	1:46PM	1:50PM	2:00PM	2:04PM	2:08PM	2:12PM	2:17PM
400	2:55PM	3:02PM	3:08PM	3:12PM	3:23PM	3:27PM	3:31PM	3:35PM	3:40PM
400	3:45PM	3:52PM	3:58PM	4:03PM	4:14PM	4:18PM	4:22PM	4:26PM	4:31PM
400	4:45PM	4:52PM	4:58PM	5:03PM	5:14PM	5:20PM	5:24PM	5:28PM	5:33PM
400	5:25PM	5:32PM	5:39PM	5:43PM	5:54PM	5:58PM	6:02PM	6:06PM	6:11PM
400	7:10PM	7:17PM	7:24PM	7:28PM	7:39PM	7:43PM	7:47PM	7:51PM	7:56PM

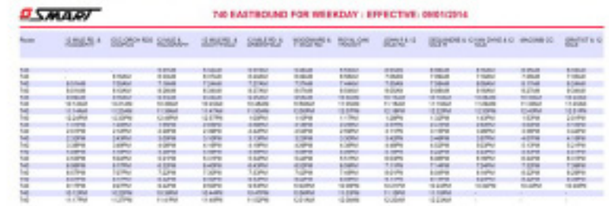


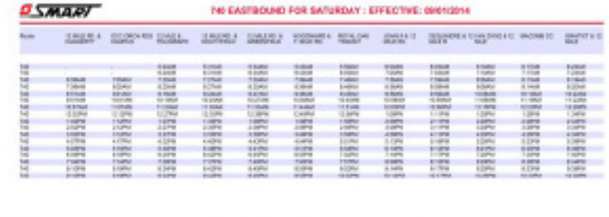
Route 400 Southfield/Orchard Ridge
Route 405 Northwestern Highway

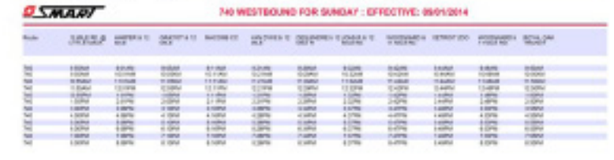


405 PUBLIC BUS ROUTING + TIME TABLES









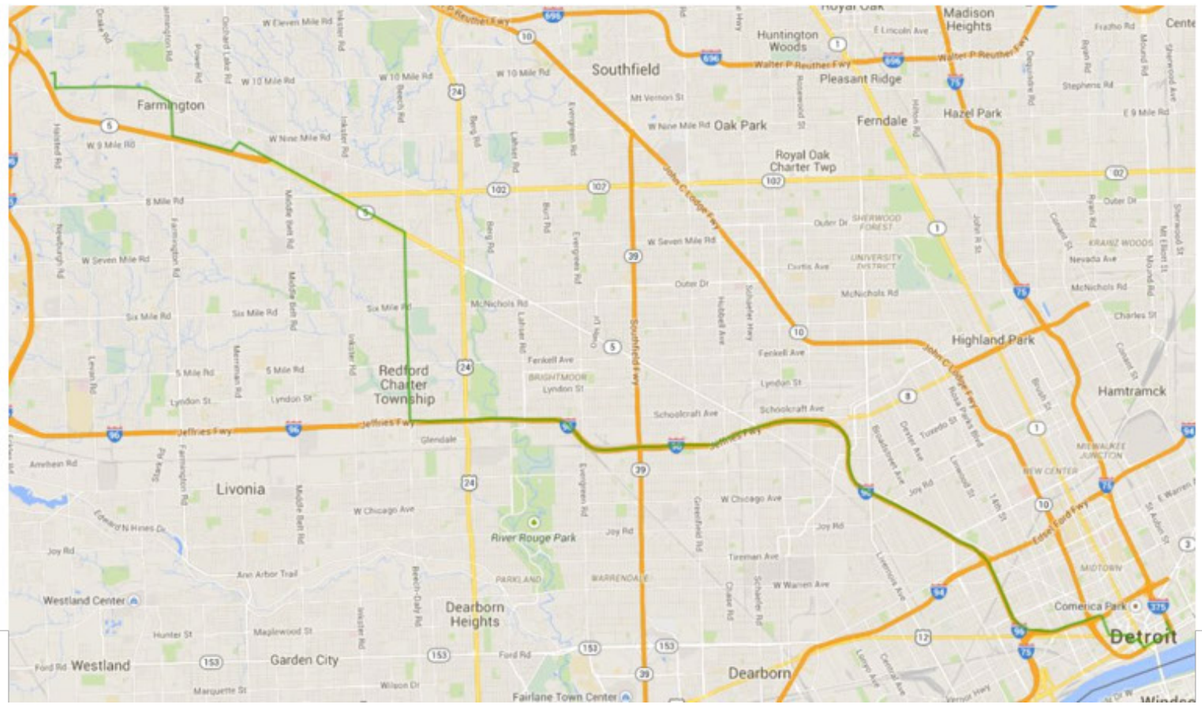
740 PUBLIC BUS ROUTING + TIME TABLES

805 WESTBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

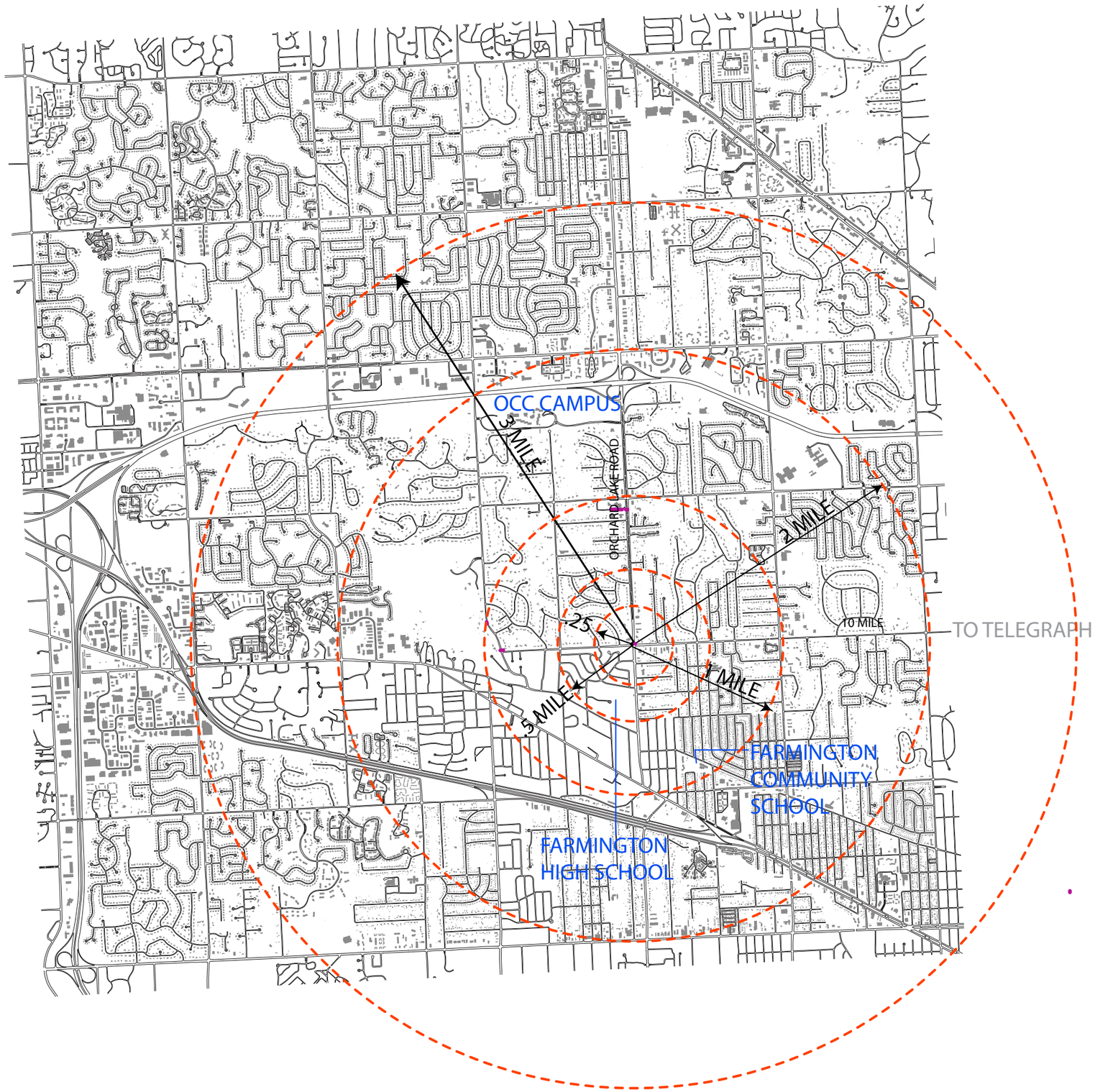
Route	BLUE CROSS/BLUE	JEFFERSON & BEAUBIEN	MICHIGAN & CASS	THIRD & PLAZA DR	FENTON & SCHOOLCRAFT	WESTERN GRAHAM FIELDS	GRAND RIVER & BEECH-DALY	FARMINGTON & FREEDOM	GRAND RIVER & FARMINGTON	BONAVENTURE SKATING
805	3:34PM	3:36PM	3:43PM	3:45PM	4:10PM	4:14PM	4:21PM	4:31PM	4:33PM	4:40PM
805	4:04PM	4:06PM	4:15PM	4:17PM	4:43PM	4:47PM	4:54PM	5:04PM	5:06PM	5:13PM
805	4:33PM	4:35PM	4:44PM	4:46PM	5:12PM	5:16PM	5:23PM	5:33PM	5:35PM	5:42PM
805	4:38PM	4:40PM	4:49PM	4:51PM	-	5:16PM	5:23PM	5:33PM	5:35PM	5:42PM
805	4:49PM	4:51PM	5:00PM	5:02PM	5:28PM	5:32PM	5:39PM	5:49PM	5:51PM	5:58PM
805	5:08PM	5:10PM	5:19PM	5:21PM	5:45PM	5:49PM	5:56PM	6:06PM	6:08PM	6:15PM
805	5:34PM	5:36PM	5:43PM	5:45PM	6:09PM	6:13PM	6:20PM	6:30PM	6:32PM	6:39PM

805 EASTBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

Route	BONAVENTURE SKATING	GRAND RIVER & FARMINGTON	FARMINGTON & FREEDOM	GRAND RIVER & BEECH-DALY	WESTERN GRAHAM FIELDS	FENTON & SCHOOLCRAFT	THIRD & PLAZA DR	MICHIGAN & CASS	JEFFERSON & BEAUBIEN	BLUE CROSS/BLUE
805	5:36AM	5:41AM	5:43AM	5:51AM	5:58AM	6:02AM	6:29AM	6:30AM	6:37AM	6:40AM
805	5:47AM	5:52AM	5:54AM	6:02AM	6:09AM	6:13AM	6:40AM	6:41AM	6:48AM	6:51AM
805	6:15AM	6:21AM	6:23AM	6:32AM	6:39AM	6:43AM	7:10AM	7:11AM	7:18AM	7:21AM
805	6:30AM	6:36AM	6:38AM	6:47AM	6:54AM	6:58AM	7:25AM	7:26AM	7:33AM	7:36AM
805	6:45AM	6:51AM	6:53AM	7:02AM	7:09AM	7:13AM	7:40AM	7:41AM	7:48AM	7:51AM
805	6:50AM	6:56AM	6:58AM	7:07AM	7:14AM	7:18AM	7:45AM	7:46AM	7:53AM	7:56AM
805	7:10AM	7:16AM	7:18AM	7:27AM	7:34AM	7:38AM	8:05AM	8:06AM	8:13AM	8:16AM
805	7:28AM	7:34AM	7:36AM	7:45AM	7:52AM	7:56AM	8:23AM	8:24AM	8:31AM	8:34AM
805	7:36AM	7:42AM	7:44AM	7:53AM	8:00AM	8:04AM	8:30AM	8:31AM	8:38AM	8:41AM
805	7:46AM	7:52AM	7:54AM	8:03AM	8:10AM	8:14AM	8:40AM	8:41AM	8:48AM	8:51AM



806 PUBLIC BUS ROUTING + TIME TABLES



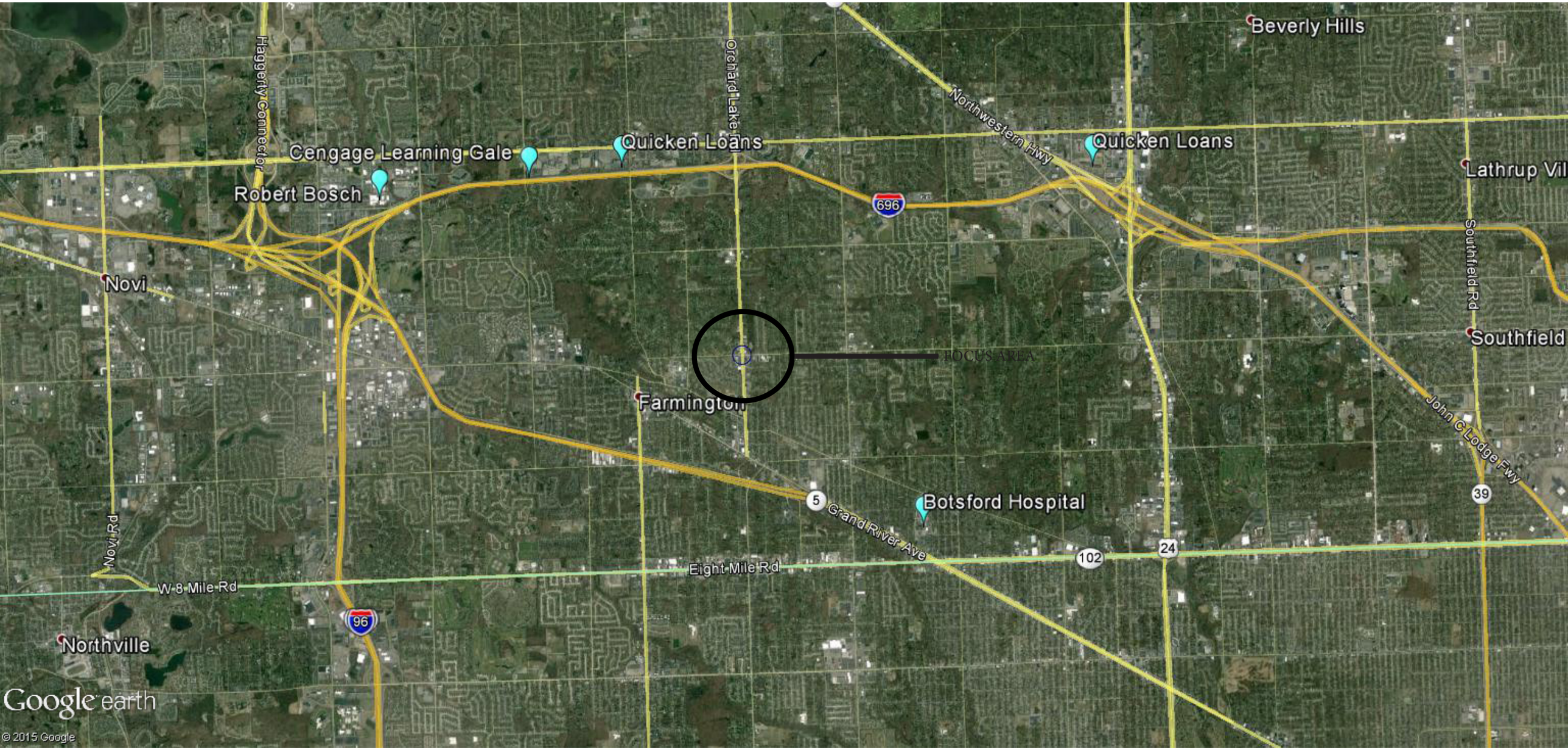
CIRCULATION: EDUCATIONAL ADJACENCIES

The intersection of 10 MIle and Orchard can function as a circulation node for local educational institutes.

All major local educational institutes fall within a 3 mile range, which is considered a comfortable biking range for nearly anyone.

COMMUNITY ANALYSIS

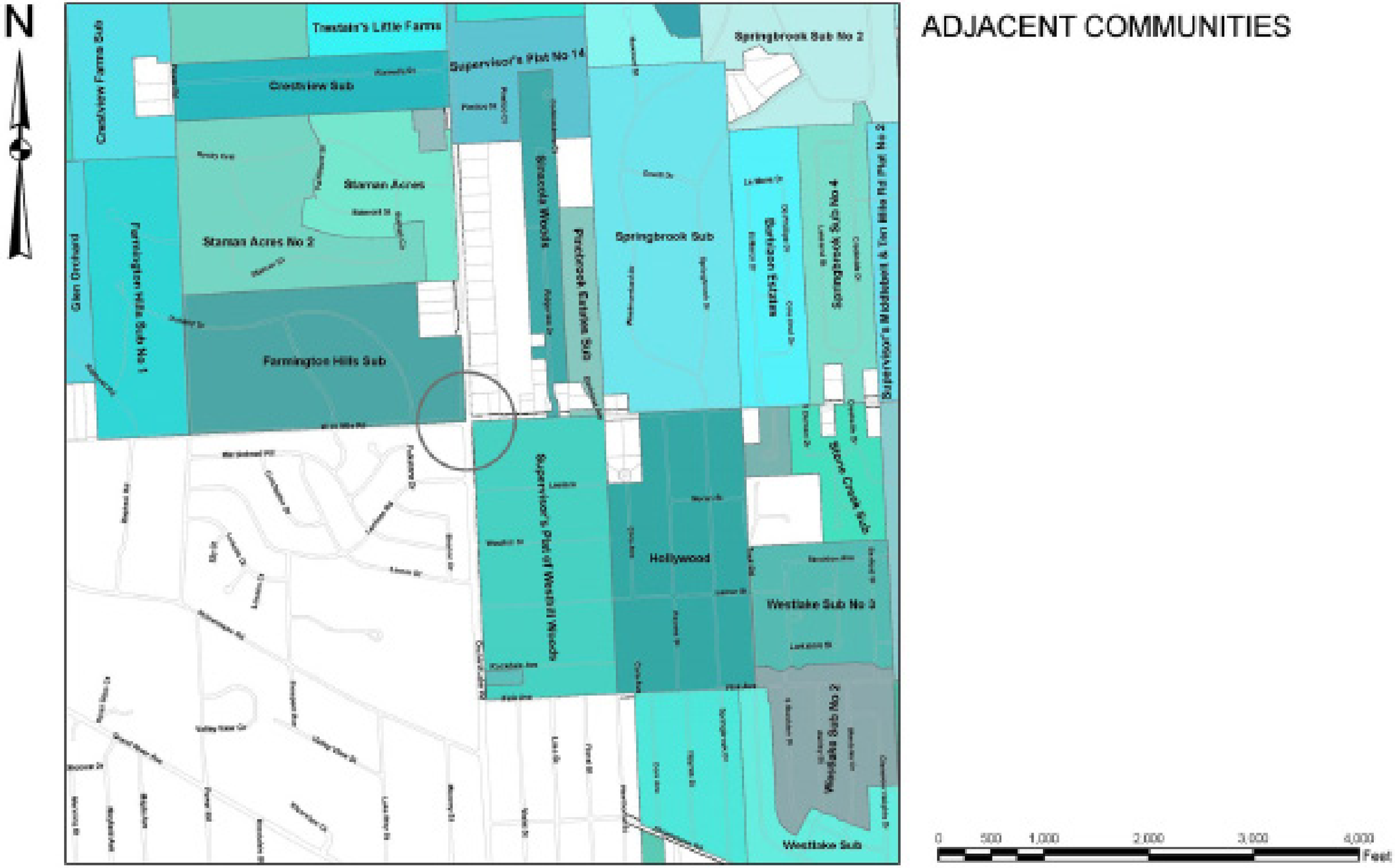
It is most paramount to comprehend the community that is being designed for. To do so building uses, local attractions, and community stakeholders have been studied.

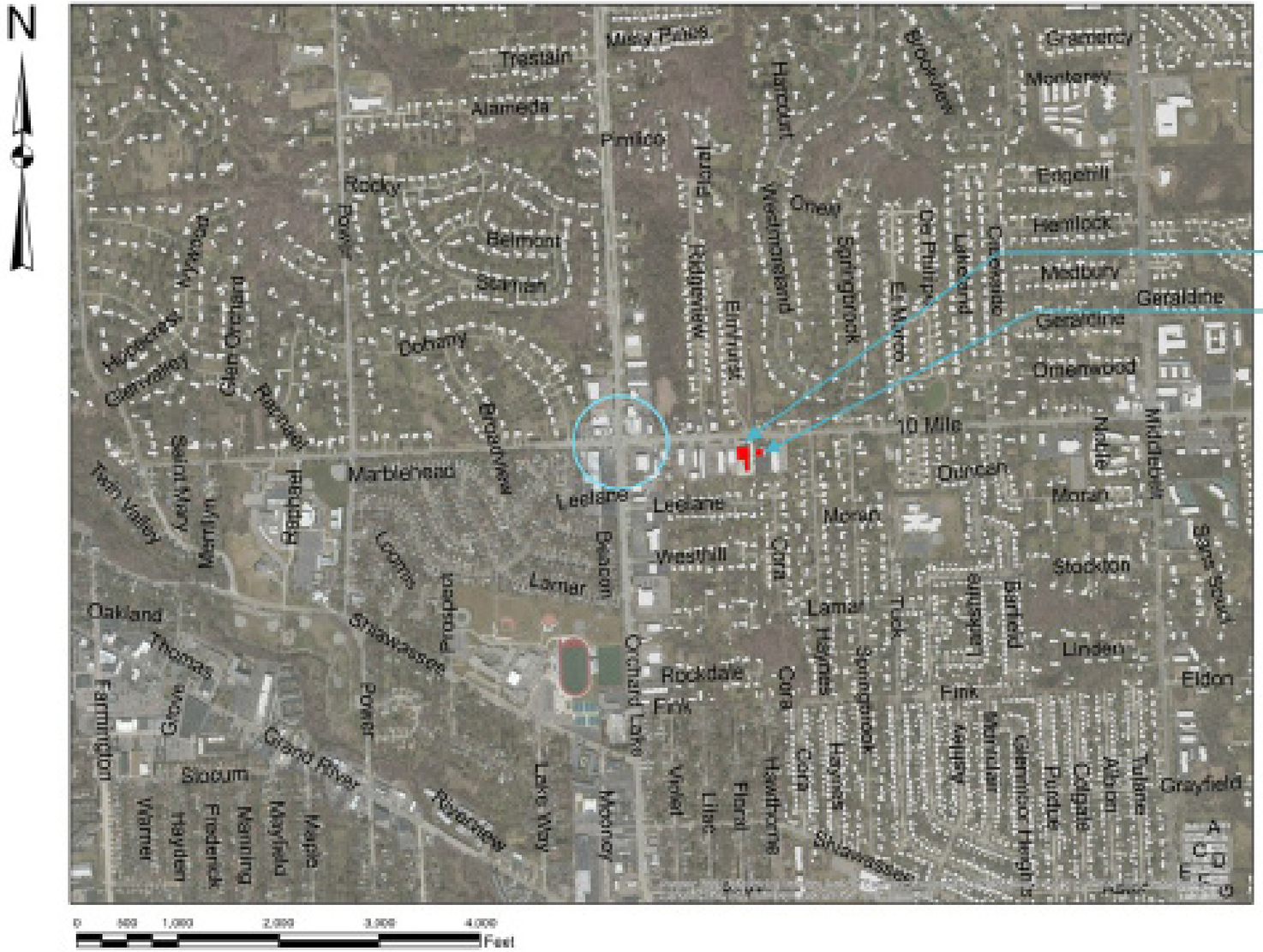


LARGEST REGIONAL EMPLOYERS

COMMUNITY BUILDING USES: COMMERCIAL AND RESIDENTIAL

ADJACENT COMMUNITIES





COMMUNITY BUSINESS STAKEHOLDERS/COMMUNITY INFLUENCERS

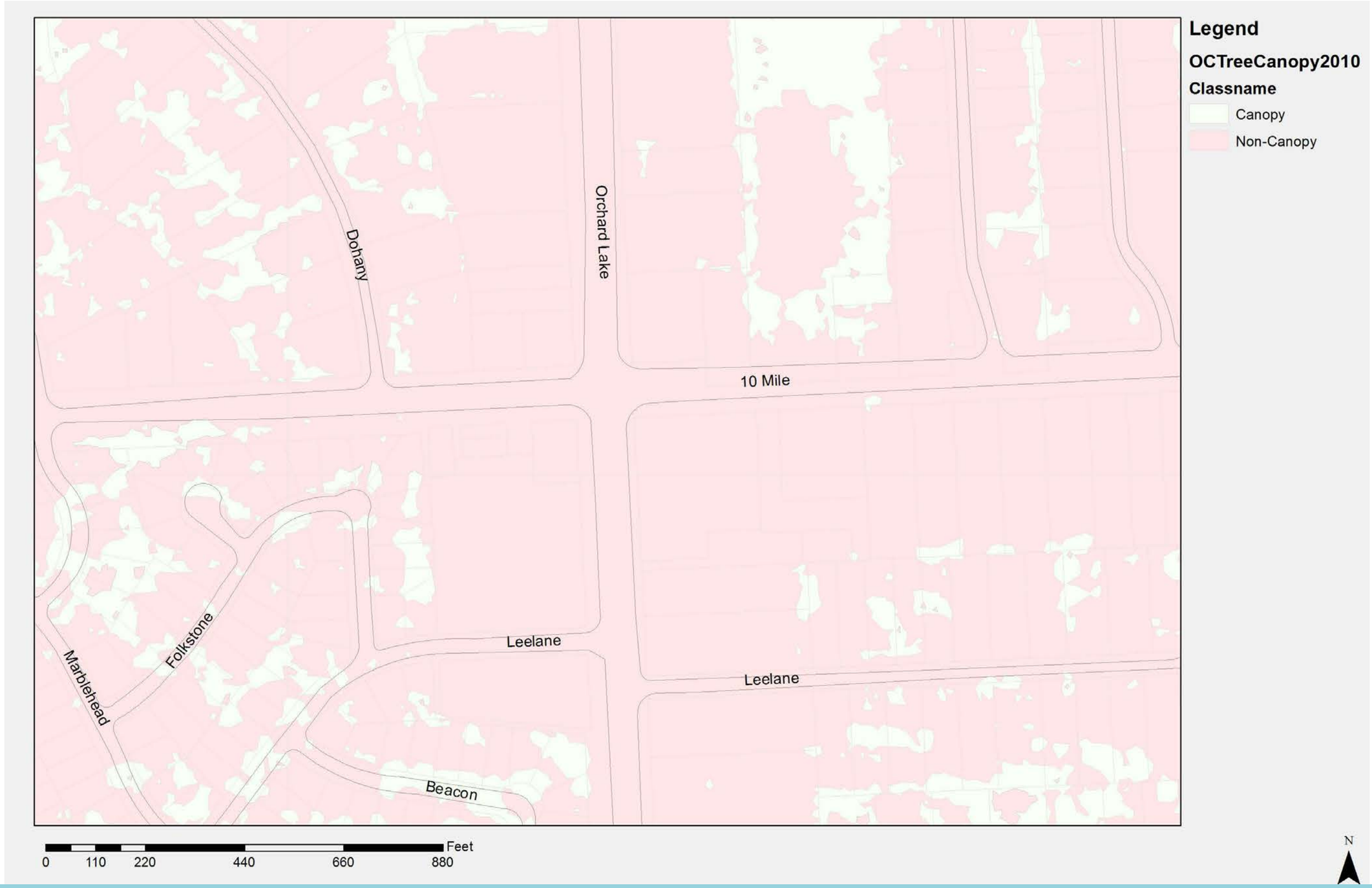
COMMUNITY AMENITIES AND BUSINESSES

NATURAL SYSTEM ANALYSIS

The preexisting urban tree canopy was analyzed using GIS data to understand the preexisting conditions of tree vegetation, and how tree canopy can be improved. A strong tree canopy can improve air quality, reduce solar heat gain, and make pedestrians more comfortable in urban areas.

MAPPED TREE CANOPY OF REGION

There are noticeable “bald” spots throughout the cities. This presents a challenge to create continuous networks of tree canopies that increase pedestrian comfort, and reduce heat island effect.



MAPPED TREE CANOPY OF FOCUS AREA

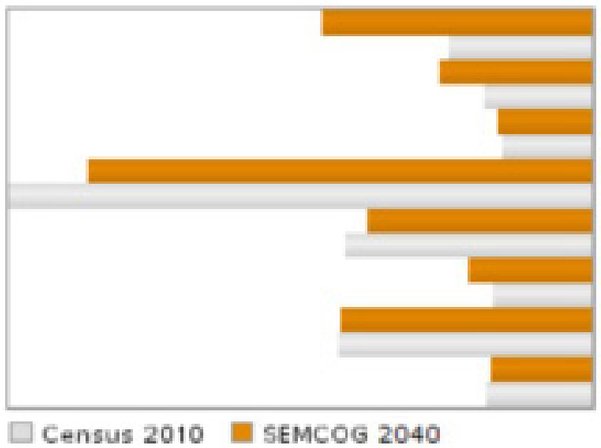
At the intersection of 10 Mile of Orchard there is ample opportunity to improve upon the almost nonexistent tree canopy.

DEMOGRAPHIC ANALYSIS

In order to understabd demographic influences of the area, age and income were analyzed. Both of which were studies for current conditions, and long term/short term projections. Understanding these sort of demographics assures that proposed urban design resonate both with current and future use patterns of an area.

FARMINGTON

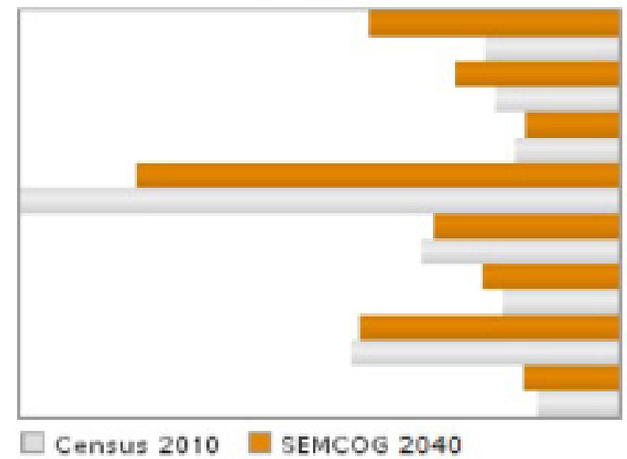
Forecasted Population by Age, 2010-2040



Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	922	1,720	798
65-74	689	980	291
60-64	570	610	40
35-59	3,699	3,191	-508
25-34	1,572	1,434	-138
18-24	638	790	152
5-17	1,608	1,607	-1
Under 5	674	647	-27
	10,372	10,979	607

FARMINGTON HILLS

Forecasted Population by Age, 2010-2040



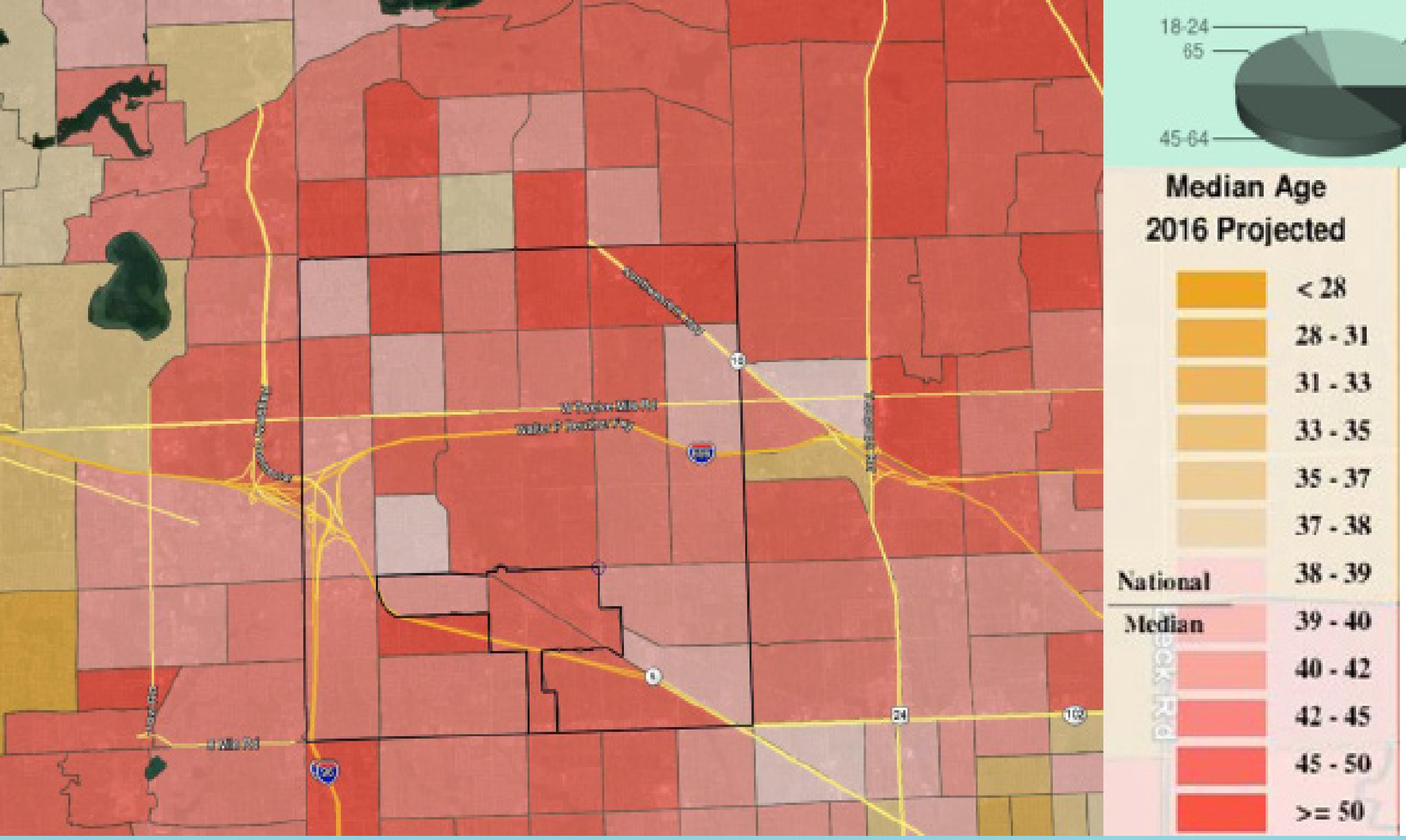
Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	6,651	12,250	5,599
65-74	6,061	8,087	2,026
60-64	5,112	4,615	-497
35-59	29,404	23,736	-5,668
25-34	9,645	9,086	-559
18-24	5,695	6,689	994
5-17	13,134	12,704	-430
Under 5	4,038	4,730	692
	79,740	81,897	2,157

Current 2010 conditions indicate there is a real mix of age groups. 35-59 is prominently the majority. But there is a near second place tie amongst children/teenagers and the elderly. Meaning that urban plans really need to appeal to all three age demographics.

Progressed in time, younger age groups decrease while more advanced age groups are predicted to increase in 2040. This fluctuation is casued by the assumption that majority of current residents plan to remain in the Farmington/Farmington Hills area while aging. Pleasing current residents with improve urban designs can also help maintain resident retention.

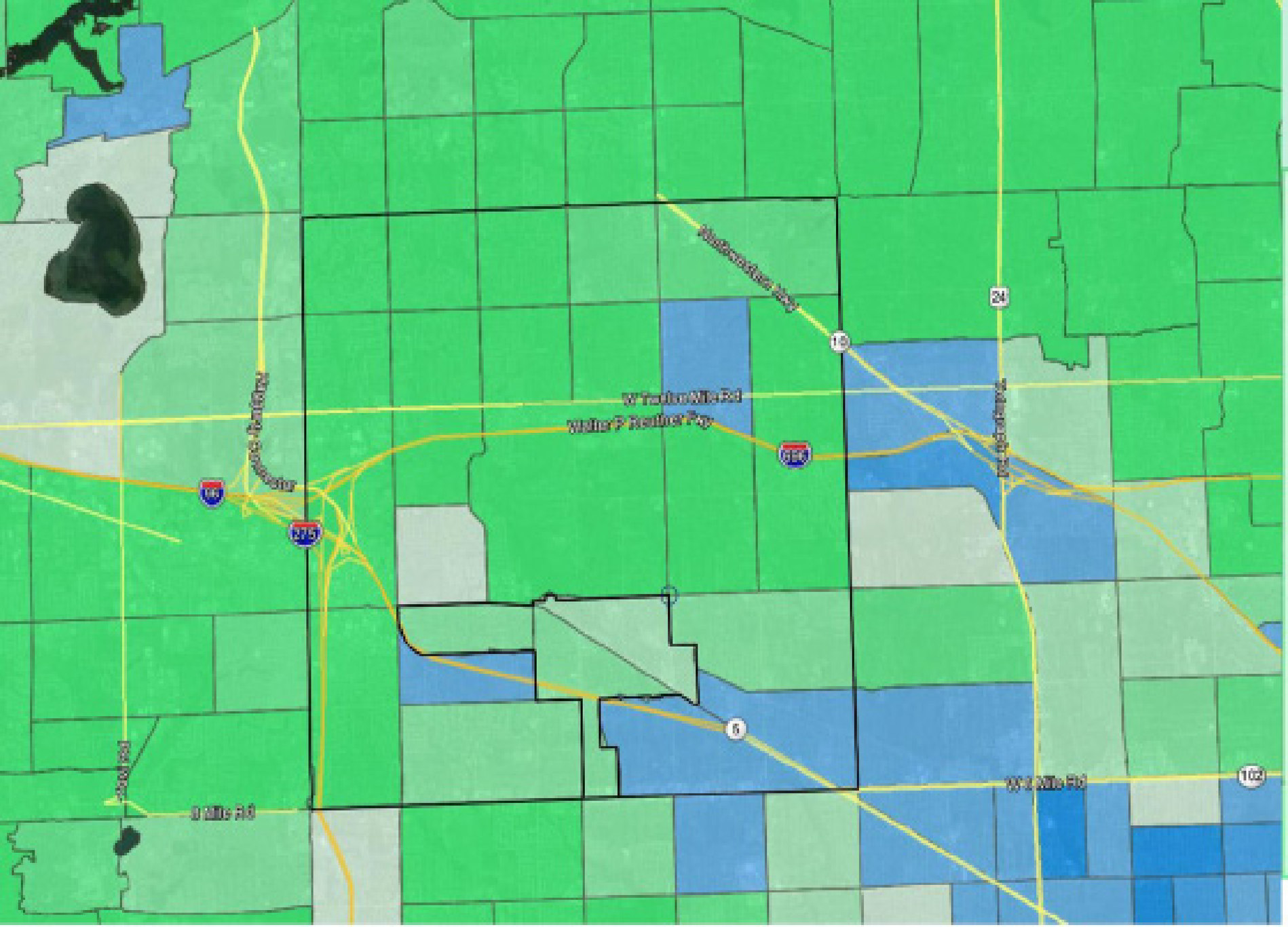
CURRENT AND FORTY YEAR AGE PREDICTIONS

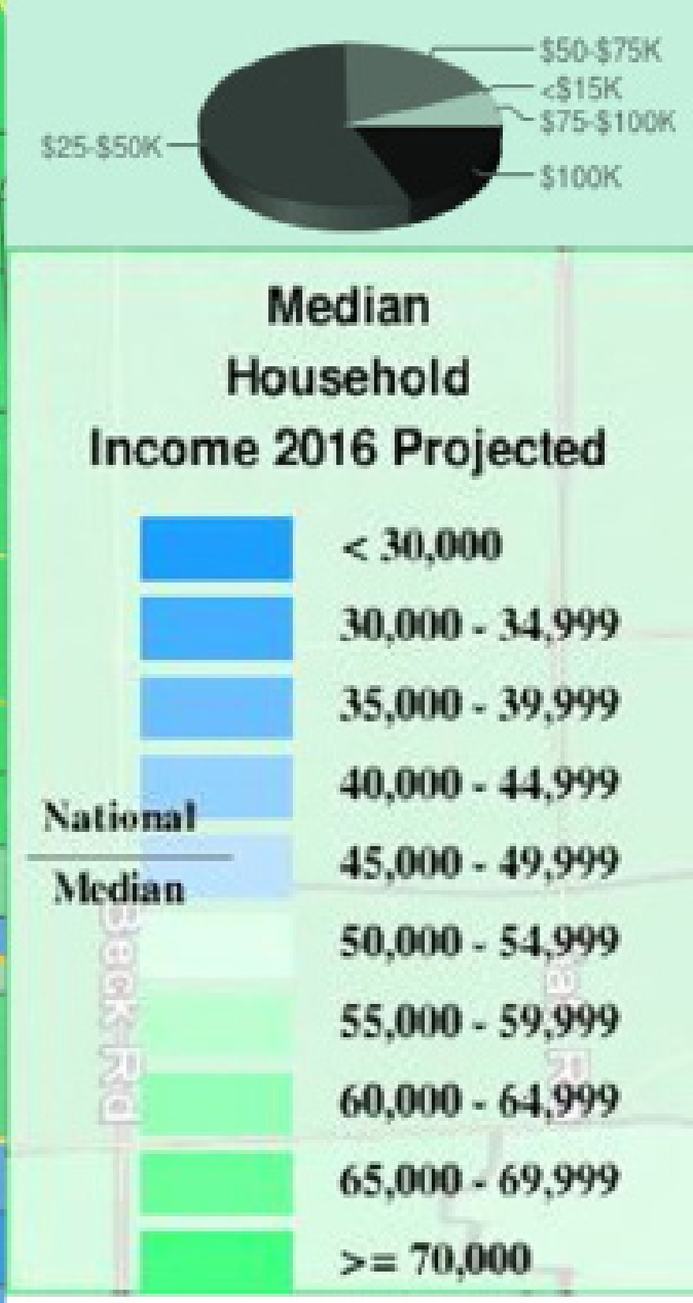
References:
SEMCOG Community Profiles



2016 MAPPED AGE PREDICATIONS

References:
GOOGLE EARTH PRO/THE NIELSON COMPANY





2016 MAPPED HOUSEHOLD INCOMES

References:
GOOGLE EARTH PRO/THE NIELSON COMPANY

PHOTO ANALYSIS

A photo analysis was performed to visually document existing conditions of the urban environment. It was completed by walking the study area for 2.5 hours and taking pictures along the way. Observations were made that relate to conditions of pedestrian routes, urban fabric, vegetation,pedestrian experience,land use adjacencies, and urban amenities.

LOCATION KEY

Preexisting trees can provide shade to pedestrians utilizing the sidewalks. It also seems there is some natural vegetative systems that are already established. It is also good that tree root structures are not bounded by planters.

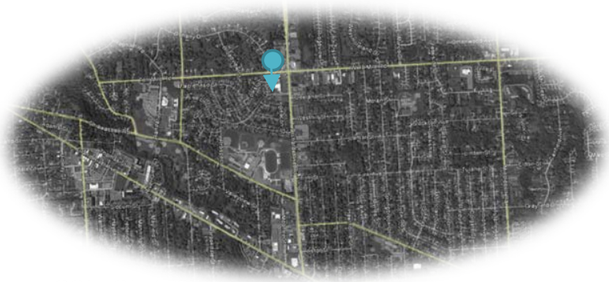
10 MILE WEST OF ORCHARD, LOOKING NORTH

LOCATION KEY

There are underutilized opportunistic to improve the pedestrian urban experience in at the intersection. For example the green area in front of the widely popular Greenes Hamburgers.

All of the black asphalt parking asphalts presents environmental issues of increased heat island effect, and storm water runoff.

ORCHARD SOUTH OF 10 MILE LOOKING WEST



LOCATION KEY

Some businesses in the area already support direction connection to the pedestrian. As seen here with these storefronts that feel connected to pedestrian circulation, opposed to hidden behind a sea of disjoined asphalt.

10 MILE, WEST OF ORCHARD LOOKING NORTH

LOCATION KEY

Existing buildings are quite human scale (low rise, smallish buildings footprint). This is good for placemaking becasue buidligns f these proportions are intended to relate to the pedestrian better.

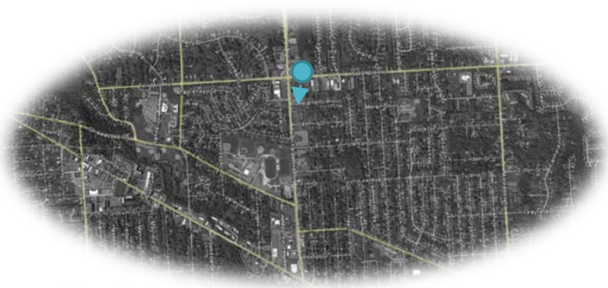
10 MILE, EAST OF ORCHARD LOOKING NORTH

Continuation of buildings that have integrated relationship with pedestrian circulation (the sidewalk).

The more businesses in the area that allow for easy transition from sidewalk to business interior are simply better for promoting walkability in the area.

LOCATION KEY

10 MILE, EAST OF ORCHARD LOOKING SOUTH



LOCATION KEY

Intersection simply is not welcoming to pedestrians because there is no prominently defined pedestrian realm, and streets are not ‘complete streets’.

10 MILE, WEST OF ORCHARD LOOKING SOUTH

LOCATION KEY

The shear number of businesses in the strip center must function as an attractor to the intersection area. However, no bike racks were observed in front of any business around the study intersection.

ORCHARD, SOUTH OF 10 MILE LOOKING WEST

Intersection of two primary roads does little to emphasize and give prominence to the pedestrian.

Faded paint used as the only mechanize for delineating pedestrian urban realm, communicates pedestrians are unimportant.

Recommend new material palette for pedestrian networks.

LOCATION KEY

INTERSECTION OF 10 MILE AND ORCHARD

TYPICAL SIDEWALK

While majority of sidewalks are the typical 4’-0” width, in some locations there is a greater width being used.

Generally 4’-0” is too small of a width to create a prominent walking path that supports a pleasant pedestrian experience. It becomes difficult to pass people, people do not feel comfortable double walking, and the mixing of bikers and walkers can not be supported.

It is refreshing to see larger sidewalk widths are already being implemented throughout the city.

ORCHARD, NORTH OF 10 MILE, WEST SIDE OF STREET, WITH WIDER SIDEWALK

Some pedestrian activity is already present at the intersection area.

In a two hour period three people walking, and two people biking were observed.

LOCATION KEY

ORCHARD, SOUTH OF 10 MILE LOOKING EAST

In areas such as this, where is there is a lot of fast moving traffic and little vegetation, it is uncomfortably noisy.

Notably Orchard appears to be much louder then 10 Mile.

LOCATION KEY

ORCHARD, SOUTH OF 10 MILE LOOKING EAST

North of Orchard, vegetative boulevard appears to replace dedicated turn lane. Vegetated buffer could be continued down, and extend to grand.

Could also serve as sound dampening, space for dedicated bike lane, and green storm water management infrastructure.

LOCATION KEY

ORCHARD, NORTH OF 10 MILE LOOKING WEST

This is a typical residential street in adjacent residential areas. The narrow tree lined streets are a sharp contrast to the experience of walking the intersection.

It is more rewarding to walk through the neighborhoods, then the primary roads because it is significantly more pleasant for the pedestrian.

LOCATION KEY

TYPICAL NEIGHBORHOOD

LOCATION KEY

A number of the residences take on a “rural” character with more naturally landscaped yards, and gravel drives. This architectural language seems out of sync with current intersection design elements and qualities. Efforts should be made to create a better experiential linkage between rural and developed.

RURAL/NATURAL URBAN FABRIC

Nearly all residential areas transition from a calm slow moving street, to a busy road abruptly.

Not does this quickly deteriorate the quality of the pedestrian experience. There is safety issues/concerns when dense residential areas are joined to busy roads in this fashion.

The busy wide roads of Orchard and 10 Mile are also functioning as community segregators. Which are forcing the neighborhoods to be considered discretely, and not in terms of a continuous urban fabric of a singular community.

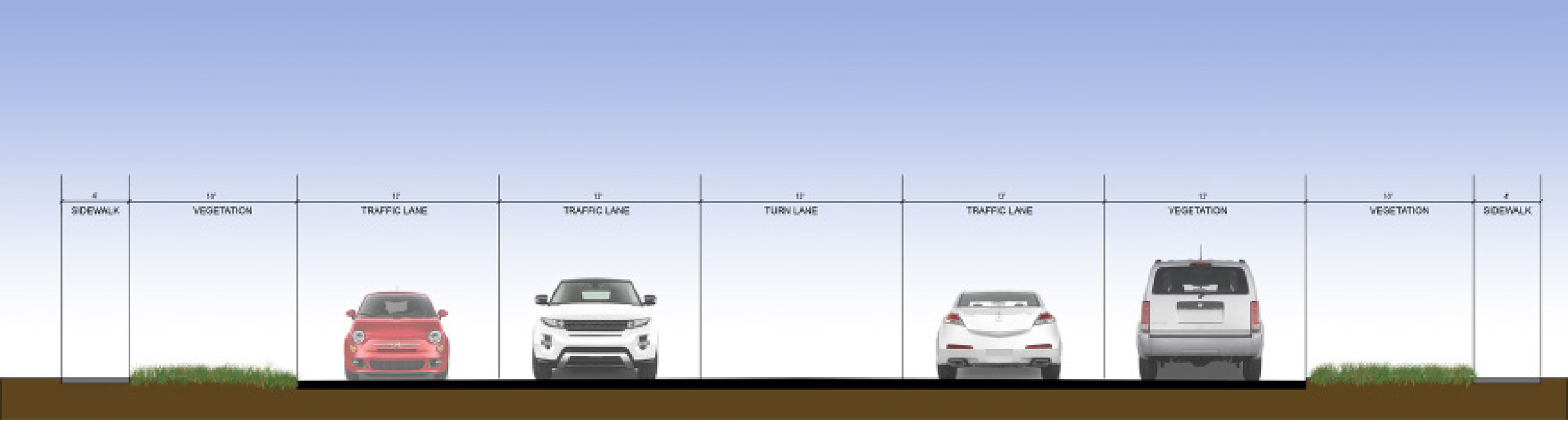
TYPICAL INTERSECTION AT RESIDENTIAL NEIGHBORHOODS AND ORCHARD

EXISTING INFRASTRUCTURE ANALYSIS

A photo analysis was performed to visually document existing conditions of the urban environment. It was completed by walking the study area for 2.5 hours and taking pictures along the way. Observations were made that relate to conditions of pedestrian routes, urban fabric, vegetation,pedestrian experience,land use adjacencies, and urban amenities.

MAP OF EXISTING INFRASTRUCTURE AT FOCUS AREA

Infrastructure routing appears to fall to the sides of streets, and below sidewalks.

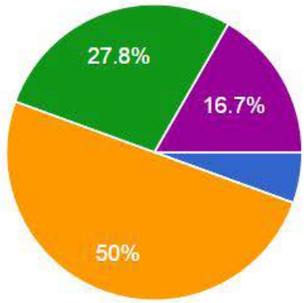


Majority of existing streets in study are incomplete auto dominated systems. They should be more inclusive to pedestrian, biking , and mass transit to support a more sustainable experience.

TYPICAL STREET SECTION

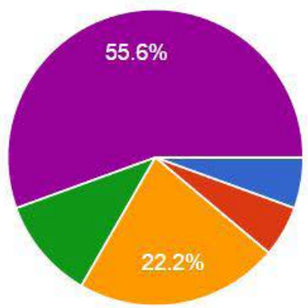
COMMUNITY ENGAGEMENT

Approximately, how many of your employees are residents of Farmington or Farmington Hills?



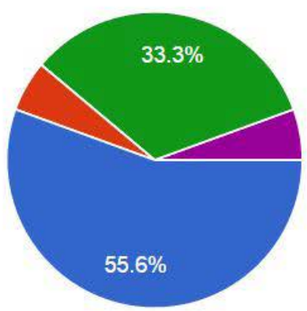
All	1	5.6%
Three quarters	0	0%
Half	9	50%
One quarter	5	27.8%
None	3	16.7%

Which of the following would help you increase business?



On street parking	1	5.6%
Improved sidewalks and bike paths	1	5.6%
Improved public transportation	4	22.2%
Improved public spaces	2	11.1%
Other	10	55.6%

What is the nearest street intersection your business is located by?



Orchard Lake Road and Ten Mile	10	55.6%
Orchard Lake Road and Shiawassee	1	5.6%
Orchard Lake Road and Grand River Ave	0	0%
Orchard Lake Road and Eleven Mile	6	33.3%
Ten Mile and Power Road	1	5.6%
Ten Mile and Middlebelt	0	0%

NUMBER OF EMPLOYEES

solo
about 20
3
2
7
6
5
9
6-10
blank
10
None
This location 6, company wide 3,500
3-4

DESIRABLE IMPROVEMENTS

We could use more nice restaurants, and retail stores and maybe a little better landscaping in some areas. And a few of the roads need fixing badly this would stimulate more of a draw. Parking needs a lot of help downtown!!

Continue to improve appearance, and downtown.

None related to the business

I travel about 16 miles from home to work and was shocked to find that Orchard Lake Rd had not been plowed yet by 9 a.m. Monday, February 2nd following that huge snow storm. Every other road/freeway taken that morning had been cleared and for such a major road like Orchard Lake not to be plowed north or southbound was shocking. Also, some areas of 10 Mile & Orchard Lake only have sidewalks on 1 side of the road, so you have to cross a major road if you want to walk on a sidewalk - like 10 Mile east of Orchard Lake only has sidewalks on the south side to Middlebelt. It would be more convenient if sidewalks were on both sides of the 10 Mile.

green space, walking/jogging/biking paths

More trees and landscape, nice natural appearance of surrounding area.

I would like to see smooth road surfaces

Improved Public Transportation

Improved traffic flow, roadway improvements

Roads

Better traffic control

I would like to see the public sector change to 401k type retirement plans and eliminate all health insurance for retirees. I am tired of having municipalities waste 30% of my tax dollars for "legacy costs".

I think Farmington/Farmington Hills is a lovely community and the improvements made to the downtown area are wonderful.sidewalks integrated with coordinated landscaping and decorative street lighting

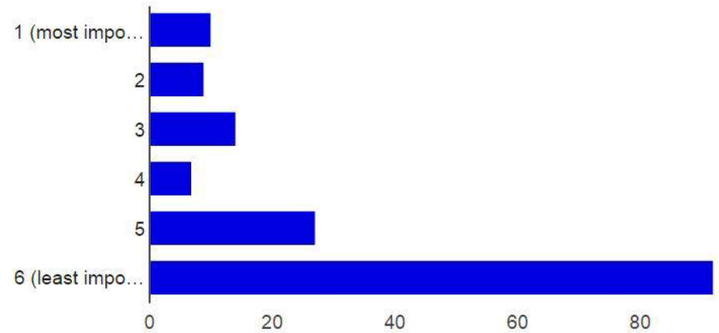
Transportation needs to be improved greatly. Hospitals connecting with senior living communities to provide transportation to all necessary medical appointments.

ADDITIONAL COMMENTS

Doing a good job at this point (in partnership with city).

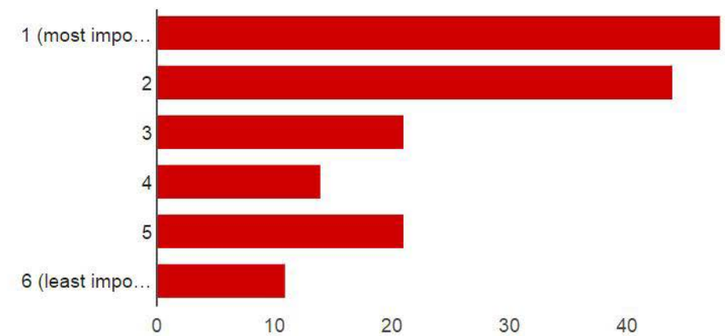
Farming on and F. Hills are great places to live and work. Employees and clients would like to see continued improvements in landscape, sidewalks, and natural aspects of surrounding area.

Access to public transportation [Rate the following in order of importance?]



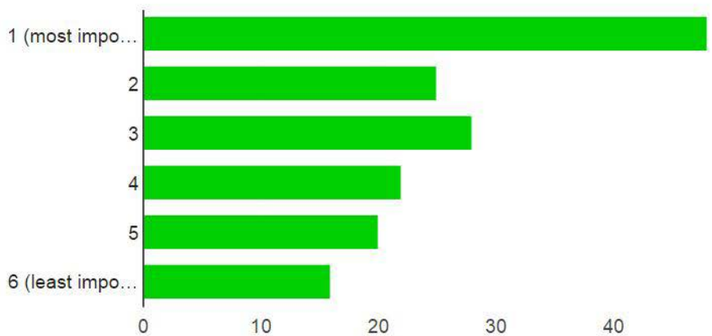
1 (most important)	**10**	6.3%
2	**9**	5.7%
3	**14**	8.8%
4	**7**	4.4%
5	**27**	17%
6 (least important)	**92**	57.9%

Diversity of local restaurants and shops [Rate the following in order of importance?]



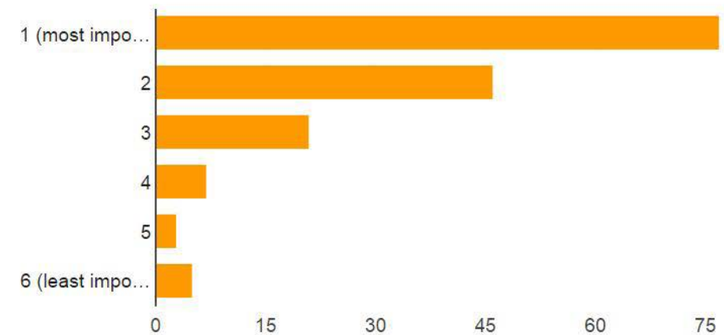
1 (most important)	**48**	30.2%
2	**44**	27.7%
3	**21**	13.2%
4	**14**	8.8%
5	**21**	13.2%
6 (least important)	**11**	6.9%

Safe and accessible bike routes [Rate the following in order of importance?]



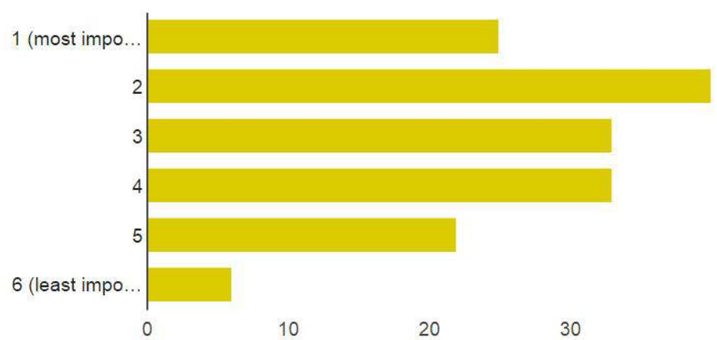
1 (most important)	**48**	30.2%
2	**25**	15.7%
3	**28**	17.6%
4	**22**	13.8%
5	**20**	12.6%
6 (least important)	**16**	10.1%

Walkability throughout the neighborhood [Rate the following in order of importance?]



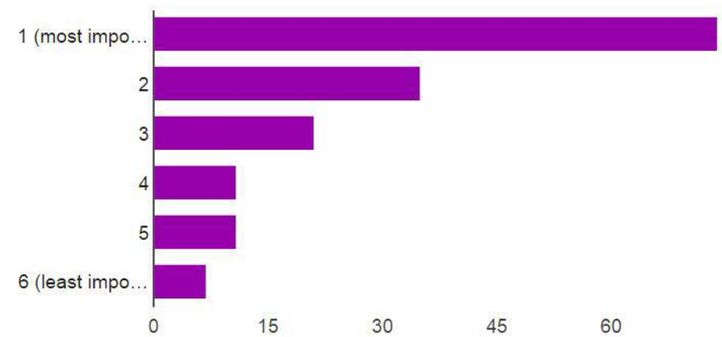
1 (most important)	**77**	48.4%
2	**46**	28.9%
3	**21**	13.2%
4	**7**	4.4%
5	**3**	1.9%
6 (least important)	**5**	3.1%

Local recreation areas [Rate the following in order of importance?]



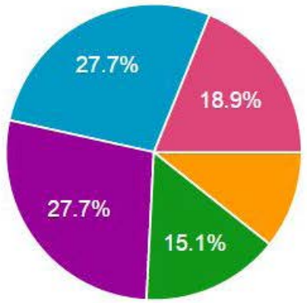
1 (most important)	**25**	15.7%
2	**40**	25.2%
3	**33**	20.8%
4	**33**	20.8%
5	**22**	13.8%
6 (least important)	**6**	3.8%

Pedestrian safety [Rate the following in order of importance?]



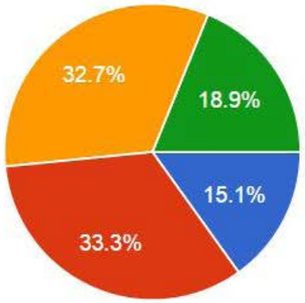
1 (most important)	**74**	46.5%
2	**35**	22%
3	**21**	13.2%
4	**11**	6.9%
5	**11**	6.9%
6 (least important)	**7**	4.4%

What is your age



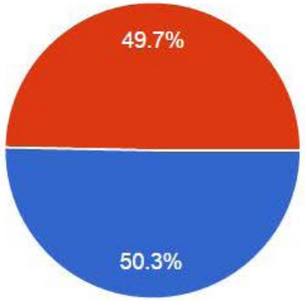
Under 18	**0**	0%
18 – 25	**0**	0%
26 – 35	**17**	10.7%
36 – 45	**24**	15.1%
46 – 55	**44**	27.7%
56 – 65	**44**	27.7%
66 and over	**30**	18.9%

How long do you plan to be a resident in the area?



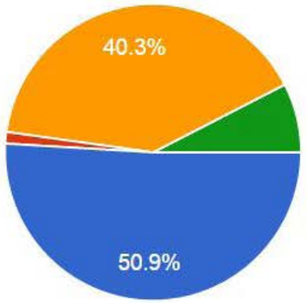
0-5 years	**24**	15.1%
5-15 years	**53**	33.3%
15-30 years	**52**	32.7%
30 + years	**30**	18.9%

Would you prefer to bike or walk to work as opposed to driving?



Yes	**80**	50.3%
No	**79**	49.7%

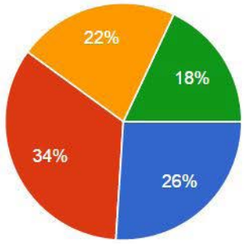
How often do you walk to destinations during the week?



Never	**81**	50.9%
Always	**2**	1.3%
1-3 times a week	**64**	40.3%
4-7 times a week	**12**	7.5%

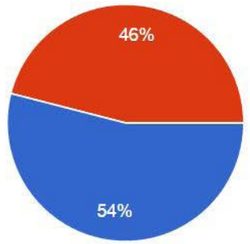
Better side walks on Powers Rd. between 11mile and 10 mile.
Better roads
Curb appeal. Pleasant walking conditions. Produce Market.
All of the empty buildings to be filled. Starting to look like a ghost town in places. Would love to see school bond proposal pass...
bike lanes on all streets
Safe long continuous walking trails for exercise and leisure walks
Social activities
Paved streets
Designated bike paths would be great. I think some nice landscaping would also improve the corner of the 10 & Orchard Lake area. On another topic, other cities ticket residents who don't take in their trash cans in a timely manner. I think Farmington/Farmington Hills should join that tradition.
Safer crossings at major intersections.
Although I do not use public transport, I feel badly for employees who need it to get to jobs in this area. They need buses and sheltered bus stops. I very much want another grocery store at 10 & Orchard Lake. I would never, never, ride a bike along either Orchard Lake Rd or 10 Mile even with a dedicated bike lane.
More shops, restaurants, bars, bike trails. More recreation areas for the community to gather.
Paved streets that are not a patchwork
Walkable shopping
Safe bike paths and pedestrian crossings
More curb appeal at various intersections at the outskirts of downtown proper. 10 mile/Orchard Lk, Grand River/Halstead seem to be the most in need. I'm glad to see improvement going on at the grand river/halstead (former Kmart) location. Wondering about the status of the abandoned gas station at Gr river and Halstead. It will quickly fall into disrepair and become an eye sore if something isn't done soon. Not a fan of the ice rink downtown. Doesn't seem to get much use for what it probably costs the city and therefore the taxpayers.
Better and more relevant shopping within walking distance. Better grocery store, a Trader Joe's type store, a good fruit market, a hardware type store such as a Home Depot.
People drive too fast down our street and there are no sidewalks so children, runners, walkers and bikers have to use the street. Biker and runner paths.
Less services and lower taxes.
Walkable neighborhoods, shops, restaurants almost like a downtown district. Some sort of better access to public transportation that reliably connects the whole metro area, including downtown Detroit. Revitalizing of some areas that look decaying or rundown, such as the southern part of Grand River in Farmington Hills.
general sidewalk maintenance for all business and residences on mail roads such as ten mil and orchard lake... such as sidewalk clearing of snow with no restrictions such as snow plw hills blocking them, etc...
Improved bike paths More urban feel to the dining/shopping/recreation
To see vacant buildings filled with good businesses. The strip malls need continual work. A large indoor sports complex (Baseball/softball/soccer)...for the Farmington community - not Total Sports. Improved stairs to Downtown from Shiawassee Park. Concessions Stand and better bathrooms at Shiawasee Park.
More restaurants, bars, and entertainment for single people ages 25-35.
good zoning keeping area residential (no ugly old strip malls, require strip malls to be visually updated) good traffic congestion methods continued good maintenance of Orchard Lake median (the seasonal perennials - like and very much appreciate) planting of more median trees, annual flowers, decorative lamp posts with hanging flower baskets at intersection, etc. (I am a supporter of Greening of Detroit) quality control automatic median sprinklers so that they are not wasting water by not being accurately adjusted i.e. watering road vs grounds, watering during/after rain, etc.
I live in Staman Acres- We need a gradual turn off Orchard Lake to avoid an accident- (Rocky Crest turn-in street). Also better lighting in our sub (safety).
Diversity of local shopping, business and entertainment. Connecting different areas of community with walking,biking accessibility and public transport. Integrated multiple public plaza space throughout the community. Not necessarily large spaces but more available outdoor places to meet, sit, eat lunch, read, study etc around the community. Public transportation is the future.
Less sandwich shops + more
Streets with ditches in front of homes should have side walks for the safety of kids to ride their bikes, for parents safety to walk their child in a stroller and children and adults should have a safe place to walk down the street; ex. Lamar Street
Designated walking areas along Power Road; we're within walking distance to downtown area but would need to walk in the street to get there. For vacant business to be filled (Grand River and Drake) (Grand River and Orchard Lake)
Use some dynamite on that mess on Moody and Grand River. Try to get a good supermarket at Ten and Orchard Lake. Keep Ten and Orchard Lake free of any more building projects. There are enough "see-throughs" in the area.
More green areas and bike routes
NA
Definitely need better American restaurants in the area
More neighborhood businesses.
More restaurants
Better maintenance of the sidewalks, especially in the winter.
More bike lanes, bike safety training for bikers and motorists.
more bike paths (or wide, paved shoulders) on most roads.
Fix up the 10 Mile and Orchard Lake Rd area, some of it seems rundown. The gas station on the northwest corner needs to be updated or closed. The strip mall on the north side of Grand River across from the old winery needs to be fixed up or torn down. There needs to be more parking in downtown Farmington, especially with all of the weekend events.
I am happy with everything as it is.
Consistently friendly shops downtown. Don't feel welcome shopping there.
raised pedestrian walkway over Orchard Lake Rd, increasing accessability
A few more destination type businesses, like a coffee shop. Sidewalks and a bike lane along Ten Mile. General improvement to the appearance of the infrastructure in the area. Easier walking access to downtown, and bike access in and out of the neighborhoods on each side of the intersection.
Roads (pot hole repair)
Cleaning up of the neighborhood and of the strip malls in the Area. The strip malls seem to be falling apart along with parking lots.
Better timing of the traffic lights at Orchard Lake & 10 mile - Opposing signals are not synchronized the same, which deceives people trying to determine when it's safe to turn right on a red, or safe to turn left. Also, the left turn signal has a very short yellow, causing people to complete left turns on a red, or get stuck in the intersection. Some people speed up to catch the yellow, which instantly puts them into a left turm on red.
More parking in downtown Farmington. New businesses in the vacant stores
Safety for walking and biking
1) Space such as that on Mooney and Grand River occupied - not vacant. 2) An enforced restriction on fireworks over July 4. It has become a week long annoyance that disturbs the sleep of people on shift work, scares children and pets, and leaves debris in the streets and on others' lawns.
Sidewalks are not shoveled by property owners in the winter months. Vegetation that encroaches on sidewalks is not maintained by property owners in summer months. Vehicles are commonly parked in ways that partially or completely block the sidewalks. If you are serious about improvement projects, please focus on the basics first and ensure that the sidewalks/bike paths we already have in the city are periodically reviewed and maintained. Please advise property owners of their obligations regarding sidewalks/bike paths that are on their property.
Sidewalks! Bike lanes. A grocery store and more restaurants. MORE TREES! More grass.
More areas for walking or running or biking cleared in the winter.
I think Farmington should take a cue from the work that has been done in Northville and Plymouth. People frequent those areas because of there is a combination of family friendly restaurants (not necessarily chain restaurants) and shops that carry unique items. This also could be implemented in the uptown area of Farmington, especially on Mooney Street between Shiawassee and Grand River. The stripe mall that formerly housed a hardware store (that was a great addition to the community) has become an eyesore. Aside from Art on the Grand, Farmington doesn't have an attractive summer festival. The Farmington Founders Festival used to be a great attraction, but in recent years it has deteriorated into an embarrassment of cheap crafts and carnival rides. More local shops and eateries including local Michigan breweries, coffee shops and arts & crafts.
I live in the Bel Air subdivision and actually walk quite often to Walgreens. I don't see many other residents do this; fortunately there are nice sidewalks in the sub. When repairs were made to the intersection at 10 mile and Orchad Lake last year, they did a very nice job with the pedestrian walkway features across Orchard Lake. I don't think safety can be improved on that, it is just a fairly big road to cross. I would like to see the strip mall repaired and some green infrastructure features installed, bioswales to capture parking lot runoff. Just overall softening the look of it would be good. Tree plantings would help make the neighborhood look a little more sophisticated. You may also want to consider seating areas around Greene's hamburgers, that is probably a place that would be used most in regards to a park commons area. The businesses that are currently at the intersection make sense and what the demographic will support. I would make sure to ask them what they want. An event like a

How close do you live to school?



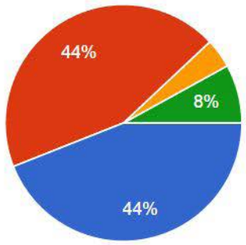
Could walk to school easily	**13**	26%
Could bike to school easily	**17**	34%
Long bike ride to school	**11**	22%
Really far	**9**	18%

Would you prefer to walk and or bike to school?



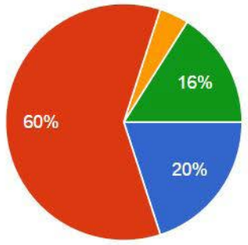
Yes	**27**	54%
No	**23**	46%

What do you typically do after the school day?



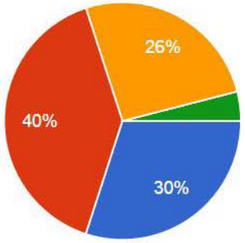
Go home	**22**	44%
Extracurricular activities at school	**22**	44%
Patron local businesses	**2**	4%
Other (please be specific)	**4**	8%

How do you get to school?

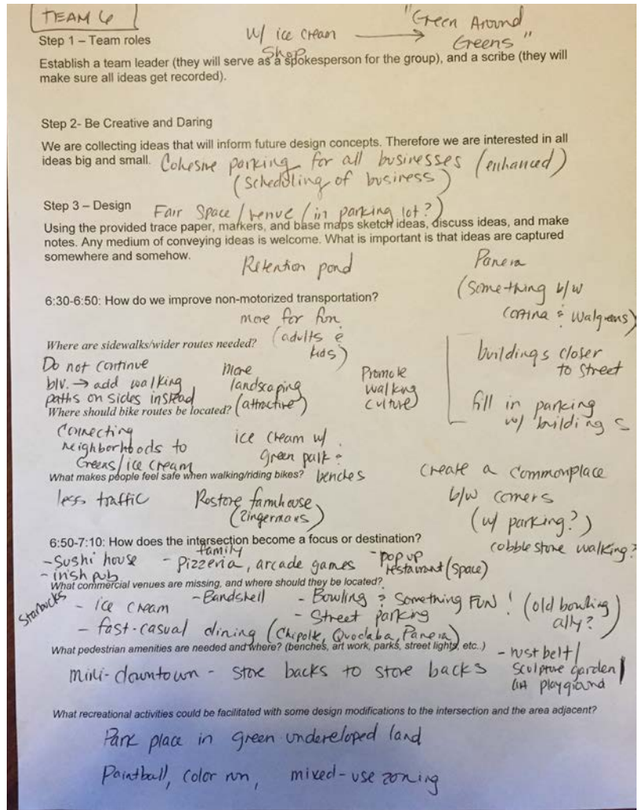


Bus	**10**	20%
Personal automobile	**30**	60%
Bike	**2**	4%
Walk	**8**	16%

What would cause you to bike or walk to and from school?



Nothing	**15**	30%
Safe bike lanes and walking paths	**20**	40%
Group of friends to bike/walk with	**13**	26%
Secure bike storage	**2**	4%



TEAM 6

Step 1 – Team roles

w/ ice cream shop → "Green Around Greens"

Establish a team leader (they will serve as a spokesperson for the group), and a scribe (they will make sure all ideas get recorded).

Step 2- Be Creative and Daring

We are collecting ideas that will inform future design concepts. Therefore we are interested in all ideas big and small. Cohesive parking for all businesses (enhanced) (scheduling of business)

Step 3 – Design

Fair Space / venue / in parking lot?

Using the provided trace paper, markers, and base maps sketch ideas, discuss ideas, and make notes. Any medium of conveying ideas is welcome. What is important is that ideas are captured somewhere and somehow.

Retention pond

Panera (something b/w Cotina & Walgreens)

6:30-6:50: How do we improve non-motorized transportation?

more for fun (adults & kids)

Where are sidewalks/wider routes needed?

Do not continue blv. → add walking paths on sides instead

more landscaping (attractive)

Promote walking culture

buildings closer to street

fill in parking w/ buildings

Where should bike routes be located?

Connecting neighborhoods to Greens/ice cream

ice cream w/ green park & benches

What makes people feel safe when walking/riding bikes?

less traffic

Restore farmhouse (Cingermans)

create a commonplace b/w corners (w/ parking?) cobblestone walking?

6:50-7:10: How does the intersection become a focus or destination?

- Sushi house
- Irish pub
- pizzeria, arcade games (family)
- pop up restaurant (space)

What commercial venues are missing, and where should they be located?

Starbucks - ice cream
- Bandshell
- Bowling ? Something FUN! (old bowling alley?)
- Street parking
- fast-casual dining (Chipotle, Qwoolaba, Panera)

What pedestrian amenities are needed and where? (benches, art work, parks, street lights, etc.)

mini-downtown - store backs to store backs
- rust belt / sculpture garden (in playground)

What recreational activities could be facilitated with some design modifications to the intersection and the area adjacent?

Park place in Green undeveloped land

Paintball, color run, mixed-use zoning

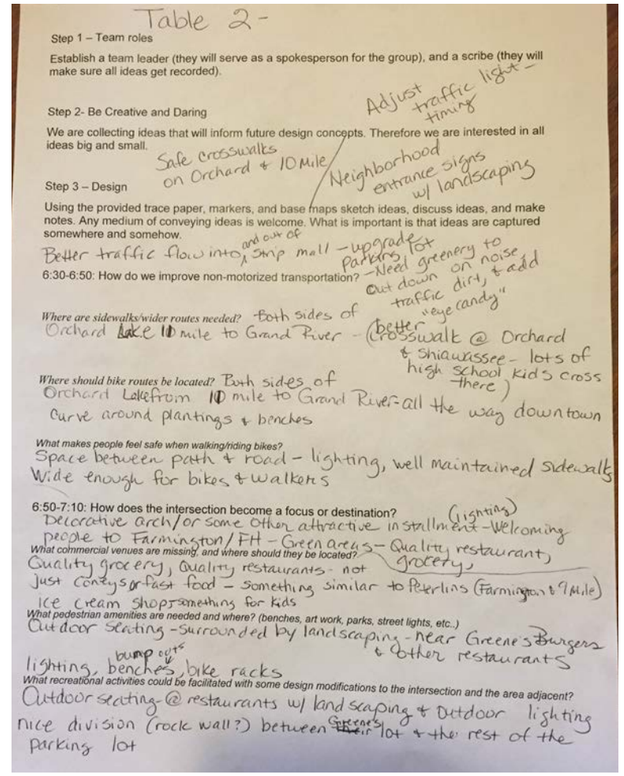


Table 2-

Step 1 – Team roles

Establish a team leader (they will serve as a spokesperson for the group), and a scribe (they will make sure all ideas get recorded).

Step 2- Be Creative and Daring

We are collecting ideas that will inform future design concepts. Therefore we are interested in all ideas big and small.

Adjust traffic light timing

Safe crosswalks on Orchard & 10 Mile

Neighborhood entrance signs w/ landscaping

Step 3 – Design

Using the provided trace paper, markers, and base maps sketch ideas, discuss ideas, and make notes. Any medium of conveying ideas is welcome. What is important is that ideas are captured somewhere and somehow.

Better traffic flow into and out of strip mall - upgrade parking lot

6:30-6:50: How do we improve non-motorized transportation?

- Need greenery to cut down on noise, dirt, traffic & add "eye candy"

Where are sidewalks/wider routes needed? Both sides of Orchard Lake 10 mile to Grand River - (better crosswalk @ Orchard & Shiawassee - lots of high school kids cross there)

Where should bike routes be located? Both sides of Orchard Lake from 10 mile to Grand River - all the way downtown

Curve around plantings & benches

What makes people feel safe when walking/riding bikes?

Space between path & road - lighting, well maintained sidewalks

Wide enough for bikes & walkers

6:50-7:10: How does the intersection become a focus or destination?

Decorative arch/or some other attractive installment (lighting) - Welcoming people to Farmington/FH - Green areas

What commercial venues are missing, and where should they be located?

Quality grocery, quality restaurants - not just carry-out fast food - Quality restaurant, grocery, Something similar to Peterlins (Farmington & 9 Mile)

ice cream shop - something for kids

What pedestrian amenities are needed and where? (benches, art work, parks, street lights, etc.)

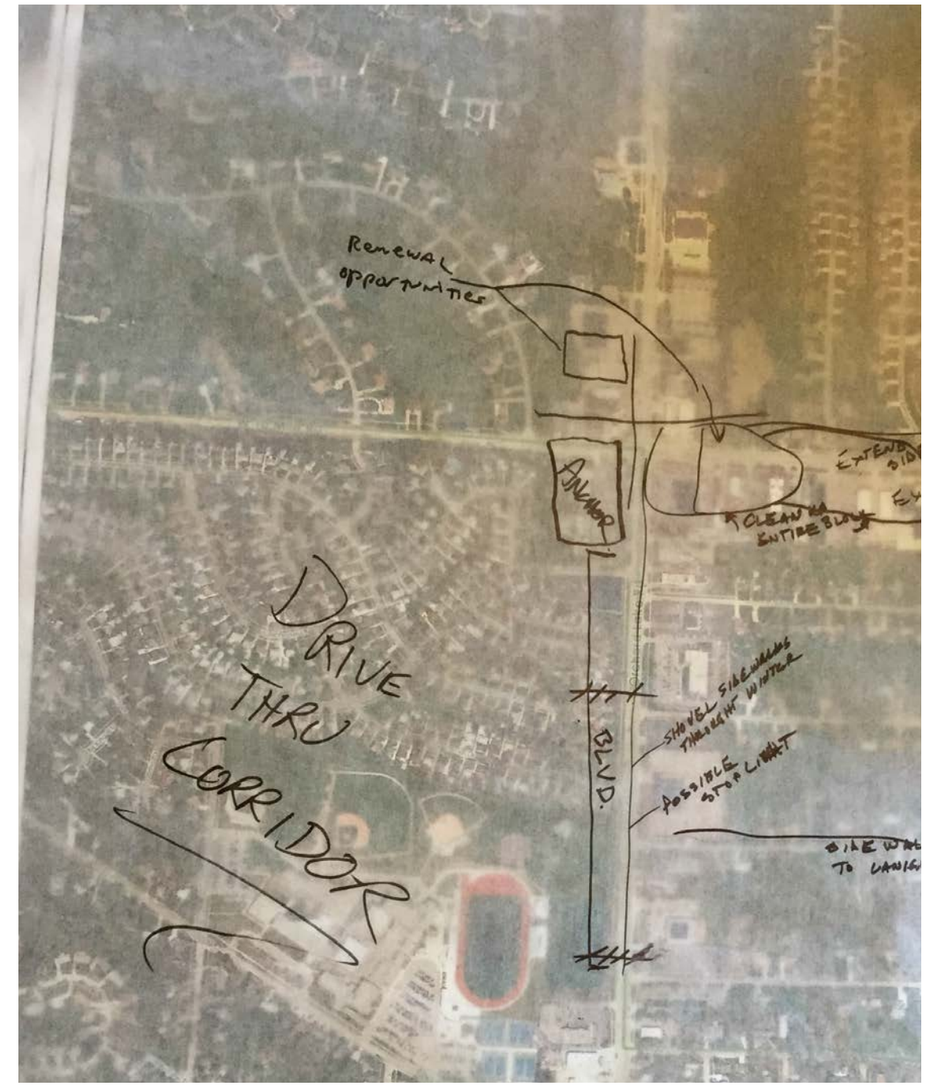
Outdoor seating - surrounded by landscaping - near Greene's Burgers & other restaurants

lighting, benches, bike racks, bump outs

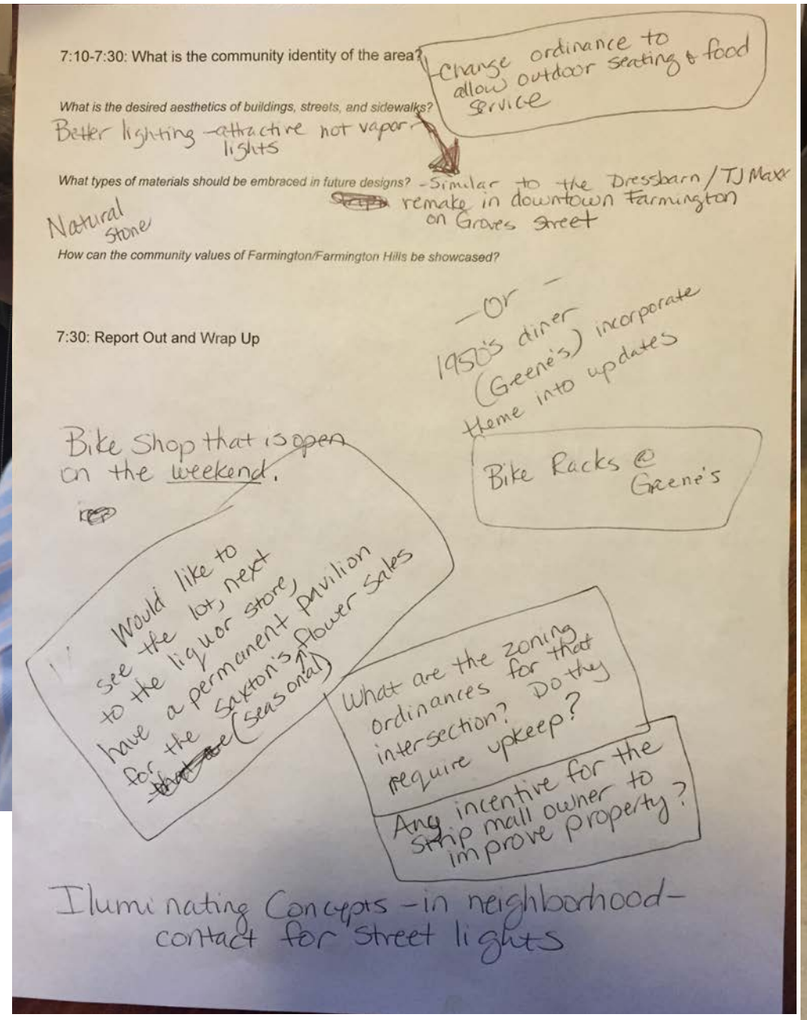
What recreational activities could be facilitated with some design modifications to the intersection and the area adjacent?

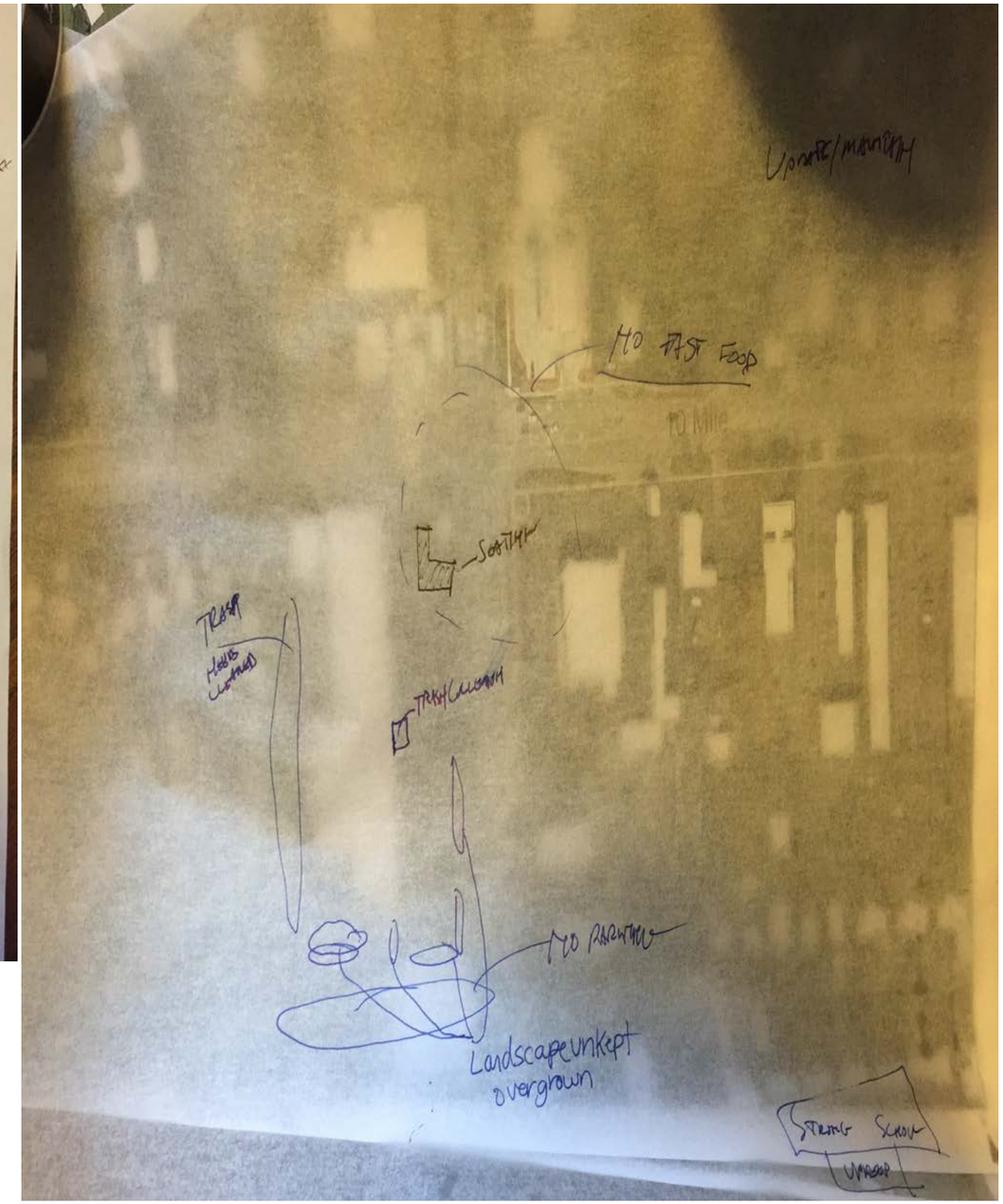
Outdoor seating @ restaurants w/ landscaping & outdoor lighting

nice division (rock wall?) between Greene's lot & the rest of the parking lot



PUBLIC CHARETTE





PUBLIC CHARETTE

ANALYSIS HYPOTHESIS

Working form information obtained through public engagement, and research, visioning principles were established to guide the design process.

REIMAGINED URBAN FABRIC

- Surrounding commercial and residential areas seem to be in disharmony, we want to explore how they can be more supportive of one another. Particularly in terms of making the diverse building and land use typologies feel cohesive:

- Currently the intersection serves as a formal divider of neighbors in each cardinal direction, this makes the community feel divided. But should really feel like a monolithic urban experience.

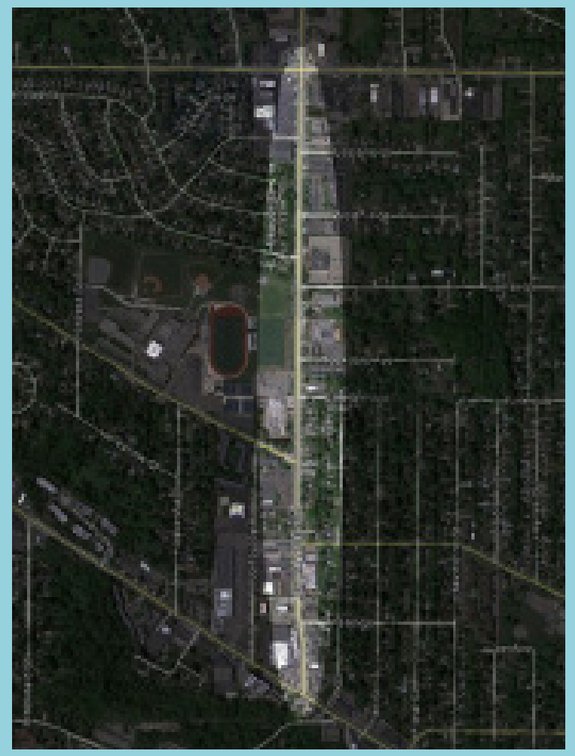
IMPROVED PEDESTRIAN EXPERIENCE

- Existing conditions are not accommodating/supporting pedestrian activities.

- Function as mechanism for prompting people to walk.

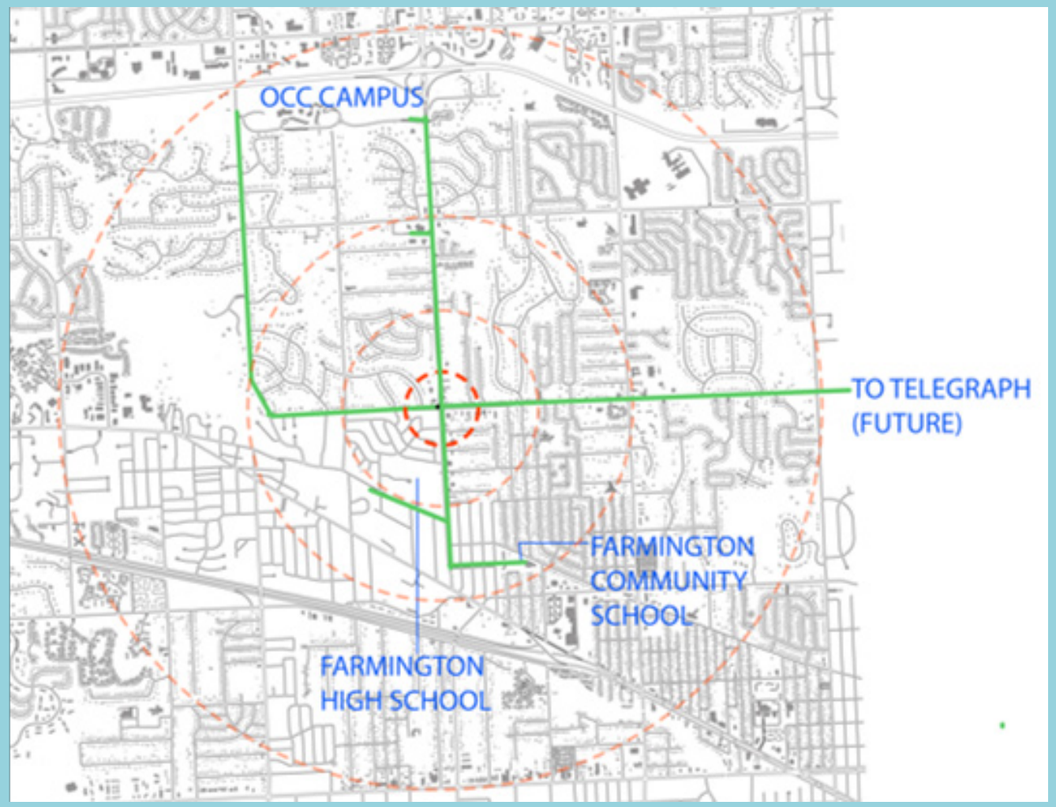
- Considering the study area is more residential then commercial, it is recommended that the stretch between Ten Mile and Grand become a pedestrian corridor connection.
  - Serves as a connection for buses 805 and 704
  - Prominent and enjoyable walking paths
  - Pleasing natural landscapes

- Make the pedestrian feel safe at all times of day.



REVISED CIRCULATION SYSTEMS

- Provide transit that connects bus lines better.
- Recommend integrating bike paths to begin to develop bike network throughout city.
- Consider narrowing streets and perhaps slowing cars to reduce sound and pedestrian danger.



POTENTIAL BIKE PATH NETWORK

CONNECT COMMUNITY

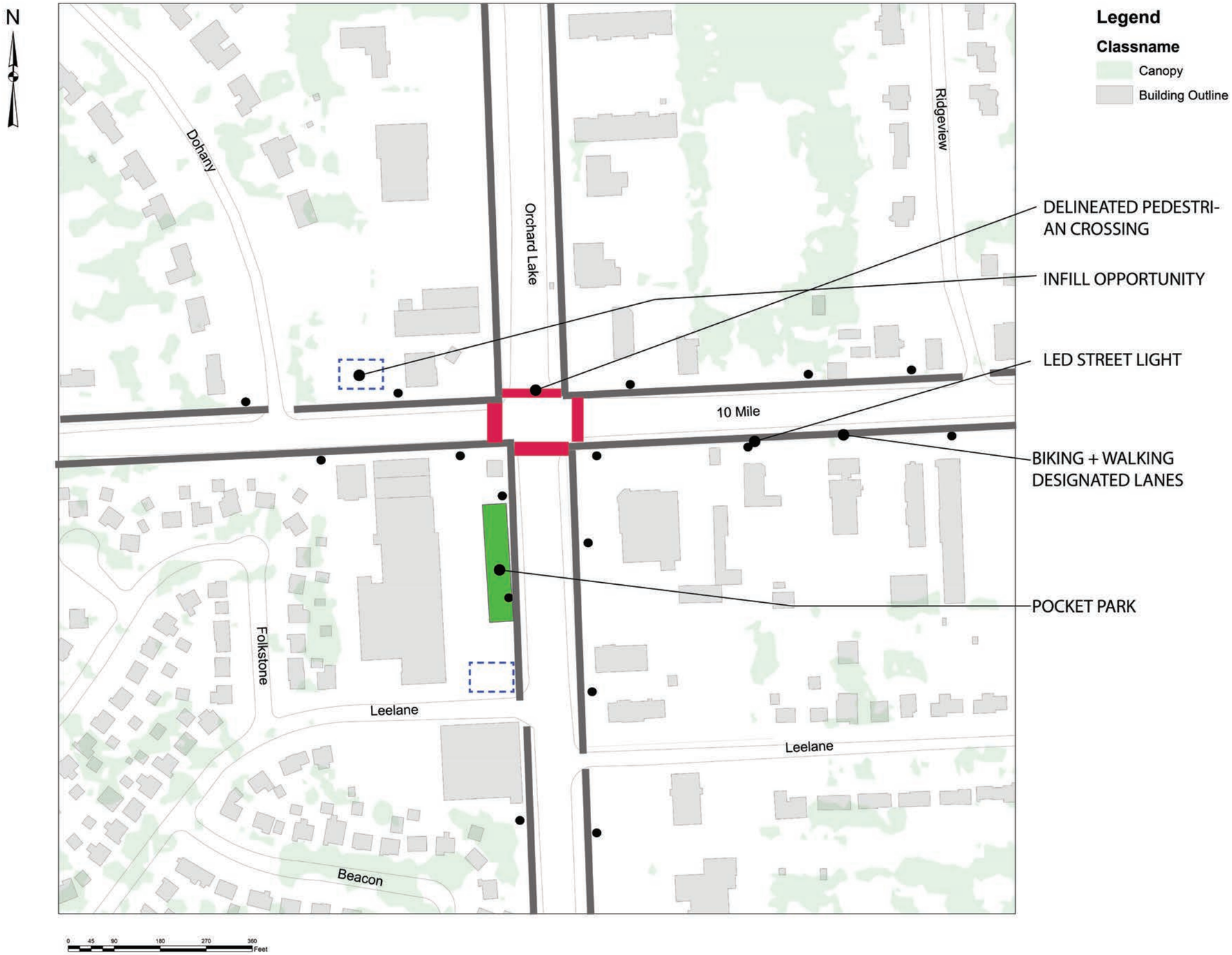
- Intersection can serve as community connection of amenities, educational institutes, and public transportation.
- The intersection is actually rather symbolic of the societal exchanges between Farmington and Farmington Hills; this should be expressed in future design.
- Create public realm opportunities for people to engage with one another, and build community, building off of the precedent of Greene's.
- Create benefit for all surrounding subdivision.

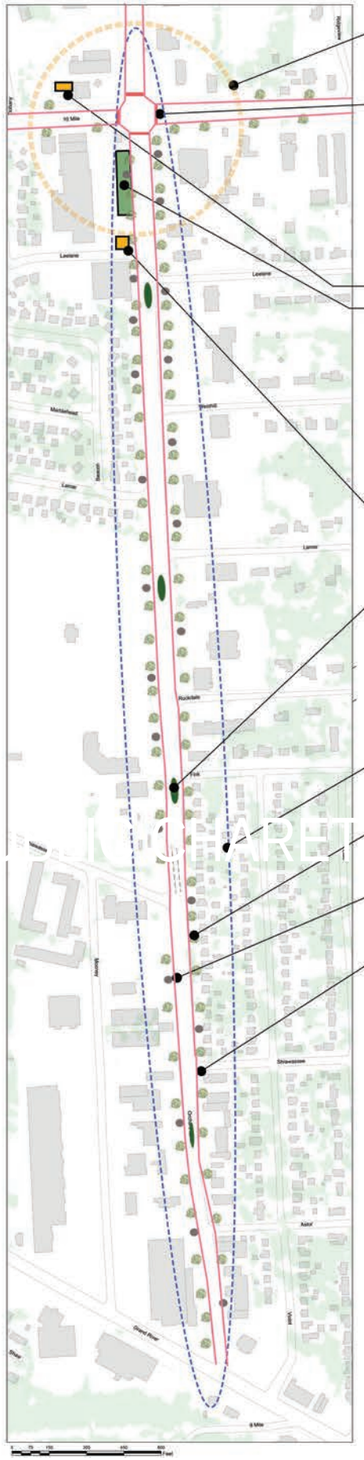
DESIGN FOR FUTURE DEMOGRAPHICS

- Future predications indicate that over the next 20 plus years the age demographic of local residents will change dramatically.
- The area should be attractive to people primarily within the age range of 35-59.
- Consider how focus area can also be of value to children and teens. This age range is the nearly the second highest projected age demographic. And is important if the intersection is to be a central node for the schools in the area.
- The design proposal must also accommodate the elderly and retired.
- More people are actively seeking out walkable and sustainable communities to live in.

PROPOSED DESIGN

CONCEPT DESIGN





Legend

Classname

Canopy

Building Outline

RECREATION/AMENITY DESTINATION HUB

THE TEN MILE AND ORCHARD LAKE ROAD ARE POSITIONED TO BECOME A "HUB" OF ACTIVITY

DELINEATED PEDESTRIAN CROSSING

BENEFITS: Increased pedestrian safety, adds visual value to environment, improves overall walking experience.

INFILL OPPORTUNITY

POCKET PARK

BENEFITS: Increases pedestrian activity, promotes walkability, builds community through social interactions.

INFILL OPPORTUNITY

PEDESTRIAN ISLAND

PEDESTRIAN CORRIDOR

VEGETATED TREE-LINED BUFFERS

BENEFITS: Increases pedestrian comfort (i.e shade during summer), aids with solar radiation reduction and storm water management, creates a more enjoyable pedestrian experience)

STREET LIGHTS

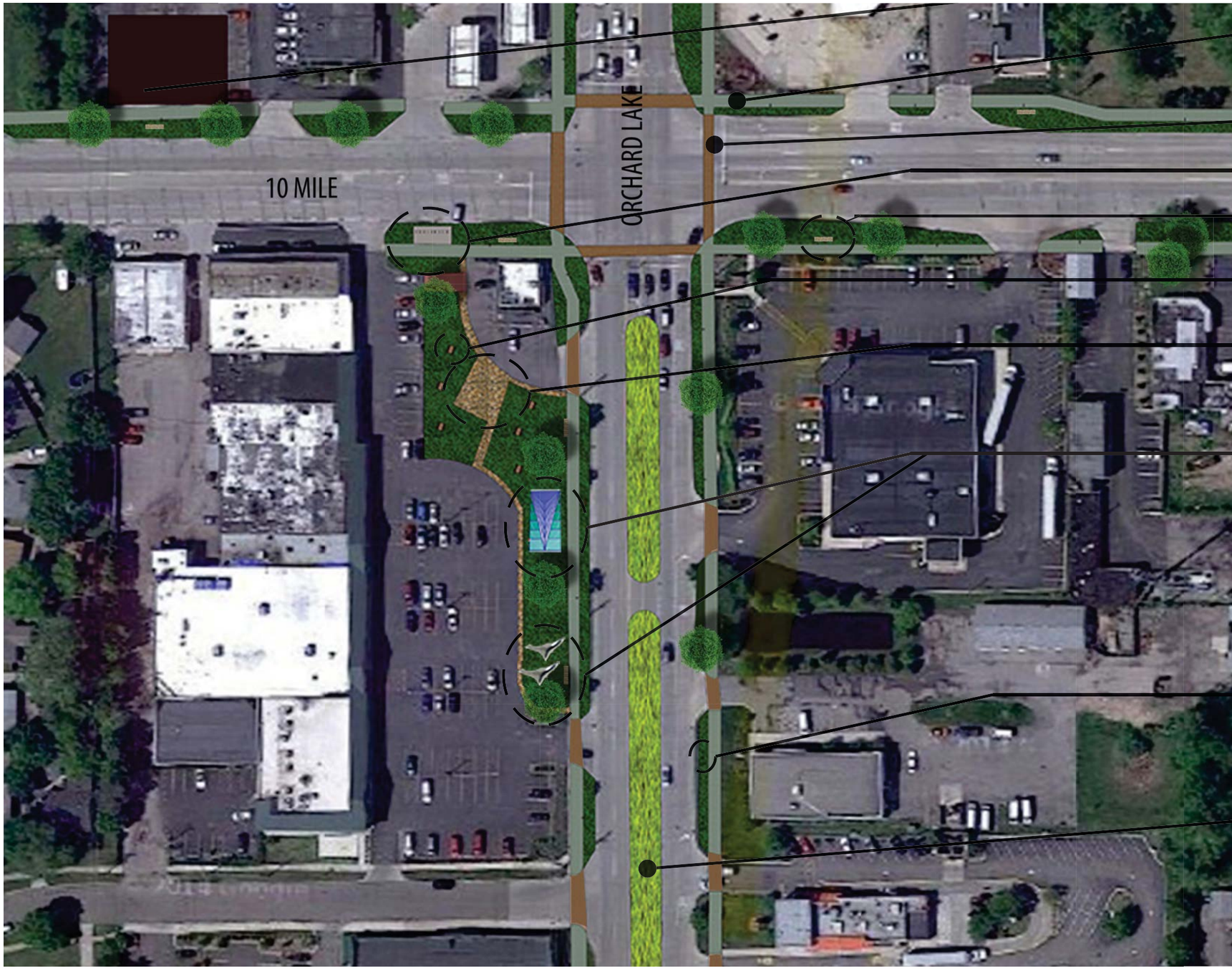
BENEFITS: Increases pedestrian safety and activity during evening hours.

BIKING + WALKING DESIGNATED LANES

BENEFITS: Encourages more pedestrian activity, makes walking and biking safer, creates pedestrian linkages amongst local destinations.

VEGETATED BOULEVARD

BENEFITS: Noise reduction, storm water runoff mitigation, solar heat reduction, improved air quality.



10'-0" SHARED WALKING/BIKING PATH

PAVED CROSSWALKS

BIKE PARKING

SITTING BENCHES

PICNIC BENCHES

PUBLIC GATHERING/OUTDOOR EVENT SPACE

PUBLIC ART INSTALLATIONS THAT CAPTURE AND REFLECT THE CULTURAL/SOCIAL IMAGE OF THE COMMUNTIY

STREET LIGHTS AT REGULAR AND CONTINUOUS INTERVALS

BIOSWALE THAT USES LOW RISE VEGETATION TO MAINTAIN BUSSINESS STREET VISIBILITY, WHILE MITIGATING STORM WATER RUNOFF

PROPOSED SUB-AREA PLAN

The proposed subarea plan seeks to increase pedestrian connectivity with enlarged shared biking/walking paths, pedestrian comfort is enhanced with more trees for shading and night time street lighting. and bike storage is accounted for. The intersection becomes a destination with a shared public park space that encourages social interactions and increased patronage of local businessmes. Environmental sustainable is prevalent by reducing negative soalr heat gains by reducing pavement with vegeation, and introducing a bioswale for stormwater management. The intersection also beocmes a celebration of the boundaries of the two cities with art that is reflective of the local culture.

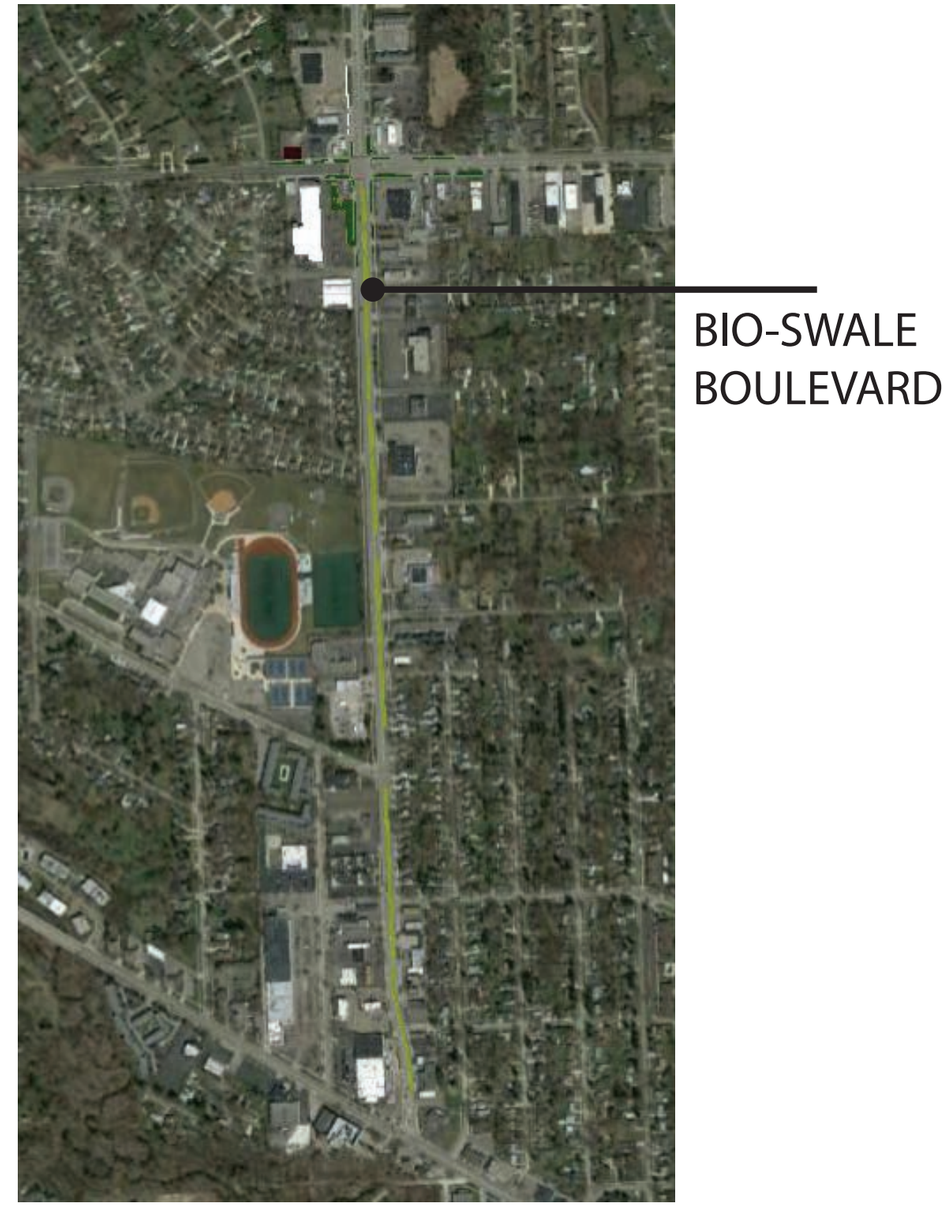
1st Phase

2nd Phase

PROPOSED PHASING

To begin the project it is recommended sidewalks are increased in width, and the intersection adapts suggested design revision to functions as a viisoning for an eventual re-design of the entirety of Orchard Lake Road to serves as a pedestrian corridor

3rd Phase

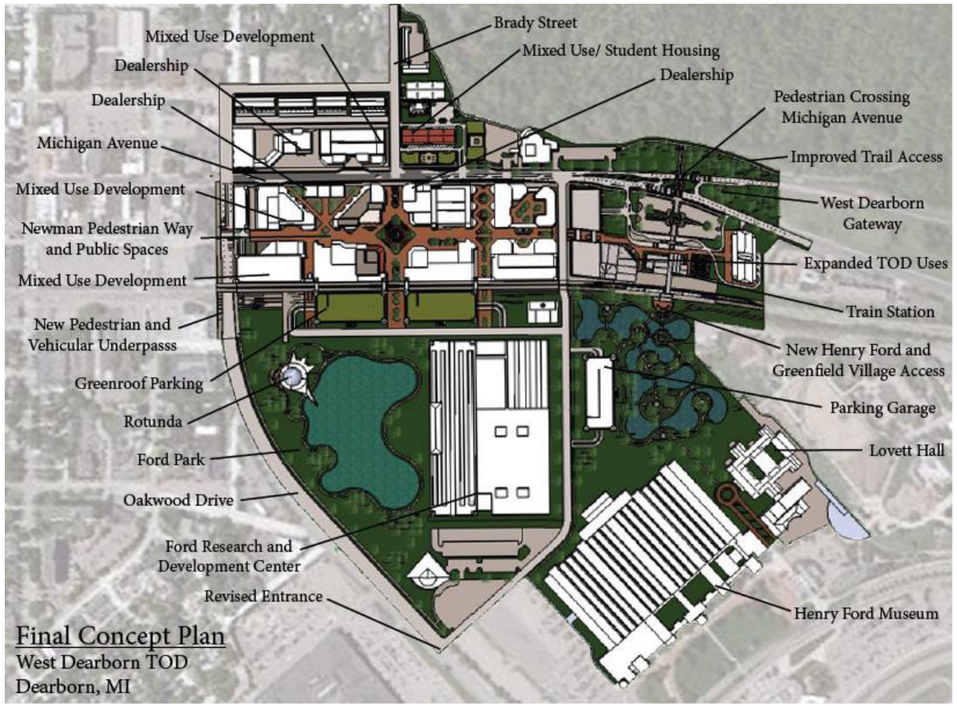


4th Phase

PROPOSED PHASING

Next it is recommended to install temporary pedestrian islands that would instantly increase pedestrian mobility and safety to cross Orchard Lake Road. The last phase suggests continuing a bioswale dow the entire length of Orchard Lake Road between Ten Mile and Grand River.

APPENDIXES



Dearborn – population 98,153
Transit-oriented Development
The site would serve as a focal point in the community, designed to support local and regional commuter needs, establish connectivity between attractions and locations of interest within Dearborn, and complement the redevelopment of a vibrant downtown space.

Detroit – population 713,777
Brownfield Redevelopment
The Southwest Detroit project engaged neighborhood residents, businesses, and community organizations in developing concepts for the reuse of a vacant, city-owned brownfield at the intersection of Vernor and Livernois.

APPENDIX A PLACE PLAN PRECEDENTS

Placemaking is a dynamic, strategic approach to community development and economic revitalization based on an individual community's strengths within core "quality of life" areas. PlacePlans promotes a comprehensive understanding of a community's place-based assets, and provides the tools and strategies to best leverage them.

The PlacePlans process is customized to each project and community, but each involves an intensive community engagement strategy, including a public visioning session, several public meetings to provide specific input and feedback, and direct work with key community stakeholders along the way. PlacePlans projects will positively impact each community's ability to leverage their place-based assets as economic drivers, and will provide lessons large and small for communities across Michigan.

Flint – population 102,434
Multi-modal Greenway
The Grand Traverse Greenway is a 3-mile-long former CSX railroad line that the City of Flint has been working to acquire and convert to a bike/walk trail with support from MDNR and MDOT

Alpena – population 10,483
Public Plaza
The city of Alpena is focusing on development of a plaza in the heart of downtown Alpena. The plaza would serve as a focal point in the community, designed to accommodate events and public gatherings

APPENDIX B RESIDENT SURVEY COMMENTS

There are a great many senior citizen residents in this area who don't walk or ride bikes or work. Questions about public transport are better asked of non-residents who seek jobs in our area and small business owners who need them to staff their businesses. I can't stress enough how much I miss the grocery store at 10 Mile & Orchard Lake Rd. It would be good if the city could provide an incentive to a small grocer to take over the space.
I expected to be in my house for 5 years. It's been 15 now. I don't want to give up the convenience of being able to walk downtown and having the other services so close. Being able to walk across the street to get groceries has been one of the best things I didn't know was essential to a home.
If taxes remain so high, we may need to move. We'd like fewer services and lower taxes.
Thank you for taking our input into consideration! I love the idea of biking and walking to more places with my family.
Quality of life issues: 1. Excessive dog barking and leash enforcement throughout the city. 2. Speeding cars, trucks and even school buses must slow down. 3. Encourage residents to take better care of homes and businesses. 4. A full traffic control light at Power and Shiawassee Roads and a flashing light crosswalk sign for the park with speed bumps in both directions. 5. Outdoor Drinking Fountains for people and pets located throughout the city green ways, bike trails, residential areas and any place where there is a thirsty crowd. 6. More public waste receptacles throughout the city not just downtown. 7. Security cameras throughout downtown. 8. Disallow door to door solicitation except for schools and scouts. 9. Agressive enforcement of noise ordinances.
Lamar needs to be paved, there is no sidewalks. How can my grandchild walk to school? No transportation by bus provided.
currently not feasible to bike/walk to work with 20 mile commute we recreational bike during seasonal months around area in the evenings, to go to casual restaurants, city events downtown Farmington, etc. may have elderly parents come live with us that might use public transportation ** more/better/improved senior services I think the area already has good bike/foot paths I like living south of 696 because traffic is less - easy assess to 696, quick to get thru intersections/traffic lights s of 696 the Orchard Lake Rd median is more visual pleasant than n of 696 lived in several Oakland County areas with same good amenities i.e. Rochester Hills, Berkley, Huntington Woods (I appreciate the reduce traffic volumes in our immediate area!) - I am a 7th generation Detroiter from mid 1800s
Yes, It would be most helpful if you could inform the residents that this survey is coming to what a PlacePlan is. I've never heard or this and I don't understand what this means for the intersection on 10 mile and Orchard Lake. Is there a plan to change this area?
Don't actually work. But I walk my 2 dogs 1/2 mile everyday. Could snow not tear up the edge of my lawn next to street. (Dohany)
Who is going to pay for all these potential changes? Bond proposals-like everything else?!
Unable to access website
I work 40 minutes away, and my spouse works 25 minutes away. The ability to ride bikes or take public transit would require a MAJOR change for the Detroit metro area. Having a train system like Chicago might work, but would be economically prohibitive, I'm guessing, as well as being a civil engineering nightmare.
Farmington remains a great community.
The City of Farmington has tremendous potential because it is a place where people can walk, run, bike etc....the more we can build up this infrastructure the more desirable this place will be. I'm 100% behind this initiative for Farmington.
Where is the focus on the 10 Mile and Orchard Lake intersection? This seems like a very poorly constructed questionnaire for the stated subject. As for walking or biking to work, we all might want to but distance and best use of one's time often precludes it. The howling winter winds outside my window also remind me that Michigan's weather is not always conducive to traveling unprotected. Personally, I make customer calls throughout the Metro Detroit area and the only way to do that is by car.
I look forward to your results in the Spring.
No able to walk
Thank you for taking an interest.
ORCHARD LAKE AND 10 MILE JUNCTION NEEDS RESURFACING. TRAFFIC IS NOT THE PROBLEM. 10 MILE ALSO NEEDS SERIOUS RESURFACING BETWEEN MIDDLE BELT AND ORCHARD LAKE ROAD.
Do not want to see sidewalks in our subdivisions.
I'm excited that Farmington/Farmington Hills is pursuing this funding and this direction. It will only help maintain the area as a destination to live, work and play in.
There has been great progress with projects like the repaving of 10 Mile west of Orchard Lake, and the downtown beautification work; hope to see continued progress!
The city has done an excellent job with downtown Farmington. Continue with that direction. Modest improvements spread widely will have less impact and drawing power than targeted efforts.
None
DO NOT pull the same kind of configuration on Farmington Rd between GR and S'wassee for the south of GR on Farmington Rd project. Whoever designed and approved that project north of GR was out of their mind. Just because the fed's offer up some money (and the cities need to fill the remaining funds does not make it right. Spend the matching money elsewhere.
Maintain our roads with the money that was designated for the roads the gas tax. NO NEW TAXES! No roundabouts they cause minor accidents at a high rate.
Bike paths or lanes in this area would be a complete waste of taxpayer money.
with winter, it is frustrating not to be able to use sidewalk at length... some are cleared but in-between not so much and plows put the hills right on them...
No
Please don't do something stupid like putting in a roundabout & ruining the neighbor!
I have lived here my whole life.
This should be an inretesting exercise. Before I heard of the program for the area, my wife and I often commented that none of the existing businesses or architecture suggested a coherent plan - all haphazzard. No real appeal as a destination. There have been numerous failed businesses in the area. The demise (long ago) of Pizza Hut, the old Wendy's, Big Boy, Bellaire Lanes, and others rendered the intersection area way less family friendly. I'd like to ride my bike to the 12-Mile PO, but that would take quite a bit of planning to do so safely.
My feeling and disappointment with "planning" is that it's done to suit a "vision" of someone who won't make this area their home. This is a smaller-home, family & neighbors area, not another strip mall mocha-chino land waiting to happen for tax dollars and a newspaper feature story. A few questions will not do, just to say you asked for input from the community. Perhaps I should be on the committee so it doesn't get screwed up for everyone! I know this sounds harsh, but I truly fear just this kind of survey and my area becoming another messed up pseudo downtown. It should be kept a quite community - we are, after all, the "gateway to da hood" , being up Grand River, so we don't want to attract attention for criminals (I read the paper).
Although beauty is important, so is budget. I'm concerned about the future of Farmington Hills. I saw Detroit go bankrupt. I don't want to see more of that. I would also like to keep our property taxes from rising. Improvements cost money.
I wish the sidewalk all the way around the block (10-mile to Middlebelt to 11-mile to Orchard Lake) was plowed in the winter. I run that path a LOT and now not so much because there are large sections not shoveled.
Ram currently in the process of fixing it up to move in. Until now I have lived for ten years in Detroit's Corktown neigh-

There are a great many senior citizen residents in this area who don't walk or ride bikes or work. Questions about public transport are better asked of non-residents who seek jobs in our area and small business owners who need them to staff their businesses. I can't stress enough how much I miss the grocery store at 10 Mile & Orchard Lake Rd. It would be good if the city could provide an incentive to a small grocer to take over the space.
I expected to be in my house for 5 years. It's been 15 now. I don't want to give up the convenience of being able to walk downtown and having the other services so close. Being able to walk across the street to get groceries has been one of the best things I didn't know was essential to a home.
If taxes remain so high, we may need to move. We'd like fewer services and lower taxes.
Thank you for taking our input into consideration! I love the idea of biking and walking to more places with my family.
Quality of life issues: 1. Excessive dog barking and leash enforcement throughout the city. 2. Speeding cars, trucks and even school buses must slow down. 3. Encourage residents to take better care of homes and businesses. 4. A full traffic control light at Power and Shiawassee Roads and a flashing light crosswalk sign for the park with speed bumps in both directions. 5. Outdoor Drinking Fountains for people and pets located throughout the city green ways, bike trails, residential areas and any place where there is a thirsty crowd. 6. More public waste receptacles throughout the city not just downtown. 7. Security cameras throughout downtown. 8. Disallow door to door solicitation except for schools and scouts. 9. Agressive enforcement of noise ordinances.
Lamar needs to be paved, there is no sidewalks. How can my grandchild walk to school? No transportation by bus provided.
currently not feasible to bike/walk to work with 20 mile commute we recreational bike during seasonal months around area in the evenings, to go to casual restaurants, city events downtown Farmington, etc. may have elderly parents come live with us that might use public transportation ** more/better/improved senior services I think the area already has good bike/foot paths I like living south of 696 because traffic is less - easy assess to 696, quick to get thru intersections/traffic lights s of 696 the Orchard Lake Rd median is more visual pleasant than n of 696 lived in several Oakland County areas with same good amenities i.e. Rochester Hills, Berkley, Huntington Woods (I appreciate the reduce traffic volumes in our immediate area!) - I am a 7th generation Detroiter from mid 1800s
Yes, It would be most helpful if you could inform the residents that this survey is coming to what a PlacePlan is. I've never heard or this and I don't understand what this means for the intersection on 10 mile and Orchard Lake. Is there a plan to change this area?
Don't actually work. But I walk my 2 dogs 1/2 mile everyday. Could snow not tear up the edge of my lawn next to street. (Dohany)
Who is going to pay for all these potential changes? Bond proposals-like everything else?!
Unable to access website
I work 40 minutes away, and my spouse works 25 minutes away. The ability to ride bikes or take public transit would require a MAJOR change for the Detroit metro area. Having a train system like Chicago might work, but would be economically prohibitive, I'm guessing, as well as being a civil engineering nightmare.
Farmington remains a great community.
The City of Farmington has tremendous potential because it is a place where people can walk, run, bike etc....the more we can build up this infrastructure the more desirable this place will be. I'm 100% behind this initiative for Farmington.
Where is the focus on the 10 Mile and Orchard Lake intersection? This seems like a very poorly constructed questionnaire for the stated subject. As for walking or biking to work, we all might want to but distance and best use of one's time often precludes it. The howling winter winds outside my window also remind me that Michigan's weather is not always conducive to traveling unprotected. Personally, I make customer calls throughout the Metro Detroit area and the only way to do that is by car.
I look forward to your results in the Spring.
No able to walk
Thank you for taking an interest.
ORCHARD LAKE AND 10 MILE JUNCTION NEEDS RESURFACING. TRAFFIC IS NOT THE PROBLEM. 10 MILE ALSO NEEDS SERIOUS RESURFACING BETWEEN MIDDLE BELT AND ORCHARD LAKE ROAD.
Do not want to see sidewalks in our subdivisions.
I'm excited that Farmington/Farmington Hills is pursuing this funding and this direction. It will only help maintain the area as a destination to live, work and play in.
There has been great progress with projects like the repaving of 10 Mile west of Orchard Lake, and the downtown beautification work; hope to see continued progress!
The city has done an excellent job with downtown Farmington. Continue with that direction. Modest improvements spread widely will have less impact and drawing power than targeted efforts.
None
DO NOT pull the same kind of configuration on Farmington Rd between GR and S'wassee for the south of GR on Farmington Rd project. Whoever designed and approved that project north of GR was out of their mind. Just because the fed's offer up some money (and the cities need to fill the remaining funds does not make it right. Spend the matching money elsewhere.
Maintain our roads with the money that was designated for the roads the gas tax. NO NEW TAXES! No roundabouts they cause minor accidents at a high rate.
Bike paths or lanes in this area would be a complete waste of taxpayer money.
with winter, it is frustrating not to be able to use sidewalk at length... some are cleared but in-between not so much and plows put the hills right on them...
No
Please don't do something stupid like putting in a roundabout & ruining the neighbor!
I have lived here my whole life.
This should be an inretesting exercise. Before I heard of the program for the area, my wife and I often commented that none of the existing businesses or architecture suggested a coherent plan - all haphazzard. No real appeal as a destination. There have been numerous failed businesses in the area. The demise (long ago) of Pizza Hut, the old Wendy's, Big Boy, Bellaire Lanes, and others rendered the intersection area way less family friendly. I'd like to ride my bike to the 12-Mile PO, but that would take quite a bit of planning to do so safely.
My feeling and disappointment with "planning" is that it's done to suit a "vision" of someone who won't make this area their home. This is a smaller-home, family & neighbors area, not another strip mall mocha-chino land waiting to happen for tax dollars and a newspaper feature story. A few questions will not do, just to say you asked for input from the community. Perhaps I should be on the committee so it doesn't get screwed up for everyone! I know this sounds harsh, but I truly fear just this kind of survey and my area becoming another messed up pseudo downtown. It should be kept a quite community - we are, after all, the "gateway to da hood" , being up Grand River, so we don't want to attract attention for criminals (I read the paper).
Although beauty is important, so is budget. I'm concerned about the future of Farmington Hills. I saw Detroit go bankrupt. I don't want to see more of that. I would also like to keep our property taxes from rising. Improvements cost money.
I wish the sidewalk all the way around the block (10-mile to Middlebelt to 11-mile to Orchard Lake) was plowed in the winter. I run that path a LOT and now not so much because there are large sections not shoveled.
Reduce taxes, on a fixed retirement income, school vouchers. am currently in the process of fixing it up to move in. Until

Reduce taxes, on a fixed retirement income, school vouchers. am currently in the process of fixing it up to move in. Until now I have lived for ten years in Detroit's Corktown neighborhood. I chose this house specifically for its proximity to downtown Farmington, and this house was the closest to downtown that I could afford. I am very much looking forward to biking downtown in the summer, and I was very glad to see this survey in the mail and Farmington's acknowledgement of the importance of quality of place! Thank you for heading in the right direction!

We're disappointed in those who have occupied the strip mall's main store, the grocery. It's more of a foreign type store, not what we want. Really don't know why they've moved in there. Observations show this store, such as the previous owners don't get that many steady customers. So we shop elsewhere. We don't work, retired. We may not live here much longer. Been here over 40 years and may seek retirement elsewhere. We're surprised nothing's been done to this intersection earlier. Why? Basically, it looks old, and it is! The problem is there are major grocery stores not far from this area. You need to find something that would lure shoppers not just the occasional person coming in for a few items now and then. The intersection needs more trees and flowers or some kind of a garden arrangements to spruce up what we feel has been a drab spot to look at to say the very least. But may come a bit too late for us, if nothing's done within the next few years.

Farmington just isn't as appealing as it used to be!!! I moved here in 1948, and it just isn't as friendly as it used to be. What you have done to downtown is unforgivable!!!! It is not senior friendly. Everyone who works there takes the best parking places.

1. The police are doing a really great job as are the Parks & Rec. staff. 2. I would like to see police walking/biking throughout the city. 3. Encourage businesses and apartment complexes to install video cameras around their property to discourage car jacking and other crimes. 4. Continue planting trees, bushes and flowers in the downtown area and parks and including milkweed and butterfly bushes to encourage Monarchs. 5. Co-op with Disney Studios to host an annual children film festival at the Civic Theater that would boost our family friendly persona and raise money for school programs.

Keep the burger joint on the corner-people love it-but a grocer that is not ZimZam or whatever it is called would be great. And more trees!

Since I have moved to Farmington because shopping + eating was close, we have lost Sam's Club, Hallmark, Franks Nursery, Big Lots, Steak Ale, grocery store, Kohl's, two hardware stores, Tuesday Morning -which thankfully came back, Ponderosa (went there at least 3 times a month). So I eat out in Noki + do all my shopping at my boyfriends neighborhood in Utica/Rochester, when at this house.

Build a "district"!!!! I have to assume that would bring F. Hills attention and increase the popularity of the city as a desired destination to live.

I've lived in Haynes 35yrs. I am anxious to move mainly due to our deteriorating roads. How did 10 mile west of Orchard get resurfaced before our roads which are in worse conditions?

At our age, smooth sidewalks and roads are very important. Our street is so bumpy and hazardous we can't safely walk on it. Totally disgraceful.

City of Farmington does a bang-up job with snow removal! Keep it up . . . and thank you!

Please renew the zoning board and the other departments with younger people , more opened minded ! Don't make a white racist club out of Farmington Hills!!!

Not only is there a lack of relevant shopping within waking distance, such as the type of stores noted above, but the facade and parking lots of the shopping areas need to be upgraded. Additionally, the quality of some of the store already in the area need to be upgraded. For example, a fruit market recently opened at 10 Mile and Orchard Lake however it is sparsely stocked, the stock is of poor quality, and the stock is little of what an average shopper would be looking for.

Half built buildings in the community look pitiful. The mosque at 8 and Merriman has been half built for years. There are unlicensed vehicles that never move in driveways all over the community. Young people have forgotten or never been told "do not litter". Everyday I pick up their candy wrappers after they walk home from school. They are too busy saving the earth to be concerned about their own street. General litter everywhere is really looking bad in Farmington Hills. The Orchard Lake exit on 696 looks straight out of the inner city with gravel, trash, car parts and junk everywhere. It even has 3 foot weeds growing out of the concrete. Restore the beauty of Farmington Hills!

When I drive thru Orchard Lake and Ten Mile I see a lot of parking spaces at the office buildings and storefronts. Further North on Orchard Lake there are small businesses in those parking lot areas near the road. Places to get coffee or Specialty Businesses.

I would only walk to places if they were close <1 mile. If more people walked of biked I would probably follow. Right now it just doesn't fit in and don't know if it ever could.

Provide opportunities for seniors to exercise on a daily basis.

If there is not a public restroom downtown, I suggest that one be established.

The most important aspect of this area is the ability to drive easily though the area. Please do not make any changes that would slow down traffic in the area. There are plenty of sidewalks and I have no difficulty walking from my home to Walgreen's, the eye doctor, or any of the other businesses In the area.

I'm not sure if a public transportation stop is planned for Orchard Lake Road, but from my home, particularly in the winter, it would be a snowy, slippery walk to get to it. If there were a place to park/ride e.g. 10 Mile and Orchard Lake parking lot, or even the parking lot on Mooney, I would gladly park and ride.

The first part of survey is misleading. Several items are of equal importance even though they don't look like it.

I think the new sidewalks are great for walking dogs. Would be nice for more-Power Rd. Also trash barrels maintained by the city at bus stops. Corners, along sidewalks. Need good sidewalks going East from Orchard Lake along Eleven Mile Rd.

Parking has become very difficult in the downtown area. Find private source of money for any changes- not more taxation.

Even though I myself am not physically able to walk to most destinations, I think it is essential for this community to be safe for pedestrians, and have safe reliable public transportation. It binds the community, promotes better health, and encourages development of local small businesses. Also, continue to maintain a variety of parks!

Thank you for the survey. I would appreciate more walkability in the immediate neighborhood.

Think long and hard before making any changes. Everything is fine now, don't mess it up.

Love that you did a survey. Asking the people who live in the community seems obvious, but is often overlooked. Good luck and I look forward to any improvements that will be made to the community!

We need better grocery store options, closer to the area. Zam Zam is not cutting it.

Downtown Farmington is a comfortable area but lacks diversity. Of course, there is a fine line between allowing big restaurant chains in the area and keeping the small town ambiance vs. attracting elements that are not conducive to the small town charms. Having meaningful but careful change can be attractive to locals as well as increasing the tax base. How about doing something with the old K-Mart property at Halstead = Grand River??? A Trader Joes, Meijer, Various restaurants, Etc..Would be very nice, + frequented. Or, A Farmington Recreation Center , similar to Linvonia's.

I don't walk when it is too cold and icy out, so a couple months of the year. If I could walk to a bus stop I may be more motivated. Thanks for doing this project! I would

I don't walk when it is too cold and icy out, so a couple months of the year. If I could walk to a bus stop I may be more motivated. Thanks for doing this project! I would love to see a more walkable, and better designed neighborhood intersection. Also, The strip mall at Grand River and Orchard Lake really needs some help too (think Big Lots). Someone needs to force that strip mall owner to do some repairs, it is bringing the area down. Half that strip mall parking lot could be turned into green infrastructure.
Pedestrian safety awareness program or signage would be nice. We have nearly been run down in the crosswalk at 10 and Orchard Lake several times.
Maintenance of sidewalks. Must ensure snow is cleared in winter and vegetation is cleared in summer. Many areas have vegetation that partially or completely blocks visibility of pedestrians/bikers to vehicles and vice versa in the area of orchard lake between 10 mile and 11 mile. There are areas where sidewalks/bike paths just disappear or are non-existant. Church on 12 mile between orchard lake and middlebelt - there is sidewalk on either side, but you ,must go through a parking lot while on church property.
The strip at 10 mile should be further developed to be more community oriented with more local shops.
I don't see what this has to do with the 10 Mile-Orchard Lake intersection. The bus that had a route to my place of work was discontinued prior to 2005. I did catch it at that corner.
I think it's safe to assume that most people who live in Farmington don't work on Farmington. Riding a bike outside the subdivisions is treacherous at best. Anyone biking to work would need to use the main thoroughfares and necessarily navigate through heavily congested, extremely dangerous-for-bikers, areas at all points of the compass. To wit: 12 Mile-Orchard Lake (unsafe for cars!), 10 MILE-ORCHARD LAKE (what's with those new traffic lights, anyway? Sometimes I don't know what's going on in my car), Halstead-Grand River (scary), Eight Mile-Grand River (multiple opportunities to die on a bike), Eight Mile-Middlebelt, and many similar intersections in between (IMO, it's just a question of time until someone is taken out on that ill-concieved yet scenic bike path on Power between Shiawassee and Grand River...). Farmington city planning, like most of suburban America, began with and evolved to accommodate vehicle traffic. Whatever you do at 10 and Orchard, while it might be prettier I can't imagine we'll see hoards of Farmington folk flocking to work on their bicycles. Good luck with that.
We have a great city, and it could be even better. Very much appreciate all your efforts! Please consider redoing the garish Christmas lights at city hall. The blue and purple are particularly offensive. People that visit us comment on how unattractive they are. Compared to the lovely high class look of other area downtowns, it is a bit embarrassing.
thank you for the opportunity to share my thoughts.
Incentive for local businesses to have curb appeal, nice landscaping. Attention to crumbling roads.