City of Farmington Hills
Master Plan for Future Land Use 2009

FINAL: January 15, 2009

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Farmington Hills Planning Commission

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I hereby certify that on January 15, 2009 the City of Farmington Hills Planning Commission formally adopted this Master Plan and accompanying text, maps, and charts, all of which are referenced in the City of Farmington Hills "Master Plan for Future Land Use 2009," adopted pursuant to applicable planning laws of the State of Michigan.

/s/ Joseph Mantey	/s/ John Young
Joseph Mantey, Chair	John Young, Secretary

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In Memory of Robert Bruckner, former Planning Commission Chair. A man who loved his community and served in a fair and caring way for many years.

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History & Background of Land Use Planning

Introduction

Farmington Hills has evolved from a rapid growth community (1960-1995) to a community focused on maintaining and preserving established residential areas while encouraging redevelopment of economically challenged commercial areas. The 1979 Master Plan focused on controlling and managing the growth that was occurring, while the 1996 Master Plan touched on land use redevelopment and introduced Special Planning Areas as a tool to guide future redevelopment within identified areas.

The primary focus of this Master Plan is a continued effort to encourage redevelopment within designated commercial areas together with a renewed effort in preserving and enhancing existing residential neighborhoods. In order to assist the City with this effort, two unique studies were completed.

The first involved the establishment of the Redevelopment Committee by the City Council on July 25, 2005. The committee's purpose included identifying properties for further study and possible redevelopment. Their study was completed and forwarded to the Council and Planning Commission in August of 2006.

The second involved the hiring of an outside consultant to provide a study making recommendations for the future economic sustainability of Farmington Hills. This study focused on three dimensions of sustainability – Financial, Social and Environmental – and was presented to the City in November of 2006.

Purpose

The purpose of a master plan is to provide a long-range guide for land use development and redevelopment which best reflects the goals of the community

and its residents while promoting the health, safety and welfare of the people both living and working in Farmington Hills. The Master Plan accomplishes these goals by:

- Suggesting future land use patterns for major uses.
- Indicating the intensity of development.
- Indicating location of sites for future and existing public facilities.
- Providing a guide for the location and capacity of roads, in terms of right-of-way width and location.
- Determining the residential holding capacity of the City.
- Analyzing the City's economic base.
- Providing for the redevelopment of areas in the City.

The function of the master plan in a legal and practical sense must also be clear. The Master Plan for Future Land Use is developed to provide guidelines for decisions on how land will be used. As such, the plan does not represent final decisions. The plan therefore must be flexible so that it can be changed when the Planning Commission and the City Council determine the need for such change. Change is necessary because the plan is based on present goals, knowledge and technology. The master plan does not control the use of land and, therefore, should not be confused with the Zoning Ordinance and map which does control the use of land. The essential characteristics of the master plan are:

- A long-range, comprehensive and general guide for the development of land.
- A map of future land uses and the supporting documentation describing the details.
- The result of an orderly process of survey and study of the basic planning elements; land use, natural features, population and community facilities; residential, recreation, commercial, office and industrial land needs; thoroughfares and streets to provide for vehicular movement within and through the City.

Master Plan Goals

The Master Plan represents the foundation for the planning process within the City. This foundation can be found within the following general planning goals:

- To create desirable residential areas in the form of neighborhoods which are served by quality schools and parks and are devoid of land uses which negatively impact these neighborhoods.
- To preserve natural features of the land to every extent possible.
- To provide for all uses of land necessary to serve the residents of the City.
- To promote the City's economic position by encouraging land uses which will provide a sound tax base.
- To provide an adequate circulation system for the safe, efficient movement of people and goods within and through the City.
- To provide a blueprint for the redevelopment of areas within the City.
- To accommodate new residential developments and the redevelopment of older residential areas.
- To preserve identified historically significant properties.

The above goals can be realized through the implementation of the plan into a continuous action program for improvements and through sound zoning decisions by the Planning Commission and City Council.

History of Planning

Those who have represented this community have always had an interest in and supported the land use planning of Farmington Hills. This began during township days and has carried through to city-hood. This long history of planning has provided a sound framework for development of the City. A critical component guiding this future development was the Farmington Township 1971 Future Land Use Plan. This plan, developed over a five-year period, served as the foundation for the development experienced to date. Since the City's incorporation in July of 1973, Farmington Hills has continued this tradition of planning.

- In 1975 the City's Planning Commission readopted the 1971 Future Land Use Plan.

- In December 1977 an economic analysis was completed to evaluate the City's current and future tax base compared to governmental cost. Existing and future land uses were examined.
- In May of 1978 a general inventory of environmentally sensitive areas was completed.
- In October 1978 a residential areas plan determined the residential capacities of the City and the need for public facilities.
- In August 1979 a Master Plan for Future Land Use was adopted by the Planning Commission. Major components of this plan included:
  - Population trends,
  - Natural features,
  - Community and School facilities,
  - Thoroughfare plan.

- In August 1981 and January 1982 commercial land needs were examined. The first, a commercial market analysis, determined the supportable commercial floor area for the projected population. The second, a commercial areas plan, provided specific locations where commercial uses could be supported.
- In March 1996 the Master Plan for Future Land use was adopted by the Planning Commission. The City of Farmington Hills was 93 percent developed at the time this plan was adopted. It was the first plan to have a major focus on redevelopment within the city. Significant elements of the plan included:
  - Special planning areas
  - Residential densities
  - Action planning
- In 2002 the Planning Commission reviewed the existing Master Plan and recommended no significant changes to the 1996 Master Plan.

Past planning efforts have played an important role in shaping the community and the development of the 2008 Master Plan.

Planning Process

The Planning Commission initiated discussion for a comprehensive review of the Master Plan for Future Land Use in May of 2006. As envisioned, the process would take two years to complete. A notice to proceed was mailed to all required parties on August 14, 2006. The process was divided into three essential stages: background sessions; investigative and review sessions; and plan development and finalization sessions.

The background sessions were conducted in the fall of 2006 till the spring of 2007 in an effort to acquaint the Planning Commission with the master planning process. These sessions also provided opportunity to review past planning efforts and to review in detail the current land use status of the community. Every section of the city was analyzed and specific parcels were identified for further investigation and action. In addition the findings of the Redevelopment Committee and the Sustainability report were examined.

The investigative and review sessions were conducted in the summer and fall of 2007. There were two major components to these sessions. The first could best be described as an educational or fact finding component. The Planning Commission invited members of the development community to provide input regarding all aspects of development in Farmington Hills. The Commission also toured a mixed-use development in a neighboring community. The second involved reviewing designated parcels for potential change. These areas were broken down into two categories, Special Residential Planning Areas and Non-residential Redevelopment Areas.

In the Winter and Spring of 2008 the draft document was reviewed by the Planning Commission. The Commission then deliberated on the changes to the Master Plan

map and text. The document was presented to the Council at a joint meeting on March 6, 2008 to gain the input of the Council.

Significant Elements of the Plan

There are several features to note in the plan. They include the following:

Special Residential Planning Areas:

Fifteen such areas within the community have been identified for special consideration. For some, development and redevelopment alternatives have been proposed. In others, special considerations or goals are set forth. These alternatives provide a conceptual framework for future activity.

Non-Residential Redevelopment Areas:

The parcels considered within this category are primarily located along Orchard Lake Road, I-696, I-275, Grand River Avenue and Eight Mile Road. These areas have been divided into four major categories: Freeway Redevelopment, Mixed-Use Developments, Business Redevelopment and Industrial Redevelopment. Each of the areas within the specific categories contains goals and policies to encourage redevelopment of the parcels.

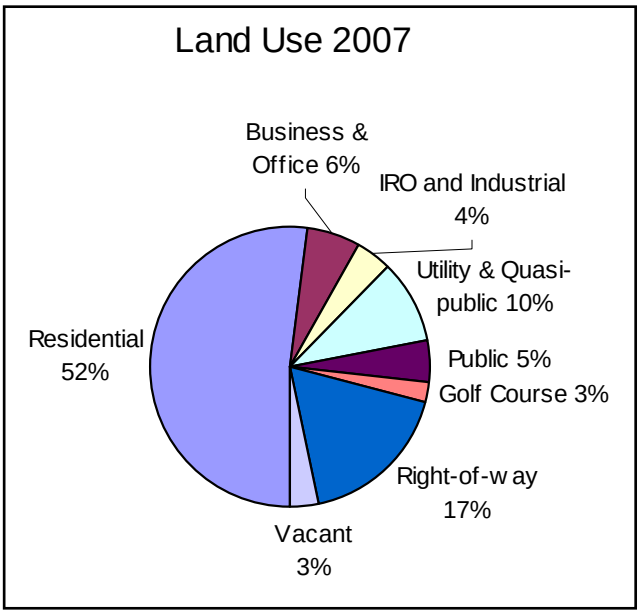
Action Planning:

Within this section specific strategies are discussed in an effort to fulfill the goals of the Master Plan. Zoning regulations, Planned Unit Development (PUD), Overlay Zoning Districts, Mixed-Use Developments and the Capital Improvement Plan are important components of the master plan process.

Current Characteristics

Land Use

The land use layout of a city evolves over time from a series of both planned and unplanned events. Farmington Hills has given forethought and coordination to land use decisions since at least 1960 when the first neighborhood unit plan was published for the township. Due to the planning that occurred at such an early stage, development and land use patterns today are, for the most part, orderly. However, some conflicts do exist. By mapping existing land use, the City is able to identify conflicts and areas of under-utilized potential. Furthermore, the City is able to chart its growth in certain areas to identify if development is indeed proceeding according to plan. With this information, the City is better able to formulate policies regarding future development that are meaningful and relevant.

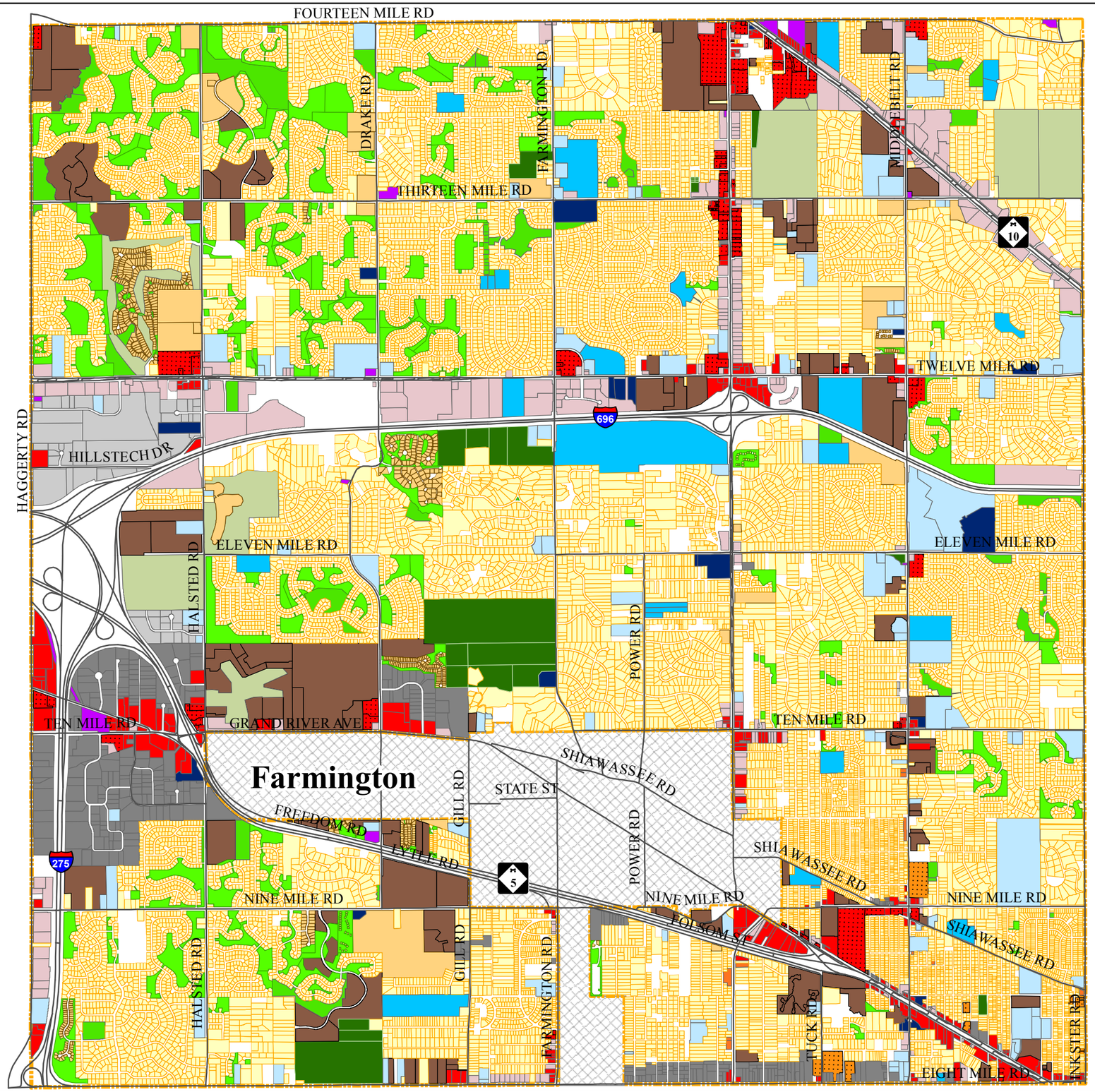


The map titled Existing Land Use portrays the existing land use in the City based on field work completed during the summer of 2007. The Existing Land Use 2007 Table, on the following page, provides a tabulation by category, of the acreage occupied by the various uses. The pie graph above (Land Use 2007) provides a simplified illustration of Existing Land Use 2007 Table. At present 52 percent of

the City's land area is developed for residential purposes. The next largest land use category is land devoted to use for street rights-of-way, which represent 17 percent of all land use.

Existing Land Use 2007	Subtotals (acres)	Percent of total
Residential	**11145**	52.0%
Single-family	9211	42.9%
Single-family cluster	527	2.5%
Two-family	8	0.0%
Multiple-family	1359	6.3%
Mobile home	40	0.1%
Business	**576**	2.7%
Office	**710**	3.3%
IRO	**258**	1.2%
Industrial	**644**	3.0%
Utility	**40**	0.1%
Public	**980**	4.6%
Buildings	110	0.5%
Parks	405	1.9%
School-owned	465	2.2%
Quasi-public	**2077**	9.7%
Institutional	793	3.7%
Private Rec.	1284	6.0%
Golf Course	**573**	2.7%
Street R.O.W.	**3740**	17.4%
Total Developed	**20743**	96.7%
Vacant	703	3.3%
Total Land	**21446**	100.0%

Over time, the City has undergone many changes. The Land Use Comparison table 1966-2007 on page 14, tracks land development trends. The most striking change since 1966 is the reduction in vacant land. In 1966, there were 11,445 acres of vacant land. At that time, the City had not yet incorporated and lands in the Villages of Quakertown and Wood Creek Farms were not included in the survey. When Farmington Hills incorporated, the villages became part of the City, increasing the City's land area by 1,561 acres, or 9.3 percent. Even though the City gained land area between 1966 and 1975 due to the consolidation, there was still a net loss of 3,810 acres of vacant land. This loss of vacant land was due to the rapid development of residential property during this time period.



Existing Land Use

Existing Land Use

- Single-Family Residential
- Single-Family Cluster
- Two-Family Residential
- Multiple-Family Residential
- Mobile Home
- Office
- Non-Center Commercial
- Center Commercial
- Industrial-Research Office
- Industrial
- Private Recreation/Open Space
- Golf Course
- Public Park
- Quasi-Public
- School
- Public
- Utility
- Vacant

0 0.25 0.5 0.75 1 Miles

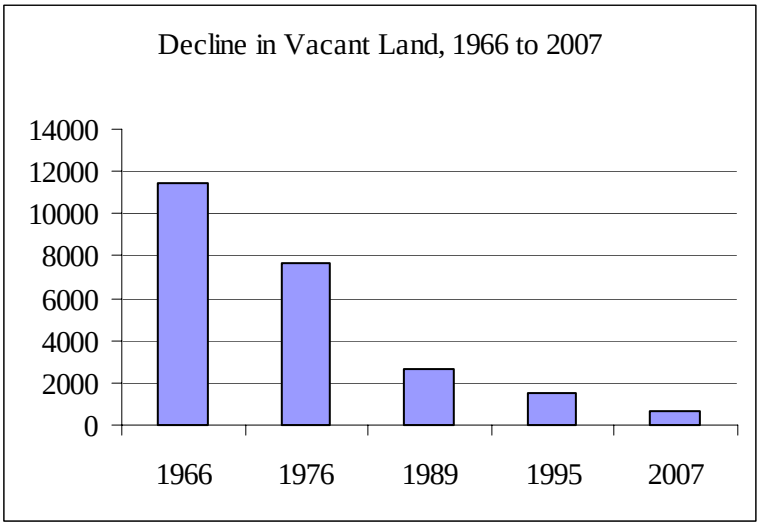
N W E S

FARMINGTON HILLS Michigan

SOURCE: City of Farmington Hills, Planning Division, January 15th 2009.

DISCLAIMER: Although the information provided by this map is belieed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

The period from 1976 to 1989 was the City's fastest period of growth. The bar chart below illustrates this quite effectively. The portion of the bar chart that represents the period from 1976 to 1989 shows a very steep drop in vacant land; steeper than the preceding or following periods.



From 1989 to 2007 the drop in vacant land was much less significant than preceding periods. This was not due to a decline in demand for new development in the City but was instead related to a shift from development on virgin land to redevelopment and expansion of existing development. By 1989, most of the large parcels having little or no environmental restrictions had been developed. Thus, in recent years and in years to come, most of the development will be on parcels that are smaller in area, have irregular shapes or other features that will require a more sophisticated development plan, thus, the close attention given to the special planning areas.

Land Use Comparison 1966-2007	Year					Change (acres)			
	1966	1976	1989	1995	2007	1966-76	1976-89	1989-95	1995-07
Residential	**4195**	**7700**	**10289**	**10967**	**11145**	**3505**	**2589**	**678**	**178**
Single-family[1]	4092	7202	8957	9561	9738	3110	1755	604	177
Multiple-family[2]	103	498	1332	1406	1407	395	834	74	1
Business	**207**	**355**	**489**	**509**	**576**	**148**	**134**	**20**	**67**
Office		**125**	**550**	**581**	**710**	**125**	**425**	**31**	**129**
IRO			**105**	**212**	**258**	**0**	**105**	**107**	**46**
Industrial	**136**	**380**	**602**	**602**	**644**	**244**	**222**	**0**	**42**
Utility		**36**	**43**	**48**	**40**	**36**	**7**	**5**	**-8**
Public	**496**	**637**	**784**	**987**	**980**	**141**	**147**	**203**	**-7**
Buildings	15	27	56	89	110	12	29	33	21
Parks	5	9	248	401	405	4	239	153	4
School-owned	476	601	480	497	465	125	-121	17	-32
Quasi-public	**567**	**932**	**1731**	**1786**	**2077**	**365**	**799**	**55**	**291**
Institutional	461	692	721	703	793	231	29	18	90
Private Rec.	106	240	1010	1083	1284	134	770	73	201
Golf Course	**533**	**533**	**471**	**471**	**573**	**0**	**-62**	**0**	**102**
Street R.O.W.	**2246**	**3068**	**3717**	**3732**	**3740**	**822**	**649**	**15**	**8**
Total Developed	**8380**	**13766**	**18781**	**19895**	**20743**	**5386**	**5015**	**1114**	**848**
Vacant	11445	7635	2606	1492	703	-3810	-5029	-1114	-789
Water	27	15	15	15	15	-12	0	0	0
Total Land	**19855[3]**	**21416**	**21402**	**21402**	**21446[4]**				

[1] Includes single-family cluster housing

[2] Includes elderly housing and two-family dwellings

[3] Excluding Wood Creek Farms and Quakertown

[4] A change in research methods occurred between 1995 and 2007

The Land Use Comparison Table 1995-2007 on the following page provides a comparison of land use since the last Master Plan update. The table provides a summary of each land use category by area.

The largest increases since 1995 were in the categories of private recreation (201 acres), single family residential (177 acres), and office (129 acres). The most popular single family development pattern has been open-space subdivisions and cluster housing. These types of development include dedicated private recreation

land within each residential development; therefore an increase in single-family residences usually includes an increase in private recreational land.

Land Use Comparison	1995		2007		Change (acres)
	acres	percent	acres	percent	
Residential	**10967**	55.1	**11145**	53.7	178
Single-family[1]	9561	48.1	9738	46.9	177
Multiple-family[2]	1406	7.1	1407	6.8	1
Business	**509**	2.6	**576**	2.8	67
Office	**581**	2.9	**710**	3.4	129
IRO	**212**	1.1	**258**	1.2	46
Industrial	**602**	3.0	**644**	3.1	42
Utility	**48**	0.2	**40**	0.2	-8
Public	**987**	4.9	**980**	4.7	-7
Buildings	89	0.4	110	0.5	21
Parks	401	2.0	405	1.9	4
School-owned	497	2.5	465	2.2	-32
Quasi-public	**1786**	9.0	**2077**	10.0	291
Institutional	703	3.5	793	3.8	90
Private Rec.	1083	5.4	1284	6.2	201
Golf Course	**471**	2.4	**573**	2.8	102
ROW	**3732**	18.8	**3740**	18.0	8
Total Developed	**19895**	100%	**20743**[3]	100%	848

[1] Includes single-family cluster housing
[2] Includes elderly housing and two-family dwellings
[3] A change in research methods occurred between 1995 and 2007

Demographics

This demographic analysis includes data compiled for the City of Farmington Hills and the surrounding area, including Oakland County. Existing and developing population trends are identified within the regional area that can help the City to better prepare for future needs. Population growth trends - historic, current, and future - help provide a snapshot of a community's growth over time. The information is useful background for making planning and policy decisions regarding housing, infrastructure, and community facilities. These statistics can also provide general guidance in determining the need for land uses in the future and, thereby will have an influence on the master planning process.

Population Trends

The table below provides a comparison of current and recent population growth of the City of Farmington Hills with that of neighboring communities. The population of the City grew by only 9.9% between 1990 and 2000. The total increase was 7,459 people. This was small compared to the previous 30 years of growth. The decrease in the rate can be attributed primarily to the fact that most vacant residential land in the City was developed prior to 2000. The decrease in the number of persons per household also has had some impact.

The data also illustrates the typical conditions of population growth, or lack of it, in mature cities such as Farmington, Southfield and Livonia. Growth of the "further-out" communities of Novi and West Bloomfield was still rapid, although it began to decline in West Bloomfield.

Population Change by Percent 1960 to 2000

Community	Number of Persons				
	1960	1970	1980	1990	2000
Farmington Hills*	**26,692**	**48,694**	**58,056**	**74,652**	**82,111**
Farmington	6,881	10,329	11,022	10,132	10,423
Livonia	66,702	110,109	104,814	100,443	100,545
Novi	6,390	9,668	22,525	30,843	47,459
Southfield	31,501	62,298	75,568	75,240	78,296
W. Bloomfield Twp.	14,994	28,563	41,692	54,180	64,804

Community	Percent Change			
	1960-1970	1970-1980	1980-1990	1990-2000
Farmington Hills*	**82.4**	**19.2**	**28.6**	**9.9**
Farmington	50.1	6.7	-8.1	2.8
Livonia	65.1	-4.8	-4.2	0.1
Novi	51.3	133.0	36.9	53.8
Southfield	97.8	21.3	-0.4	4.0
W. Bloomfield Twp.	90.5	46.0	30.0	19.6

SOURCE: 2000 U.S. Census

*Including Farmington Township and the Villages of Woodcreek and Quakertown in 1960 & 1970.

Persons Per Household

Nationwide average household size has declined over the past 30 years, from 3.1 people per household in 1970 to 2.6 people per household in 2000. According to the U.S. Census Bureau, this represents a decline of one person for every two households. This decline is caused by the many "baby boomers" moving into retirement age and becoming "empty nesters". Also, many younger Americans today are choosing to live alone longer and to delay marriage and family formation until later in life. The decline in persons per household in Farmington Hills from 3.64 in 1970 to 2.41 in 2000 is more dramatic because of the fact that the City (then township) was a rapidly growing single-family suburb and in 2000 the average size was smaller because a greater proportion of the population were living in multiple-family dwellings where the average family size is smaller in addition to the above factors relating to the "aging process" beginning in the City.

The table below, prepared by the Southeast Michigan Council of Governments, should be viewed in tandem with the Council's forecast of population growth shown in the Population Forecast by Municipality table on page 18. Comparing these tables illustrates how community population may increase while the number of persons per household decreases. This may require a community to plan for more housing to accommodate the new population than was needed in past decades.

Regional Development Forecast – Persons per Household						
	Year				Change 2000-2030	
Household	2000	2010	2020	2030	Numeric	Percent
Oakland County	2.51	2.39	2.32	2.26	-0.25	-9.96
Farmington Hills	**2.41**	**2.32**	**2.29**	**2.26**	**-0.15**	**-9.38**
Farmington	2.13	2.07	2.07	2.10	-0.02	-1.40
Livonia	2.59	2.41	2.29	2.18	-0.4	-15.83
Novi	2.52	2.35	2.25	2.20	-0.31	-12.69
Southfield	2.27	2.13	2.06	2.01	-0.26	-11.45
W. Bloomfield Twp.	2.74	2.60	2.53	2.47	-0.27	-9.85

SOURCE: Southeast Michigan Council of Governments – Regional Development Forecast

Population Forecast

Population forecasts for the region are prepared by the Southeast Michigan Council of Governments and are derived based on a number of factors including, "the most recent data from Census 2000, data on jobs from the state employment agency, updates of land availability and planned uses, and local officials' expectations about near-term development and future sewering[1]." SEMCOG's model of forecasting is superior to those previously used that included linear and logarithmic forecasts which relied on extending historic population trends into the future without consideration of economic and social impacts. This is especially true for communities such as Farmington Hills that have already developed most of their residentially zoned land. The Population Forecast by Municipality table shows that the City is expected to see a slight decline in population between 2000 and 2030. This decline is gradual with an average loss of about 1,700 persons per ten-year period. The data also illustrates, however, that although the population will decline, there would still be a demand for some new housing units because it illustrates that there would be about 2,000 (2,052 to be exact) more households in the City in 2030 than there were in 2000. This data indicates that the City of Farmington Hills will be able to sustain its current residential areas and, in fact, there will be some demand for new dwelling units to be developed on the small areas remaining or in the redevelopment of existing residential areas that are either outdated or of very low density, or both. It may also assist in the demand for residential land use in new mixed-use developments planned for the City.

[1] SEMCOG 2030 Executive Summary

Population Forecast by Municipality 2000-2030						
Household	**Year**				**Change 2000-2030**	
	2000	**2010**	**2020**	**2030**	**Numeric**	**Percent**
Oakland County	1,194,156	1,254,380	1,299,528	1,333,573	139,417	11.60
Farmington Hills	**82,111**	**80,640**	**81,565**	**81,636**	**-2,475**	**-1.00**
Farmington	10,423	10,155	10,147	10,317	-106	-1.01
Livonia	100,850	96,592	94,056	92,961	-7,889	-7.82
Novi	47,579	60,362	70,875	79,264	31,685	66.50
Southfield	78,322	75,810	74,075	73,397	-4,925	-6.28
W. Bloomfield Twp.	64,860	65,367	66,517	66,986	2,126	3.27

SOURCE: Southeast Michigan Council of Governments – Regional Development Forecast
U.S. Census STF3A Files

Population Age

The population for the City of Farmington Hills tracks closely to communities throughout the nation. Between 1990 and 2000, the median age increased for the City of Farmington Hills from 36.5 to 38.6. This aging trend is nation-wide as the "baby boomer" generation moves into retirement. From a planning perspective, preparing for this generation to retire is much different than past generations. Many retirees today have different pursuits than previous generations. Retirees today tend to lead more active lifestyles and prefer to remain independent with regard to living conditions. This trend should help maintain occupancy of the many multiple-family units in the City. It could also result in the need for more activities of the type that can be provided by the City, especially in the field of recreation. Fortunately, the City has done an excellent job of providing the space for such facilities in its large parks and at the Costick Center.

Farmington Hills Age Distribution 1990 to 2000						
Age Group in Years	1990		2000		Change 1990-2000	
	Number of Persons	Percent	Number of Persons	Percent	Number of Persons	Percent
Under 5	4,911	7	4,904	6	-7	Neg.
5 to 9	4,752	6	5,261	6	509	+10
10 to 14	4,522	6	5,507	7	985	+21
15 to 19	4,204	6	4,789	6	585	+14
20 to 24	4,853	6	3,946	5	-907	-19
25 to 34	14,036	19	11,918	15	-2,118	-15
35 to 44	12,698	17	13,785	17	1,087	+8
45 to 54	8,893	12	12,541	15	3,648	+41
55 to 59	3,437	5	4,424	5	987	+28
60 to 64	3,572	5	3,233	4	-339	-9
65 to 74	5,377	7	5,737	7	360	+7
75 to 84	2,508	3	4,458	5	1,950	+78
85 and over	889	1	1,608	2	719	+81
Median Age	36		38			

SOURCE: 1990 and 2000 U.S. Census

It is interesting to compare certain age groups. For example, there is almost no difference between 1990 and 2000 (13% to 12%) in the share of the total made up of the nine and under age group and the ten to nineteen age group (12% to 13%). There is a decline in the 20 – 34 year group (25% and 20%), sometimes referred to as the "family forming" ages. Showing the greatest increase in share of the total was the 35 to 54 age group (29% to 32%) and the 75 and older group increased its share by three percent.

The change between the numbers in each age group is even more striking. There was a more than 75 percent increase in the number of people in each of the two oldest categories and there were declines of 19 percent and 15 percent respectively in the young adult (20 to 24 and 25 to 34) and fairly substantial increases in the number of adults 45 to 59 years old. The City's population has not yet "aged" significantly because although there are fewer in the "family forming" ages, the number of children 19 and under has actually increased by over 2,000. This group was equal to about 28 percent of the net growth in population. By contrast, the

eldest age group was equal to about 36 percent of the net increase in population. Not yet an aging population, but the trends show that the next census will probably show more significant changes.

The table below illustrates a comparison of the median age trends in the past decade in Farmington Hills and the Nation, County and surrounding communities. In both decennial years, the City's median age is somewhat older than the country as a whole and Oakland County. The Cities that grew in population before Farmington Hills (Farmington, Livonia, Southfield) have older median ages, with the exception of Southfield that shows a slightly lower figure in 2000. The lower median age in Novi reflects the fact that this city has developed more recently than the others and is still developing at a rapid pace.

Median Age of the Population 1990 to 2000		
LOCATION	**1990**	**2000**
National Average	35.3	36.3
Oakland County	33.8	36.7
Farmington Hills	**36.5**	**38.6**
Farmington	43.5	40.4
Livonia	37.6	40.2
Novi	33.4	35.2
Southfield	39.2	38.3
W. Bloomfield Twp.	n/a*	40.2

SOURCE: 1990 and 2000 U.S. Census Data
*1990 data not available from the 1990 Census STF1A or STF3A CD release.

Income Statistics

The table on the following page shows the median per capita incomes for the City of Farmington Hills and surrounding units of government. The table illustrates that the majority of the communities have a higher median income than the County. By comparison, the median income for the State of Michigan in 2000 was $22,168 and $21,587 for the Nation. Persons within the City are earning well above the National and State average for median per capita income as well as being above

the figures for the County. Only West Bloomfield had median income higher than Farmington Hills.

On the other hand, although the City's median income was twenty percent higher than the County in 1990, it fell to eleven percent higher in 2000. This probably reflects the increases in income of the growth communities in the County (such as Novi) and the beginning signs of aging in the City.

Median Per Capita Income 1990 to 2000				
LOCATION	**1990***	**2000****	**CHANGE**	**PERCENT**
Oakland County	$21,125	$32,534	$11,409	54%
Farmington Hills	**$25,499**	**$36,134**	**$10,635**	**42%**
Farmington	$21,549	$32,452	$10,903	51%
Livonia	n/a***	$27,923	x	x
Novi	$20,752	$35,992	$15,240	73%
Southfield	$21,098	$28,096	$6,998	33%
W. Bloomfield Twp.	$31,845	$44,885	$13,040	41%

SOURCE: 1990 and 2000 U.S. Census
* In 1989 Dollars
** In 1999 Dollars
*** 1990 data not available from the 1990 Census STF1A or STF3A CD release

Occupation Evaluation

The City of Farmington Hills is located within the heart of the Detroit Metropolitan Area. It allows residents of the City the opportunity to commute to many different communities for employment. Fifty-four percent of the residents of the City are employed in management and professional occupations. The second largest group works in sales and office occupations. These groups combined, working in the "white collar" environments account for 81% of the employed population living in the City.

Employment by Occupation Farmington Hills/Oakland County				
Occupation	**Farmington Hills**		**Oakland County**	
	Number of Persons	**Percent**	**Number of Persons**	**Percent**
Management, professional and related occupations	22,487	54	273,909	42
Service occupations	3,473	8	65,499	10
Sales and office occupations	11,224	27	164,531	27
Farming, fishing and forestry occupations	15	<1	664	<1
Construction, extraction and maintenance occupations	1,885	4	42,648	7
Production, transportation and material moving occupations	3,116	7	67,126	11
TOTAL	**42,200**	**100%**	**614,377**	**100%**

SOURCE: 2000 U.S. Census

Employment by Industry

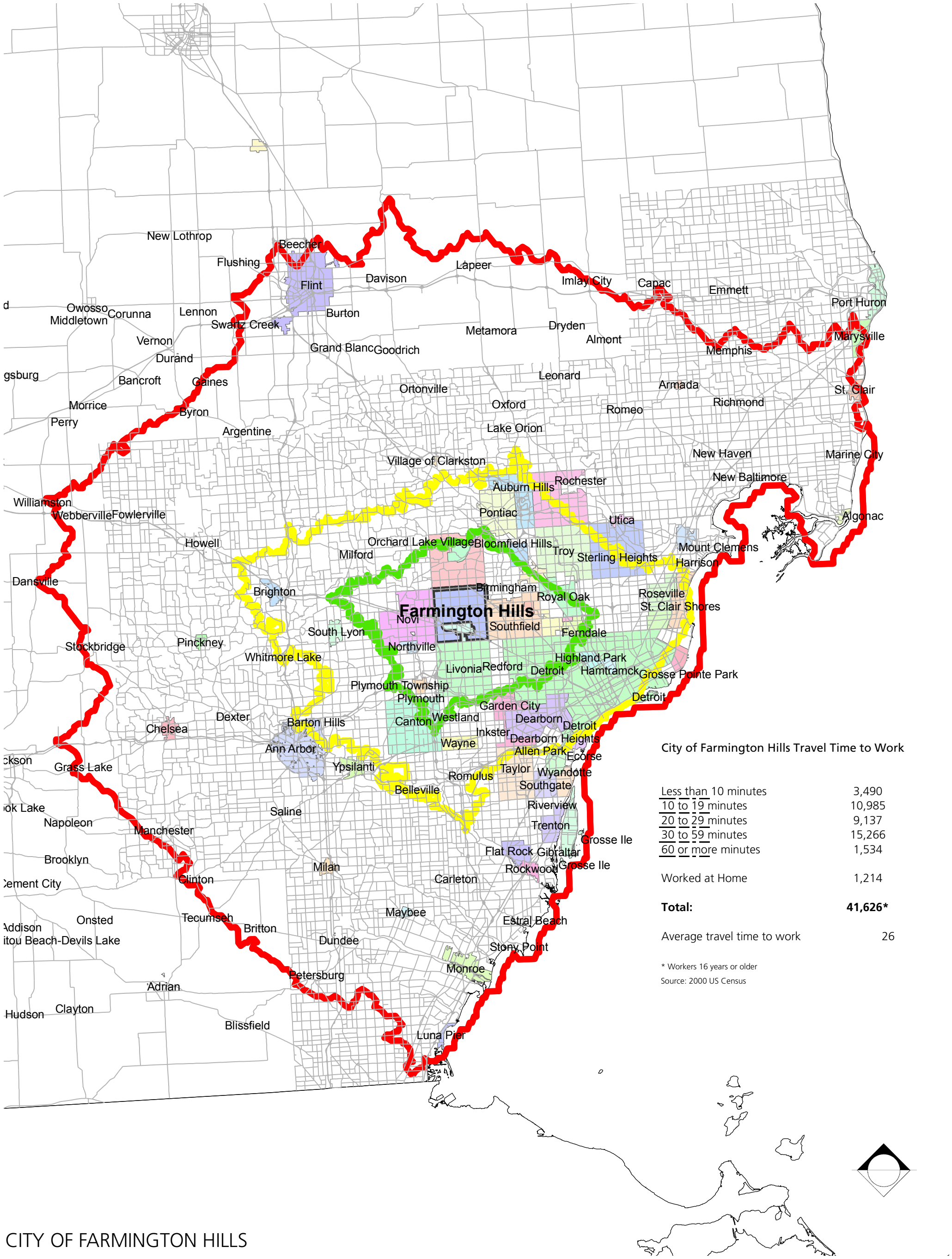
Statistics on employment by industrial group show that the greatest number of residents of the City work in manufacturing industries, primarily the auto industry, followed by education and health and social services. A glance at the Employment by Industry table on the following page shows that there are only a few minor differences in the percentages of City employment groups compared with Oakland County.

Employment by Industry Farmington Hills/Oakland County				
Industry	**Farmington Hills**		**Oakland County**	
	Number of Persons	**Percent**	**Number of Persons**	**Percent**
Agriculture, forestry, fishing and hunting and mining	27	<1%	919	<1%
Construction	1,669	4%	32,622	5%
Manufacturing	8,277	21%	134,003	22%
Wholesale Trade	1,881	4%	24,045	4%
Retail Trade	5,253	12%	72,807	12%
Information	1,412	3%	16,635	3%
Transportation and warehousing and utilities	1,023	2%	16,460	3%
Professional, scientific, management, administrative, and waste management services	6,469	15%	81,511	13%
Finance, insurance, real estate, and rental and leasing	3,336	8%	43,838	7%
Educational and health and social services	7,803	19%	112,790	18%
Arts, entertainment, recreation, accommodation and food services	2,433	6%	38,212	6%
Other services (except public administration)	1,755	4%	25,165	4%
Public administration	862	2%	15,370	3%
Total	**42,200**	**100%**	**614,377**	**100%**

SOURCE: 2000 U.S. Census

Drive Time Analysis

The Drive Time statistics tracked by the US Census are helpful to understanding how the population of the City of Farmington Hills functions with regard to local and regional employment centers. The average commute for a resident of the City is 26 minutes. This is close to the national average of 25.5 minutes. The map included in this section is a drive time analysis for the City of Farmington Hills. The yellow, 30 minute drive-time line reflects the predominant national average and closely reflects the 26 minutes found for Farmington Hills. The City is also an employment center because it is the location of many large offices and industries and these time lines can also reflect the time/distances traveled for people who are employed in the City.



City of Farmington Hills Travel Time to Work

Less than 10 minutes	3,490
10 to 19 minutes	10,985
20 to 29 minutes	9,137
30 to 59 minutes	15,266
60 or more minutes	1,534
Worked at Home	1,214
Total:	**41,626***
Average travel time to work	26

* Workers 16 years or older

Source: 2000 US Census

CITY OF FARMINGTON HILLS

Drive Time Analysis

15 Minute Drive Time

30 Minute Drive Time

60 Minute Drive Time

Vilican Leman

This analysis was done using PCensus Data and ESRI Software and is based on posted speeds for the State of Michigan.

Farmington Hills Travel Time To Work	
Length of Time Traveled	**Number of Residents Commuting**
Less than 10 minutes	3,490
10 to 19 minutes	10,985
20 to 29 minutes	9,137
30 to 59 minutes	15,266
60 or more minutes	1,534
Residents Working at Home	1,214
Total Workers 16 Years or Older	41,626
Average Travel Time to Work	26 minutes

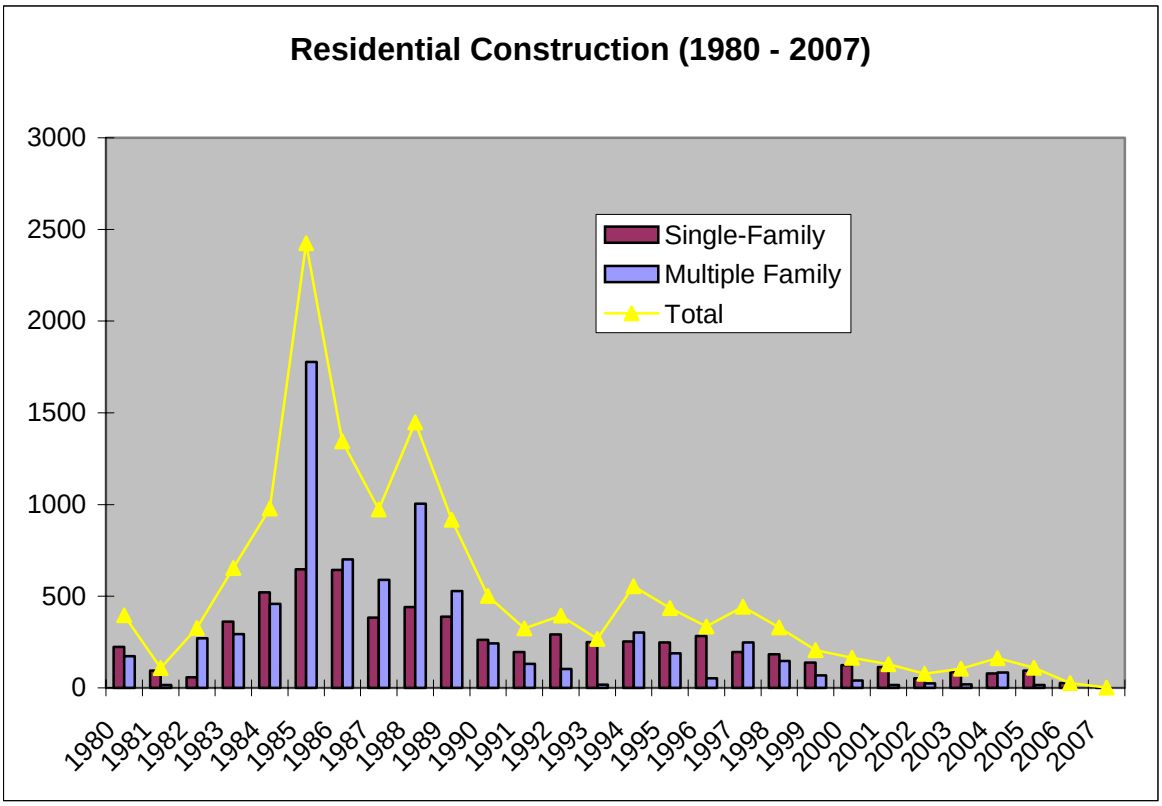
SOURCE: 2000 U.S. Census

Residential Housing Construction

In order to better understand the relationship between population growth and persons per household it is advantageous to look at the residential construction figures for the City of Farmington Hills. The following graph illustrates the annual number of residential units constructed in the City between 1980 and 2006 with a breakdown between the one-family and multiple-family units. The information for the graph and table that follow is from summaries of regional residential construction data provided by SEMCOG.

Farmington Hills Residential Construction Trends					
Year	**Single-Family Detached**	**Multiple Family**	**Total**	**Demolition**	**Net Total**
1980	223	173	396	15	381
1981	94	15	109	21	88
1982	57	270	327	13	314
1983	361	293	654	15	639
1984	521	458	979	10	969
1985	647	1,778	2,425	13	2,412
1986	644	701	1,345	17	1,328
1987	384	589	973	18	955
1988	442	1,005	1,447	19	1,428
1989	389	528	917	16	901
1990	261	242	503	9	494
1991	195	130	325	26	299
1992	291	103	394	11	383
1993	249	18	267	11	256
1994	253	302	555	10	545
1995	248	188	436	16	420
1996	282	53	335	15	320
1997	195	248	443	7	436
1998	183	146	329	16	313
1999	138	68	206	22	184
2000	124	40	164	8	156
2001	113	16	129	57	72
2002	52	24	76	33	43
2003	85	20	105	22	83
2004	79	83	162	11	151
2005	94	16	110	32	78
2006	26	0	26	22	4
TOTAL	6630	7,507	14,137	485	13,652

SOURCE: Southeast Michigan Council of Governments (SEMCOG)



Residential construction in the City was particularly strong in 1977 through 1979 but dropped sharply during 1980 to 1983. This was a period of recession for the U.S. and building construction in the Midwest and Northeast was particularly affected as many people migrated to southern states where, at that time, employment was more readily available. From 1984 to 1989 residential construction in the City boomed with the peak in 1985 when nearly 2,400 units were built. Beginning in 2000, the pace again slowed somewhat as vacant residential land became scarcer.

A very significant slow down in residential building began in 2006 with a net increase of only 4 units. This decrease corresponds with an overall pull back in the state housing market and the impact of the state's economy in general. This can also be attributed to the fact that the City of Farmington Hills has developed a strong residential base.

Looking into these figures more closely illustrates a number of other factors. During the ten years between the most recent decennial censuses, the number of new housing units averaged about 330 per year. Since 2000 and through 2006, the average has dropped to about 101 per year. It should also be noted that the net totals for households for the past seven years have been 84 with the number of demolitions averaging about 26 per year. More detailed analysis of the SEMCOG data shows that the number of households would actually increase in the City by about 2,500 between 2000 and 2030, which is an average of about 83 per year.

Although there may not be a direct correlation between the number of households and the number of dwelling units, it could mean that there would still be a small net increase in the number of dwellings over the next 30 years. The City's land use policies as expressed in the Master Plan and the Zoning Ordinance should continue to accommodate new residential developments and also be structured so that they can accommodate the redevelopment of some of the older residential areas.

There is potential for a return of pressures for zoning changes that were experienced prior to the boom in single-family construction. Before the boom, vacant residential parcels that fronted on major thoroughfares were often seen as unsuitable for one-family development. As a result, there were many requests for multiple-family zoning on these parcels and the City combated this pressure by permitting the use of such parcels for the cluster and two-family options. With reduced demand for single-family detached housing,

Cluster Development in Farmington Hills

the City could see the return of these kinds of pressures with the result that many new residential units could be of the cluster variety.

Historic Districts

In 1979 the Farmington Hills City Council established an Ad Hoc Historic District Committee. The charge of this newly formed committee was to assess potential historic sites. Increasing development pressures and the demolition of older structures in the area of new projects gave urgency to their mission. The Committee completed an extensive historical and architectural survey and identified many historically significant homes and properties. As a result, the Ad Hoc Committee prepared the Historic District Ordinance that was adopted by City Council in 1981. The Ad Hoc committee was formally established as the Historic District Commission and a total of 52 sites were designated as non-contiguous historic districts. These districts represent the history of Farmington Township as a farming community and include many Michigan farmhouses, Greek revival houses and pre-Civil War structures.

Greek Revival Style Historic House

The Commission has since designated 20 more sites for a total of 72 districts within the community. The list includes 62 houses, a church, a school house, a country club, St. Vincent and Sarah Fisher property, three pioneer cemeteries, two barns and the Botsford Inn. These structures cover many time periods, styles of architecture and well-known architects from the Detroit area. Michigan's first female architect, Emily Butterfield, was the

1920's Emily Butterfield designed Historic House

designer of six 1920's homes in the Orchard Lake Road and Thirteen Mile area. The most recently designated structures are two residential homes built in the Modern Style around 1960. The designer William Kessler was a well-known, award winning architect in the Detroit area.

Many of the locally designated districts are also listed on the State Register of Historic Sites and three districts, the Botsford Inn, the Royal Aldrich House and the Orville-Botsford (Lone Ranger) House are listed on the National Register of Historic Places.

In 1984 the City Code was amended to allow alternate uses of historic homes in single-family residential districts. These special land uses are permitted when the Planning Commission determines that they will not have a negative impact on adjacent properties and will not interfere with implementation of the City's Master Plan. This alternative use of historic homes has been most effective along Twelve Mile Road where four homes have been converted to office use. This flexibility in use has and will continue to allow the community to retain much of its heritage represented by these structures.

Historic Office building on Twelve Mile

As the community ages, the architectural and historical significance of additional structures

1960's Kessler designed Modern Style House

will make them eligible for designation as historic districts. The focus will continue to progress from the designation of farmhouses along mile roads to homes within early-platted subdivisions and on to Modern Style buildings.

Master Plan

Preservation of these historic sites is an important feature of the City's overall Master Plan. This link to the past must be reflected in any plan which speaks of the future. The mission of historic preservation, as pursued through the efforts of the Historic District Commission, continues to be a goal of the community and is appropriate to include in this text. Likewise, the Master Plan map identified those designated sites. The following purpose, identified in the Historic District ordinance, embodies the values of the Master Plan:

> "…it is declared a public necessity to safeguard the heritage of Farmington Hills, by preserving districts in the City which reflect elements of the cultural, social, economic, political or architectural history; to stabilize and improve property values in and adjacent to such districts; to promote civic beautification of structures and lands within the historic districts for historic and cultural preservation, to strengthen the local economy, to promote the use of historic districts and local history for the education, pleasures and welfare of the citizens of the City, State and Nation."

The City continues to promote historic preservation and the ideals set forth above through the efforts of the Historic District Commission and the goals established by the Master Plan.

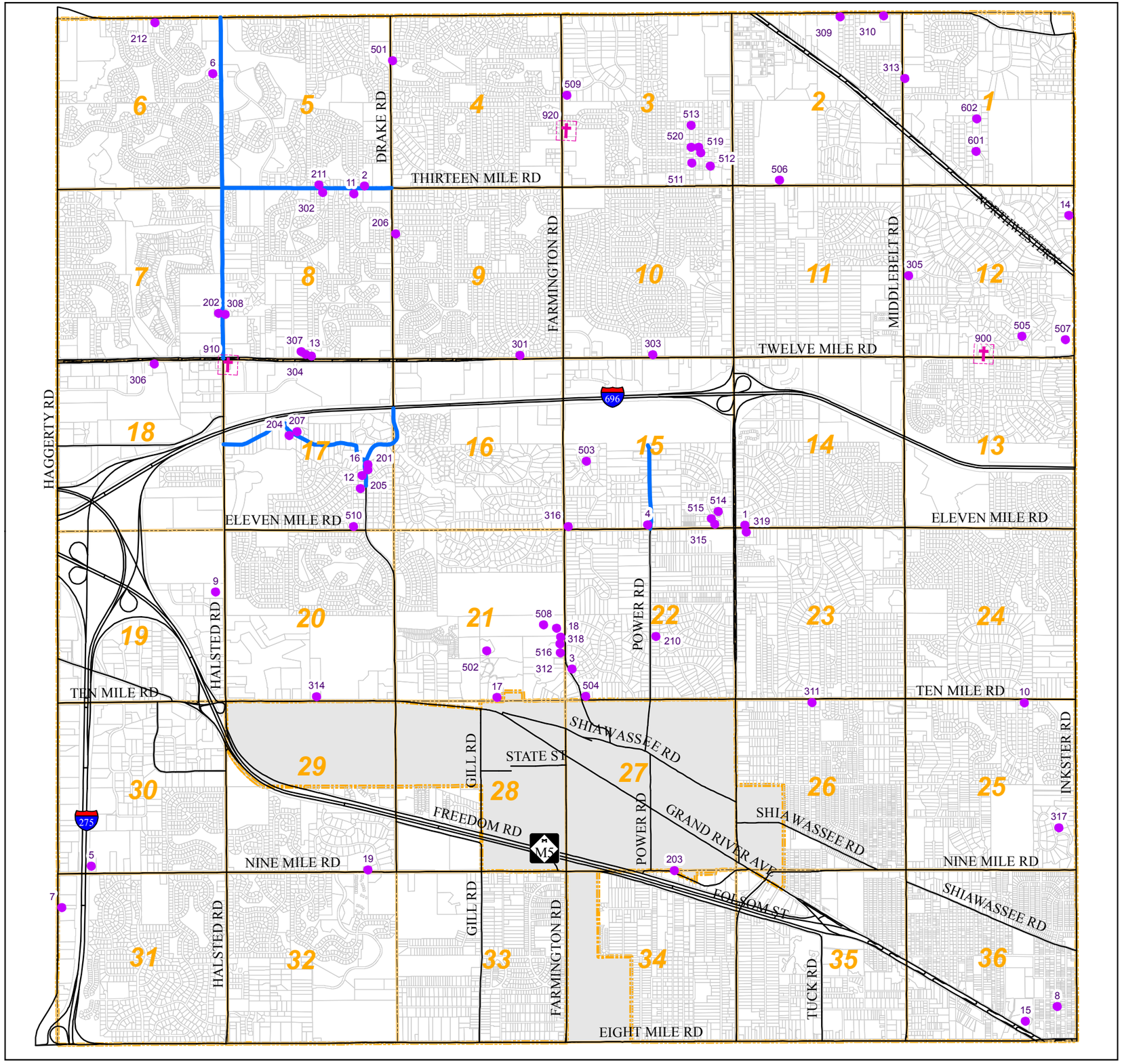
Natural Features

Preservation and stewardship of natural features has created an attractive and desirable environment for the people of Farmington Hills. Farmington Hills has planned locally and regionally for the protection and connection of open spaces and natural features. The Greenways Initiative is a county wide activity to plan and enhance the ways residents participate in the natural areas. The Oakland County effort seeks to coordinate the plans of adjacent communities and to integrate the preservation of green areas. A related project is the Oakland County Green River Corridors project. This project prioritizes rivers to co-ordinate community efforts and promotes water resources as an asset for recreation and public education. The City of Farmington Hills has worked with Oakland County Green River Corridors project to promote the preservation of water resources.

Green River Corridors Map

Many of the community's natural areas have been preserved through the use of flexible development techniques, including Planned Residential Development, Planned Unit Development, Open Space Subdivisions and One-Family Clustering Options. Key parcels of land have been acquired by the City for use and preservation such as Heritage Park, Founders Sports Park, Woodland Hills and most recently the Longacre House property. While the City may purchase select

Historic Districts and Natural Beauty Roads



Legend

- Historic Structures
- Historic Sites
- Natural Beauty Roads

Historic Districts:

Greek Revival Buildings
1. Royal Aldrich House
2. John Garfield House
3. Lemuel Botsford House
4. Philbrick Tavern
5. Stephen Yerkes Rodgers House
6. Theron Murray House
7. David Simmons House
8. Clarenceville Blacksmith House
9. Universalist Unitarian Church
10. Silas Green House
11. Eber Durham House
12. Stephen Jennings House
13. John Dallas Harger House
14. Cornelius Davis House
15. Botsford Inn
16. Mark Arnold House
17. Orville Botsford (Lone Ranger) House
18. Palmer Sherman House
19. Alonzo Sprague House

Pre-Civil War Buildings
201. Millers Cottage of Sleepy Hollow
202. Boorn-Halsted House
203. The Parsonage
204. Eri Prince House
205. Elliott Sprague House (Orchard Lane Farm)
206. Drake House
207. Nehemiah Hoyt House
210. Dennis Conroy House
211. John Cox House
212. Addis Emmett Green House

Farmhouses 1860-1900
301. Lawrence Simmons House
302. Myron Crawford House
303. Samuel Davis House
304. John Pettibone House
305. Ely Stodgell House
306. Michael Marlett-Charles Wixom House
307. Hamilton Jones House
308. Halsted Apple Barn
309. The Cooney House
310. Ward Eagle House
311. Glick Home and Pottery
312. Sherman-Goodenough House
313. Fractional School
314. William Gates House
315. Samuel Locke House
316. Ledyard Cowley House
317. Franklin Comstock House
318. Spicer Barn
319. Bade Hired Man's House

Other Buildings Post 1900
501. Springbrook Farmhouse
502. Marcus Burrowes House
503. Edward Moseman House
504. Kirby White House
505. Richard T. Cudmore House
506. Glen Oaks Country Club
507. Sarah Fisher Home
508. Spicer House
509. Lewis Howard House
510. Frank Steele House
511. Edward Beals House
512. Model House-Oakland Sub.
513. Henry C. Bach House
514. James F. Cain House
515. Pasadena Park Bungalow
516. Spicer House Stables/Chauffeur Quarters
518. Edward Chene House
519. Fred Gould House
520. Archibald Jones House
601. Jack Beckwith House
602. Arthur Beckwith House

Historic Sites
900. East Farmington Cemetery
910. West Farmington Cemetery
920. North Farmington Cemetery

N W E S

0 0.25 0.5 0.75 1 Miles

FARMINGTON HILLS Michigan

SOURCE: City of Farmington Hills, Planning Division, January 15th 2009.

DISCLAIMER: Although the information provided by this map is believed to be reliable, it's accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

parcels for use or preservation, the site plan review process will continue to be one of the main tools for preserving natural features.

In addition to the flexible development options mentioned above several other tools provide protection and guidance for the stewardship of natural features: trees, waterways and wetlands. The City's tree protection ordinance, landscape ordinance, and Natural Beauty Road designations offer guidelines to preserve and protect the trees. The floodplain ordinance, engineering design guidelines, and the State of Michigan Wetland Protection Act protect and provide guidelines to maintain and improve water quality. All these tools work on a local and regional level to enhance the environment that makes Farmington Hills desirable.

Trees and Vegetation

Planning tools are currently in place to continue to preserve and protect the existing woodlands of the City, in both residential woodlots and within commercial developments. However, it is not enough to look only at preservation. The City must also look to sustainable tree planting to intelligently plan to rejuvenate our aging urban forest and prepare for woodland pests known and unknown.

Tree Protection

The best forms of tree protection continue to be accomplished through the options of the zoning ordinance and subdivision regulations. Woodlots, street trees,

canopy trees required in parking lots and other landscape plantings have contributed significantly to the City's visual appeal.

Aside from their aesthetic value, woodlands are valuable to the community for a number of reasons. There are obvious functions such as wildlife habitat and recreational value. The woodlands also function to moderate climatic phenomena such as flooding and high winds, thus protecting watersheds from erosion and siltation from heavy runoff and wind. Woodlands also absorb air pollution, filter ground water and can act as a noise or visual buffer.

Many woodland areas have been incorporated into open space areas of private developments or are included in large public parks. Some notable wooded areas are located on lands which are occupied by institutions, such as the St. Vincent and Sarah Fisher site and the Boys and Girls Republic property. Master planning for both of these areas is included in the Special Residential Planning Areas section.

Tree protection in general is best accomplished through the use of zoning options in the ordinance and subdivision regulations with the emphasis on relatively large intact open spaces. Larger woodlands benefit by not having the impact of buildings or the necessity to change topography for structures or utilities. The tree protection section of the zoning ordinance provides for saving individual trees where grading and development takes place. The ordinance is not structured to prevent development, but to permit development with the protection of trees, that might otherwise have been taken, through careful review of site plans. Tree replacement plans are required for review to balance out removals. This has proven to be an effective tool.

Sustainable Tree Planting

The aging of the existing urban forest presents some challenges for the future. The need for sustainable tree planting is made more critical when considering the impact of the Emerald Ash Borer and other woodland pests introduced through our global economy. Pests that have yet to work their way to our region pose serious threats to our woodlots. Native trees and tree diversity in planting are essential to efforts to maintain our urban woodlots. Review of tree replacement/landscape plans during site plan review will continue to encourage diversity and sustainable plantings. The right tree in the right place will allow urban forests to thrive in commercial and industrial sites as well as large residential woodlots. All these planning tools, existing and new, will protect, maintain and create a sustainable urban forest within the city.

Natural Beauty Roads

Currently, the City has several corridors identified as Natural Beauty Roads. Their locations are shown on the Historic Districts and Natural Beauty Roads map. Designation as a natural beauty road has allowed the City to give special attention to the preservation of trees and natural vegetation as

Thirteen Mile Road

development and redevelopment has occurred along these corridors. The Beautification Commission of Farmington Hills has set a goal to enhance existing designated locations and to encourage the expansion of the corridors wherever possible. The Master Plan will continue to assist in preserving the existing character of these areas by applying low residential densities.

Major Water Courses and Floodplains

Major water courses and floodplains are an integral part of the natural features. The water courses and floodplains contain many of the mature woodlands within the City of Farmington Hills. In addition to being the growing environment for the trees, these areas are critical for their water management capacity. Water volume and water quality are important environmental issues. Land use and development actions within the City can have a significant environmental impact on the water quality of rivers. The promotion of low impact developments and implementation of smart growth will help to protect the City's water resources. In addition to opportunities to preserve waterways and existing vegetative buffers there is an opportunity to plan development or redevelopment to restore and enhance waterways and wetlands for aesthetic and recreational purposes.

Floodplain

The major watercourses and floodplains were mapped initially based on information available from the Corps of Engineers' studies of the Upper Rouge

River and Tarabusi Creek. In 2006 FEMA released electronic maps that utilize topography to help clarify the locations of floodplains.

Farmington Hills has its high land point in the northwest corner of the City and the low point in the far southeast corner. Therefore, major drainage patterns flow from northwest to southeast and are the major sources of water for the Upper Rouge River and Tarabusi Creek. Farmington Hills is a member of the Assembly of Rouge Communities. This organization promotes sensible land uses and developments that minimize damage to water resources that in turn protect the Upper Rouge watershed. In addition, federal funding expenditure under the Rouge River Wet Weather Demonstration Project in the past fifteen years (well over $800,000,000) to remediate and restore the Rouge River to make it fishable, wadeable, and reduce quick inputs of high volumes of water has resulted in tremendous improvements to the quality of life within the watershed.

In 1974, a provision was added to the Zoning Ordinance requiring engineering review of any site plan which is located in a floodplain as established by the Corps of Engineers or the State Department of Environmental Quality. Since the engineering review may require special construction techniques or study, the City Council, in addition to the Planning Commission, is required to approve structures proposed to be located within a floodplain.

Engineering Site Development Standards have also been developed to help Farmington Hills meet its commitment to the EPA and Clean Water Act. The

Longacre House pervious asphalt parking lot

National Pollutant Discharge Elimination System Permit is in place to ensure communities meet federal guidelines for water quality and protection.

These development standards utilize and promote Best Management Practices (BMPs) both structural and non-structural. BMPs outline the best options for a set of circumstances to achieve water quality standards and control stormwater rates. BMPs for stormwater treatment include minimizing impervious surfaces, reducing soil erosion, promoting infiltration and using native plant buffers. Stormwater that is discharged into streams and waterways at a high volume cause environmental damage downstream. In addition, untreated stormwater can hold pollutants and excess silt. To mitigate these stormwater impacts the Engineering Standards seek to minimize the disturbance of natural systems, keep water courses open and maintain or reinstall native plant buffers.

Water quality continues to be a focus of the City of Farmington Hills and stormwater treatment through the Engineering Division guidelines will improve the water and educate the property owners on proper stewardship of this important resource.

Wetlands

The State Wetland Protection Act (Part 303, Wetlands Protection of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended) defines a wetland as “land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life and is commonly referred to as a bog, swamp or

marsh." Wetlands have key roles in the water quantity and quality. First the wetlands affect the quantity of water as they act as retention basins for runoff during heavy rainfall. This reduces the amount of water that can fill floodways. Second the wetlands affect the quality of water. The wetlands filter sediment and trap nutrients from runoff before it enters the adjacent water bodies. The wetlands along with other water features provide nesting, resting and feeding grounds for a myriad of wildlife.

Wetland areas have been identified by the Michigan Department of Environmental Quality, Center for Geographic Information. Based on the mapping it appears many wetlands have been incorporated into the open spaces of existing developments. The State regulation of wetlands is limited to wetlands of certain size or with certain characteristics. Therefore, wetlands not meeting State criteria in undeveloped areas cannot be managed through State controls. City policy should be to continue to encourage preservation of these unprotected wetlands through the use of development options of the ordinance that will allow them to be preserved.

Future Land Uses

Residential Areas

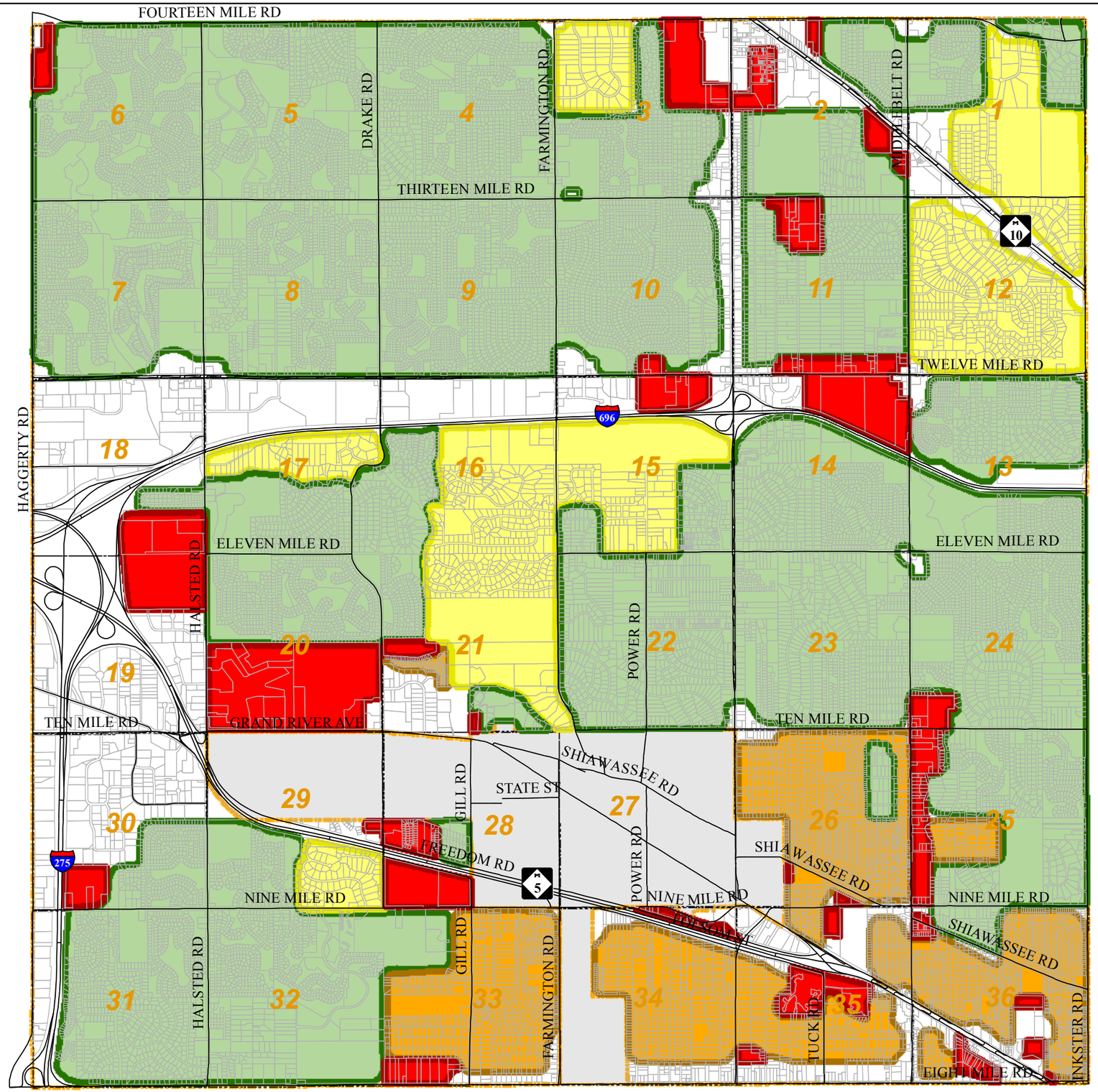
Residential Densities

The residential areas of the City have developed with many unique characteristics. Most have been developed under the open space provisions of the Zoning Ordinance resulting in the clustering together of large open spaces. For example, there are over ten miles of major road frontage in the City that are bordered by open space areas. This presents a very open appearance of the City from the roads. Some other older areas were developed prior to the availability of public sewer and water and even paved roads. These areas have characteristics that are different because the open areas are part of the lots that surround the individual homes. Then, there are portions of the City that were developed earliest, near the City of Farmington and along the Grand River Avenue corridor. These are a mixture of the early subdivisions that were developed as small lots with no separate open spaces. The highest densities are found in the multiple-family residential areas.

Multiple Family Development

With the City predominately developed, its density characteristics are well established. Policies can be put into place that will encourage the maintenance of the existing characteristics. For this reason, the Master Plan portrays four levels of density based primarily on the existing characteristics. These four density levels are maintained and implemented by the residential districts of the Zoning

Residential Densities



Residential Densities

- Low
- Low-Medium
- Medium
- High

0 0.25 0.5 0.75 1 Miles

N W E

FARMINGTON HILLS Michigan

SOURCE:City of Farmington Hills, Planning Division, January 15th 2009.

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Ordinance including the following, which are also depicted on the Residential Densities Plan map:

- High Density – Multiple-Family Residential Districts
- Medium Density – RA-3 and RA-4 Residential Districts
- Low-Medium Density – RA-1, RA-2 and RA-2B Residential Districts
- Low Density – RA-1A and RA-1B Residential Districts

The one-family cluster option is available in all but one of the districts (the lowest density RA-1A). In those areas where the use of the cluster option would be inappropriate because it would be out of character with nearby neighborhoods, use of the RA-1A District is appropriate.

Site Condominiums

The site condominium has become a popular form of residential land ownership in recent years. This type of development is the same as that of a plat or subdivision; only the form of ownership is different. Because site condominiums are reviewed more quickly at the State level than plats, they have become more popular than subdivision plats for detached single-family housing on individual sites (lots). This vehicle for development is permitted in the City on an equal basis with subdivision plats because it is consistent with the goal of the Master Plan to promote single-family housing.

Cluster Option

The cluster option has served to maintain medium density residential land use in the City. It has permitted residential use of sites that were influenced in a negative way by major roads or non-residential land use. The option has also provided a means to preserve and protect open spaces.

Recently, the cluster option has provided a means to develop one-family detached units at densities that are the same as a conventional development. It should still be

available for use on sites that have natural features that can be preserved or for which subdivision platting or site condominiums would be difficult to achieve.

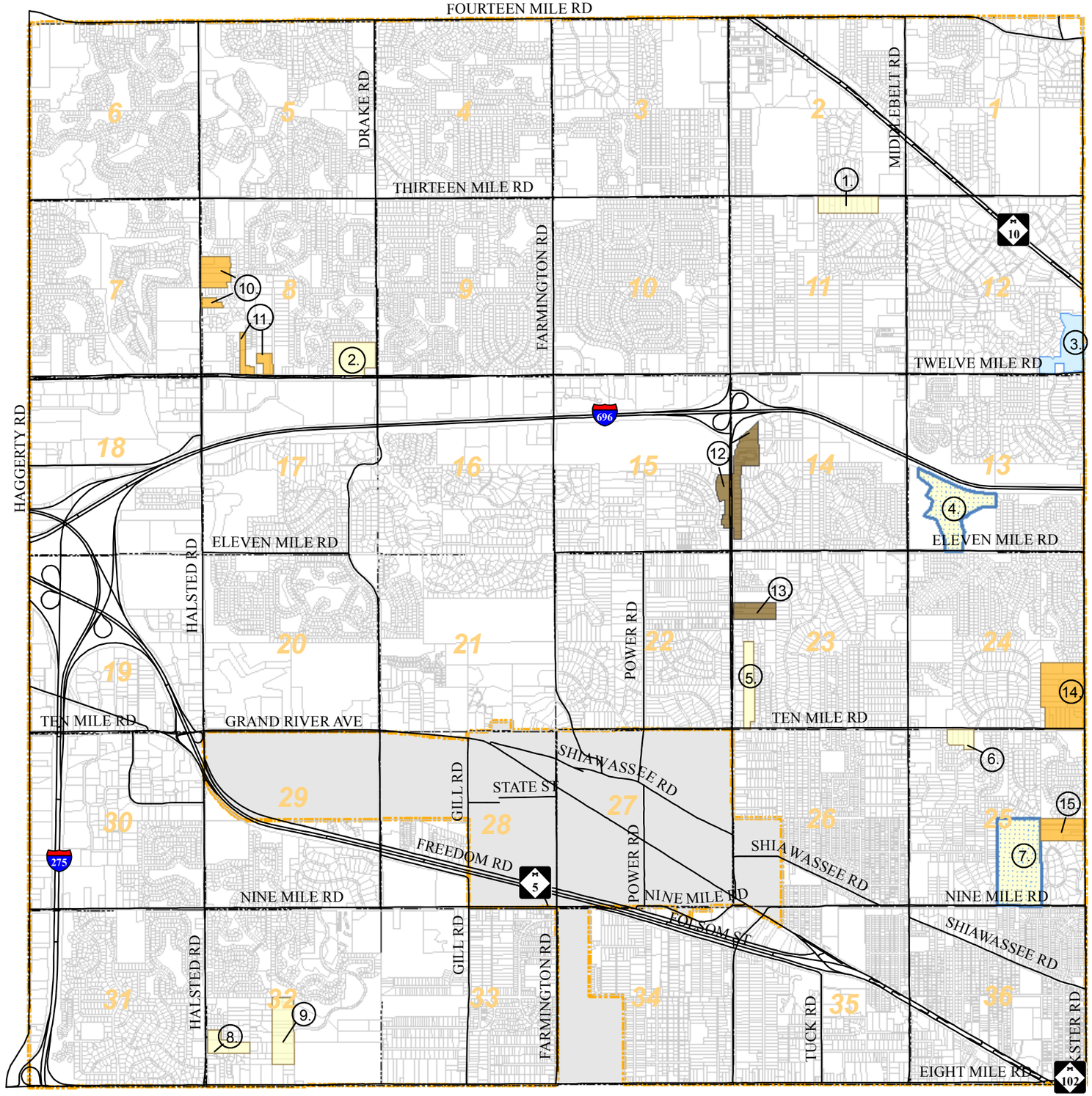
Cluster Housing

Residential Density Plan

The purpose of the Residential Density Plan is to serve as a guide for zoning densities and the need for facilities related thereto. Currently, the City has reached the point where there are few large residential areas left to develop. There are two large areas remaining in the City; 29 acres in Section 31 on Nine Mile Road, and 18-acres on a site in section 23.

SPECIAL RESIDENTIAL PLANNING AREAS

As noted, there are only two sizeable vacant residential parcels remaining in the City. In addition, there are some smaller vacant parcels and some parcels that are large but occupied by only one dwelling. Where there are groups of such parcels, there is potential for the parcels to be assembled for development. Thirty such areas were reviewed to determine what areas might be subject to change and, if so, how development of these areas might be guided to meet the planning goals and objectives of the City. The review also included some large parcels that are now used for institutional purposes. It is possible that the current use of these parcels



Special Residential Planning Areas

Special Residential Planning Areas

- Single-Family Residential
- Single-Family Cluster Option-Detached
- Single-Family Cluster Option-Attached
- Single-Family or Public
- Special Planning Area

Site Condominiums and Subdivisions

1. Thirteen Mile Road near Middlebelt
2. Twelve Mile and Drake Roads
3. St. Vincent and Sarah Fisher
4. Sisters of Mercy Campus
5. Ten Mile near Orchard Lake
6. Ten Mile Road, east of Middlebelt
7. Boys and Girls Republic
8. Halsted near Eight Mile
9. Metroview Street

Cluster Options

10. Historic Halsted Road
11. Twelve Mile Road and Schroeder
12. Orchard Lake Road north of Eleven Mile Road
13. East side of Orchard Lake Road, south of Eleven Mile Road
14. Inkster and Ten Mile Road
15. Inkster near Nine Mile Road

0 0.25 0.5 0.75 1 Miles

N W E

FARMINGTON HILLS Michigan

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might be discontinued and, in that case, alternative land uses would need to be determined. The capacity of all 30 of these areas together is for more than 1,000 dwellings that could be added to the City if they are developed as suggested in this Master Plan and to their capacity.

Altogether, fifteen such areas have been singled out for special attention. These areas are depicted and numbered on the Special Residential Planning Areas map. They fall into two major categories; those that should be developed under the open space option for one-family residential site condominiums or subdivision plats and those that could be developed under the cluster option.

Site Condominiums and Subdivisions

These areas are large enough to be developed as single-family developments, preferable under the open space provisions so that they will fit in with surrounding residential developments and also protect worthwhile natural features or provide open spaces that can become an amenity for the residents. Pedestrian-ways should be provided wherever possible to connect open spaces, to connect existing walks and to connect with other potential future walkways and open spaces.

Thirteen Mile Road near Middlebelt (No. 1)

The frontage on the south side of Thirteen Mile Road west of Middlebelt consists of one-family residential lots that are mostly 515 feet deep and between 148 and 200 feet wide. Most of the lots contain about an acre and three-

quarters. The zoning is RA-1 and the ten parcels altogether contain about 21 acres, which, at 1.8 homes per acre, would yield about 37 homes.

The goals and policies applicable to any changes in this area are as follows, and the accompanying diagram illustrates how streets could be placed so that parcels could be developed as individual lots at the RA-1 density. (The diagram shows existing parcel lines, not proposed lots). Most of the new lots would back-lot to Thirteen Mile Road with the exception of about three at the west end of the west cul-de-sac where they should face Thirteen Mile Road because the homes existing on the north side of the street face Thirteen Mile Road. To the east on the north side, the existing homes back-lot to Thirteen Mile Road.

The Goals and Policies that follow will serve as guidelines to the City in reviewing development proposals.

Goals

- Maintain the one-family residential use character of the road frontage on large lots
- Encourage assembly of parcels and development of one-family lots based on the concept plan
- Protect the natural features of the area; hillsides, trees

Policies

- Follow the concept plan under RA-1 zoning
    - Locate the primary residential street parallel to Thirteen Mile Road
    - Location of entrance roads from Thirteen Mile Road would be determined by timing of developments
    - Except for the west 300’, lots should back or side-lot to Thirteen Mile Road. Cul-de-sacs should be kept to about 600’ in length
    - Interconnect the streets over time
- Encourage names of developments that are similar in order to establish a unified identity for the area
- Allow flexibility in application of city standards
- Encourage flexibility in building setbacks
- Permit water retention in open space

- Consider the cluster option only when at least one side of the property in question borders on a use that is other than one-family detached land use
- Maintain the density as planned and zoned at 1.8 dwelling units per acre

Twelve Mile and Drake Roads (No. 2)

The site occupies 28 acres of prime residential land. Steppingstone School, which previously occupied this site, has moved to another location. If another school does not occupy the property, one-family residential use would be the desired alternative. The 28 acres could support about 50 lots.

Goals

- Recognize continuation of a school use
- Maintain one-family residential land use along the north side of Twelve Mile Road

Policies

- Permit full utilization of the site by a school based on the standards of the zoning ordinance
- Maintain the RA-1 District zoning of the site

St. Vincent and Sarah Fisher (No. 3)

This 31.5 acre parcel is designated as a Historic District. Plans may be submitted for redevelopment and the City will need to engage in a process that will determine the best use of the site. Pebble Creek, part of the Oakland county Green River Corridor, is located at the south end of the site accompanied by a fairly wide flood plain. Given the nature of the site it is ideal for the PUD option that could provide flexibility to accomplish the objectives of preserving the historic buildings, establishing residential use of most of the property and protecting some of the open

space and the flood plain. Access management will need close attention because of the poor alignment of the major nearby intersection and the steep grades approaching it from the west and south and the minimal capacity of Inkster for vehicle storage between Northwestern and Twelve Mile during rush hours.

Goals

- Maintain the historic character of the site
- Arrive at a plan for development that will be compatible with abutting residential uses, including a suitable transition area of single-family to existing residential use
- Pay special attention to traffic control because of intersection, topography of the roads and the proximity of the bridge on Twelve Mile Road

Policies

- Consider the PUD Option as a means to accommodate the complexities of the site
- Work with the developer on suitable plans that will achieve the goals
- Feature the historic buildings on the site
- Protect the environment and drainage pattern of Pebble Creek, which is part of the Green River Corridor
- Carefully control the location of access for traffic management purposes. Emphasize vehicular access from Inkster Road because of grade changes and high traffic volume on Twelve Mile Road
- Require widening of Inkster Road if there is any non-residential development
- Establish residential lots or other suitable transition abutting the existing lots to the west

Sisters of Mercy Campus (No. 4)

The present SP-5 zoning of this area was originally established to permit development of an extensive senior citizen community. The SP-5, Special Purpose District permits elderly care and services as a special land use. Residential uses were also permitted under the standards of the RA-2 District. Since then a large portion of the site has been acquired by the City resulting in creation of the Costick Center. Mercy High School has extended its outdoor athletic facilities as far north as the freeway and a conservation easement has been granted to the Six Rivers

Regional Land Conservancy consisting of almost thirty-five acres of the property. Since there is no longer a need for the SP-5 District, it could be removed from the zoning ordinance and the zoning could be returned to the original RA-2 District.

Sisters of Mercy

If the opportunity ever presented itself, the site would also be ideal for an expanded municipal center or "community center" as suggested in the City's Sustainability Study.

Goals

- Recognize continued use of the area for public and/or quasi-public purposes
- With opportunity, expand municipal use of the site
- Review the current zoning of the area in light of the change in ownership and its' impact on the potential use as SP-5

Policy

- Change the zoning from SP-5 to RA-2 and remove the SP-5 section from the zoning ordinance

Ten Mile near Orchard Lake Road (No. 5)

The parcel in question is unique because it is one-half mile long and only 330 feet wide. The zoning is RA-1 which, if applied with a public road up the middle of the parcel, results in lots that would be only 135 feet deep but 154 feet wide. However, the parcel abutting to the east was developed on the basis of a consent judgment with a significant number of 85-foot wide lots. As a result, the zoning of the parcel further to the east was changed to RA-2 and 85 foot wide lots were permitted under

the open space option. In order to encourage one-family lots on the parcel, zoning to RA-2 is suggested and could also be considered for the "oversized lots" that front on Orchard Lake Road so that they are not also "isolated."

Goals

- Maintain one-family residential use in the area
- Encourage one-family residential use by permitting more flexibility on narrow site through zoning change

Policies

- Change the zoning to RA-2 to be more compatible with the parcels to the east and to encourage open space subdividing
- Reasonable zoning pattern would include the lots fronting on Orchard Lake Road as RA-2

Ten Mile Road, East of Middlebelt Road (No. 6)

This property is comprised of five separate parcels and is touched by a floodplain on the northeast corner of the site. It contains just over nine acres that could support 16 lots at the RA-1 density. It is large enough for a small open space that could be the center of the development with lots facing it.

Goals

- Establish low density residential use
- Preserve the natural environment
- Protect the flood plain

Policies

- Encourage assembly of existing parcels
- Promote open space development with houses centered on a private park as indicated on the accompanying concept plan

Boys and Girls Republic (No. 7)

This 80-acre parcel contains some of the highest quality trees in the City. Although much of the site is used for recreation purposes, it would be possible to save many trees through use of the open space option. The existing use is conforming and will remain as long as it is viable. If the use were discontinued, one-family residential use would be suitable. Up to 144 lots could be developed over the entire parcel. A significant flood plain traverses the front of the site and would also have to be a part of the open space. If the opportunity should present itself, the site would also be suitable for public recreation. Except for the Costick Center and Glen Oaks Golf Course, there are no large recreation sites in the City east of Orchard Lake Road. There are also fewer private recreation areas in this part of the City. Because of the sizable flood plain located east of and opposite the north end of the site, the lands to the east could be better developed physically together with this site than with the property that fronts on Inkster Road.

Boys and Girls Republic

Goals

- Preserve or protect existing natural features of the parcel
- Recognize continuation of the existing quasi-public use
- Provide recreation space for the southeast portion of the City

Policies

- Recognize the established use of the property
- Acquire all or portion of the parcel for public park
- Encourage alternative private use as open space subdivision or open space site condominium
- Proposed layouts should preserve the existing flood plain, trees and steep topography as much as possible

Halsted near Eight Mile Road (No. 8)

This area consists of three parcels of land, two that are occupied by homes which front on Halsted and one vacant parcel which fronts on Goldsmith. Open space site condominiums have been developed to the north and south of these parcels. Public road stub streets abut the area from both of these developments. At least 20 lots could be developed on the property. The accompanying concept plan illustrates a layout with two open space areas, one on Halsted and the other on Goldsmith. As noted by the dashed lines, the street could also extend out to Goldsmith. The parcels are absent of any quality vegetation with only a few decent existing trees near Halsted Road and some along the north and south property lines of the Goldsmith parcel. The current zoning is RA-1.

Goal

- Maintain one-family residential use of the property through subdivision platting or site condominiums

Policies

- Permit open space site condominium or subdivision development
- Public road stub streets should be connected to the south and to the north and could connect to Goldsmith
- Implement concept plan

Metroview Street (No. 9)

This area consists of ten separate parcels that altogether contain 26 acres. All but one have frontage on Metroview and vary from 110 to 330 feet wide. They average about 650 feet deep. Most of the lots are occupied by homes. Many of the other large lots in the subdivision have been divided in four parcels through land divisions and one by way of a site condominium. The concept plan shows how the lots could be redeveloped in an optimum manner if all of the lots could be assembled. If the open space option were used, the lots would be 90 feet wide and a minimum of 135 feet deep. Three rows of lots could be developed without open space with depths of about 186 feet and widths of 107 feet. The concept plan shows an optimum development but in reality, there might be more streets intersecting Metroview with additional cul-de-sacs and temporary cul-de-sacs that could be connected eventually.

Goals

- To encourage the combination of parcels so that layouts are more efficient than ones done in the past through land divisions
- To qualify the area for development under the open space option in order to provide flexibility and to maintain lots that are close to 20,000 square feet average
- To serve new residential lots with public roads and to interconnect them as parcels are developed
- To encourage names of the developments that are similar in order to establish a unified identity for the area

Policies

- City standards relating to public improvements are to be followed. In exceptional circumstances alterations of such standards may be permitted if specific benefits will be realized in meeting the goals
- Encourage flexibility in the setbacks applied to buildings in order to preserve natural resources
- Permit the use of significant portions of required open space for water detention areas in order to meet the objective of lots that nearly average 20,000 square feet

Metroview Street

- Follow the concept plan under RA-1 zoning
    - Locate the primary residential street parallel to Metroview
    - Location of entrance roads from Metroview would be determined by timing of developments
    - Lot orientation to Metroview can be front, side or rear
    - Cul-de-sacs should be kept to about 600' in length
    - Interconnect the streets over time

Cluster Options

Six areas have been illustrated on the Special Residential Areas Planning map as suitable for the cluster option in the current Master Plan. One of them, the Historic Halsted Road area, has been very successfully developed under the cluster option according to the Master Plan guidelines. In the current plan, some of the options are designated for detached housing because of the characteristics of the surrounding areas. This was and is specified for Historic Halsted Road with lots approaching the minimum of 20,000 square feet required in the district. Others could be developed with units attached because of their proximity to major traffic arteries or non-residential uses.

Historic Halsted Road (No. 10)

Much of the Historic Halsted Road area has developed according to the concept plan that was included in the Master Plan in 1996. This can be seen from the accompanying diagram. The locations of Wintergreen Drive and Timberview Road follow the original plan very closely. The plan now illustrates how the remainder of the area could be developed in a similar fashion. A maximum density of 1.8 dwellings per acre is applicable to the option and the 22 acres remaining could support about 40 homes.

Goal

- To protect and preserve as much topography, vegetation and wetlands as possible and to promote development as low density residential use. Sixty-two acres of this area have already been developed to meet these goals

Policies

- Qualify the area for development under the cluster option because steep slopes, significant tree cover and wetland soil typify the area conditions
- Continue to protect the Green River Corridor as with previous developments
- Encourage the development of detached housing on one-family lots or condominium sites that will average nearly 20,000 square feet, but to allow variations in size when this results in added protection of the natural features of the parcels
- Serve the residential area with public roads
- Generally follow the public road locations as depicted on the concept plan
- Interconnect the public roads of existing residential parcels
- Protect Halsted Road as a Natural Beauty Road
- To encourage names of the developments that are similar in order to establish a unified identity for the area
- City standards relating to public improvements should be followed. In exceptional circumstances, the alteration of such standards (e.g. right-of-way

width, maximum vertical and horizontal road curves, public utilities) may be permitted if specific benefits will be realized in meeting the stated goals
- Encourage flexibility in the setbacks applied to buildings in order to preserve natural resources
- Permit the use of significant portions of the required 15% open space for water detention areas in order to meet the objective of lots that nearly average 20,000 square feet

Twelve Mile Road and Schroeder (No. 11)

There are already two cluster developments located in this area on the north side of Twelve Mile Road. Two small areas that total eleven acres remain. One is very narrow and is located between the two clusters and the other is on the northwest corner of Twelve Mile and Schroeder.

Goals

- Maintain the one-family land use along the north side of Twelve Mile Road
- Protect the environment and drainage pattern of the existing creek and wetlands
- Maintain the low density of existing one-family developments

Policies

- Plan for the one-family detached cluster option at density of 1.8 units per acre
- Limit vehicular access to the easterly site from Schroeder to avoid additional curb cuts on Twelve Mile Road
- Encourage the combination of parcels for development

Vacant Property on Schroeder

Orchard Lake, north of Eleven Mile Road (No. 12)

This area was designated on the 1996 Master Plan for the cluster option with the purpose of maintaining one-family residential use of this frontage. One of the goals then was to encourage a boulevard cross-section for the street, which has been accomplished. Only those residentially zoned parcels fronting on Orchard Lake Road and the on-ramp to I-696 are included. They contain 24 acres with 17 of them on the east side of Orchard Lake Road. Not included in this total are two parcels on the east side that have already been developed under the cluster option standards. The goal and policies of the current plan should remain in place.

Goal

- Maintain one-family residential use of the street frontage

Policies

- Permit the one-family cluster option at 3.1 units per acre
- Permit townhouse development (attached buildings with over 50% overlap) if developments provide:
    - Attractive appearance
    - Minimize vehicular access points to Orchard Lake Road by interconnecting driveways
    - Present an open appearance to Orchard Lake Road
    - Provide extensive landscaping

East Side of Orchard Lake, south of Eleven Mile Road (No. 13)

There are 14 acres located on the east side of Orchard Lake Road south of the existing cluster developments that consist of six parcels, the largest three of which are deep and narrow. Taken as a whole, the area has 495 feet of frontage and is 1,223 feet deep. The cluster option is well established in the area but is proposed to end at Pimlico, which is a heavily wooded area with few lots that front Orchard Lake.

Goals

- Maintain one-family land use along the boulevard
- Preserve the natural environment (trees)

Policies

- Follow Master Plan for cluster option at 1.8 units per acre
- Encourage the assembly of parcels by permitting density up to 3.1 units per acre.

Inkster and Ten Mile Road (No. 14)

This rather sizable area is now divided into 18 separate ownerships with six of these facing Ten Mile Road. A sizable flood plain crosses the 55-acre area diagonally from the street intersection at Inkster to near the northwest corner. Much of the area, especially along the flood plain, is heavily wooded. Topographic changes are significant with a 22-foot difference between the high spot north of the center of the area to the surface of the pond near the street intersection. The cluster option density is planned at or near the 1.8 per acre level because of the small, narrow parcels and the steep topography and the flood plain that should be protected. About 88 homes could be anticipated. Large lots

are located to the west and because of this and the need to protect the natural environment, detached homes at low densities are planned. The accompanying concept plan illustrates how parcels could be pieced together. In some cases, developers may be able to assemble several parcels. The result can be a more efficient layout that allows greater protection to natural features. In these instances, slight increases in density may be warranted.

Goals

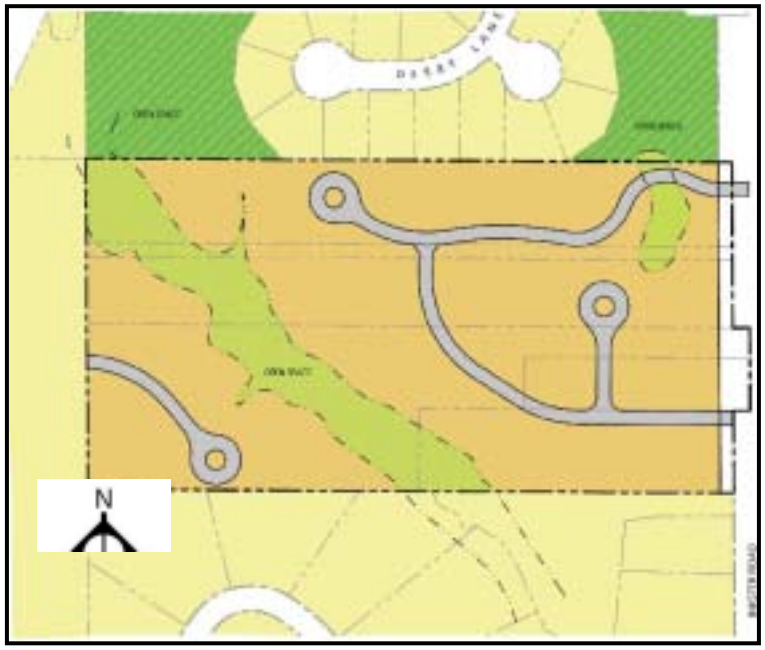
- Encourage combination of parcels for more efficient residential development
- Establish low-density residential use
- Preserve the natural environment, flood plain and the lowland hardwood trees along the flood plain
- Encourage sizeable open space subdivisions or site condominiums

Policies

- Qualify for cluster option with densities of about 1.6 units per acre on the smallest parcels to above 1.8 per acre where significant assemblage is accomplished
- Protect the Green Rivers Corridor that traverses the site and permit road crossings only if necessary
- Follow concept plan illustrated on the previous page
- Require public roads
- Connect stub streets
- Encourage names of developments that are similar in order to establish a unified identity for the area
- Allow flexibility in application of City standards to protect the natural environment

Inkster near Nine Mile Road (No. 15)

This area is smaller (13 acres) but similar to the one a mile north. A very deep ravine crosses the area from the middle of the south side to the very northwest corner and the change in elevation between the bottom of the ravine at the south to the center north area is 26 feet. Slopes along the ravine are steep and crossing the ravine would necessitate much damage to the trees and slopes. For this reason, if the timing of developments permits it, including the west portion of this area as part of development of the abutting Boys and Girls Republic site would be very desirable. Five separate ownerships are involved. A small development of the very north portion of this area has been approved by the City at a density of 1.6 units per acre. Excluding this portion, there are four existing parcels, each occupied by a home.



Goals

- Encourage combination of parcels for residential development
- Maintain one-family residential use in the area
- Promote the one-family options in order to protect the flood plain and encourage the area west of the flood plain to remain open

Policies

- Qualify for cluster option with densities of about 1.6 units per acre on the smallest parcels to above 1.8 where significant assemblage is accomplished
- Follow concept plan illustrated
- Require public roads
- Connect stub streets
- Encourage names of developments that are similar in order to establish a unified identity for the area

- Allow flexibility in application of city standards to protect the natural environment
- If the Boys and Girls Republic site should be developed for residential use, encourage the land west of the flood plain to be developed as part of it

School Districts

The City of Farmington Hills is served by three school districts: Farmington, Walled Lake and Clarenceville. The vast majority of the City is covered by the Farmington Public School District. The Walled Lake District encompasses Section 6 in the northwest corner of the City. The Clarenceville District covers parts of Sections 34, 35 and 36 at the southeast corner. The Farmington Public School District serves more than 12,100 students operating within 25 schools, including:

- 13 elementary schools
- 4 middle schools
- 3 high schools
- 1 early childhood center
- 2 special education centers
- 1 community school including early childhood and alternative high school programming
- a school for students in a residential setting

By and large, educational facilities within the community have been constructed as planned. Construction of additional schools is not likely beyond what presently exists based on population projections and anticipated family sizes. As a result, existing facilities for K-12 should be able to meet the future demand anticipated by the three school districts.

The Farmington Public School District has formed a Learning Configurations and Facilities Committee that is in the process of studying preK-12 learning configurations and facilities needed to complement those findings as well as facility consolidations, attendance area changes or major renovations and estimates of any costs/savings based upon the recommendations with priority consideration given to financial efficiencies.

There are also a number of outstanding private schools located within the City. They include: Hillel Day Elementary and Middle School, St. Fabian Elementary School, St. Paul Elementary School, Steppingstone Elementary, Echo Park Elementary, the International School, and Our Lady of Mercy Senior High School.

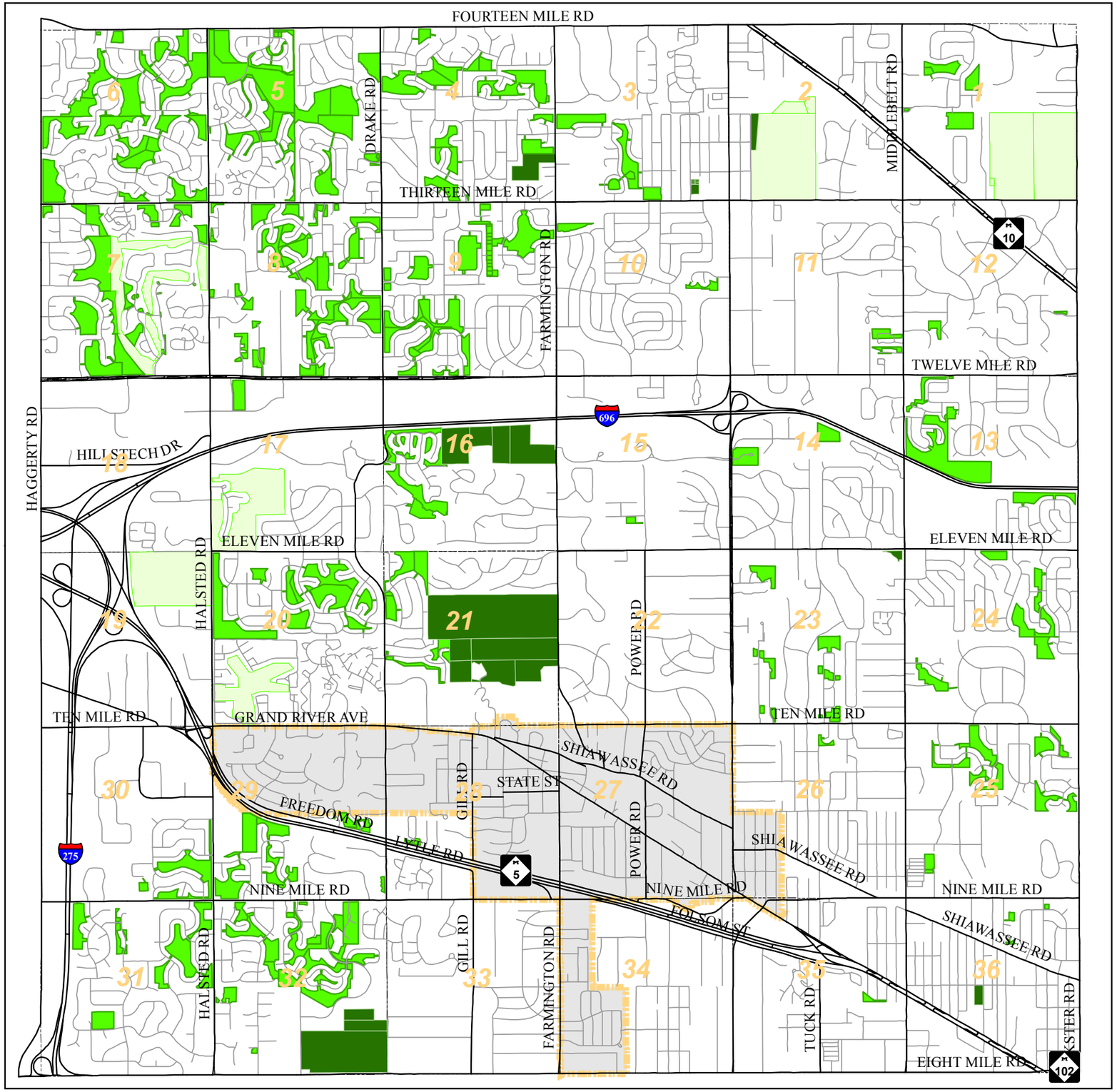
Michigan School of Psychology

Farmington Hills is also recognized for higher education. The City is home to the Orchard Ridge Campus of Oakland Community College (OCC), and Wayne State has a satellite campus on Twelve Mile Road. Recently the Michigan School of Psychology opened a campus just south of the OCC campus.

Parks and Recreation

The Farmington Hills Parks and Recreation Commission adopted the current Parks and Recreation Master Plan in the fall of 2008. The plan serves as the framework for recreational needs within the community and identifies 607 acres of open space, specifically designated as public parks to meet the recreational demands of

Open Space



Legend

- Golf Course
- Private Recreation/Open Space
- Public Park

0 0.25 0.5 0.75 1 Miles

N W E S

FARMINGTON HILLS Michigan

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residents. There are an additional 1,486 acres of open space located at schools and on private land. The plan was composed of eight primary sections:

- Executive Summary/Introduction
- Overview of the Department of Special Services
- Geographic and Environmental Description
- Population Characteristics and Trends
- Existing Recreational Facilities
- Planning Process
- General Community Survey
- Recommendations and Actions

The 2008 Recreation Master Plan emphasized the following:

- Acquire Additional Park Land
- Add new Park Facilities
- Improve Existing Recreation Facilities
- Expand Bike Path System
- Retire Debt
- Provide an Aquatic Facility
- Continue support for the Senior Adult Program, Youth Program and Cultural Arts Programs
- Provide Support Staff for Recreational Facilities

For grant purposes, the Parks and Recreation Master Plan must be updated every five years. The Recreation Commission adopted the most recent Master Plan in the fall of 2008.

Community Facilities

The City recognizes the need to provide a high level of public services and community facilities. In order to implement this goal, the Planning Commission yearly adopts a Capital Improvement Plan. The goal in developing a Capital Improvement Plan is to plan for and guide needed capital improvements and expenditures in a fiscally sound manner and to ensure that these improvements are

consistent with the goals and policies of the City of Farmington Hills and its residents. The accompanying Community Facilities map demonstrates the commitment of the City to provide these services and facilities.

Municipal Complex

The municipal complex includes the City Hall administrative building, Police and Fire Headquarters, and the 47th District Court buildings. The site is centrally located on the southwest corner of Eleven Mile and Orchard Lake Roads. The complex is located on fourteen acres and contains approximately 140,000 square feet of floor space. Overcrowded conditions and technological improvements have created a need for renovation and expansion of the City Hall.

The "west wing" of the City Hall was constructed in the early 1950's as the township hall. It suffers from several deficiencies, including ADA access and overall energy efficiency. The current City Council Chambers was originally built as a courtroom. While operating adequately, the space could be more audience-friendly and modernized. A preliminary Master Plan for the entire municipal complex includes a centrally located City Council Chamber/Administrative wing, together with the renovation of the old Council Chambers into new office space. The new construction is anticipated to be LEED certified.

Department of Public Works

The Department of Public Works (DPW) is located on Halsted Road north of I-696. The facility is on approximately 9.5 acres and is located within an industrial area. In 1996 the City completed an expansion of the facility to its current size of 69,000 square feet. The enlarged facility allows the DPW to respond to emergencies more quickly during snow, ice and wind storm events, improve the efficiency of vehicle/equipment repair operations and extend the longevity of the heavy equipment used to maintain City infrastructure.

Fire Stations

The City currently has five fire stations. The five existing sites are generally located in the four quadrants of the City with the Headquarters centrally located at the Municipal Complex. In 2005 the City rebuilt Fire Station # 3 to include the Jon Grant Community Center. This state-of-the-art building is 29,000 square feet and can accommodate neighborhood meetings and youth activities.

Fire Station #3 – Jon Grant Community Center

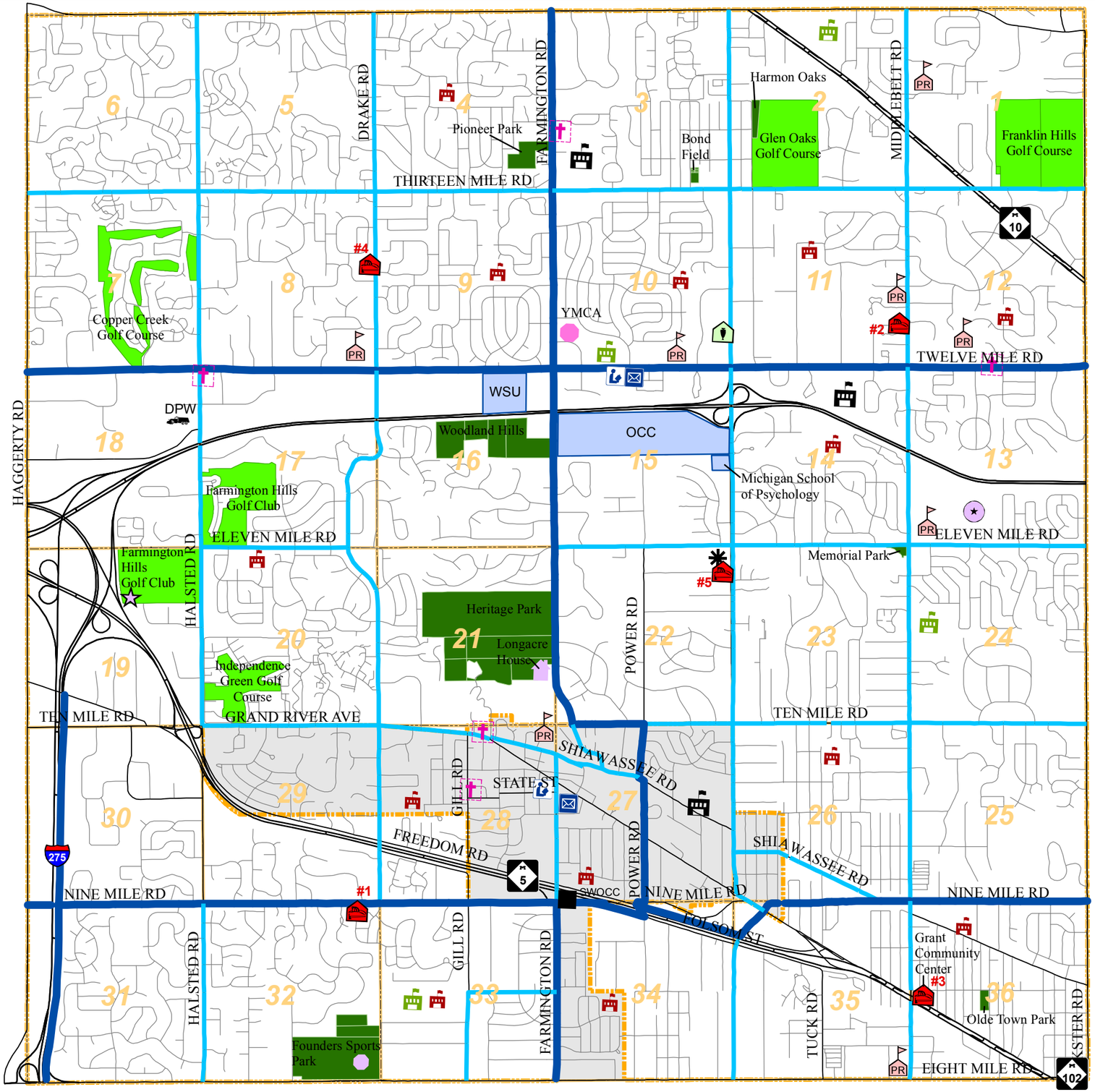
47th District Court

The 47th District Court was relocated to the Municipal Complex in 2004. This 58,000 square-foot building currently houses the two assigned judges and courtrooms as well as related administrative offices. The building was constructed to accommodate a third judge if one is assigned by the State.

47th District Court

Library

In 2000 an addition to the Library was constructed to facilitate the current 66,000 square-foot "state-of-the-art" building. The Library is located on seven acres of land on Twelve Mile Road, west of Orchard Lake Road. It is anticipated that this addition will serve the long-term needs of the Farmington area.



Community Facilities and Recreation

Legend

- Post Office
- Library
- Cemetery
- Holocaust Memorial Museum
- YMCA
- SWOCC
- Private School
- Elementary School
- Middle School
- High School
- Municipal Complex
- Fire Station
- DPW
- Parks and Golf Maintenance
- Ice Arena
- William Costick Activity Center
- Primary Bike Path
- Secondary Bike Path
- Golf Course
- Public Park

0 0.3 0.6 0.9 1.2 Miles

N W E S

FARMINGTON HILLS Michigan

SOURCE: City of Farmington Hills, Planning Division, January 15th 2009.
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Non-Residential Land Use

Previous Master Plans of the City have laid the foundation for planning non-residential land uses, from both a physical location and economic standpoint. Locations were based on physical factors that related to vehicular access to freeways as well as land use relationships. Freeway exposure has been the impetus for the location of many of the City's large office complexes and corporate buildings. These were developed based on the notion that the City should encourage campus style developments and limit building height. Shopping centers have been related to the surrounding areas of the population served and to locations at or near intersections where vehicular access from the surrounding areas is most convenient. Strip centers have been planned in some cases but many relate to the historic development of land stretched along major roads prior to urban planning efforts. Industrial parks were developed in close proximity to the freeway system. The Eight Mile Road industrial area was, like most strip centers, developed prior to significant planning efforts.

Zoning districts were developed to fit specific needs and were influenced by the goals of the City at the time. Districts were developed with different degrees of impact so that wherever possible, districts of least impact were placed nearer residential areas than those with greater impacts. Later, districts were developed so that the waves of technology were accommodated. Districts were also designed so that they would separate uses according to function and allow the maximum amount of control over land use impacts. With smaller parcels of land remaining, the City has turned its efforts toward rejuvenating developed areas that have become obsolete or which have begun to show signs of reduced activity.

Master Plan Categories for Nonresidential Uses

Nonresidential uses depicted on the Master Plan are divided by function and characteristics into eight categories that are in turn implemented by districts of the zoning ordinance.

Business/Commercial Uses

There are three categories that have different characteristics. Non-Center Type Business uses are those that are not compatible with shopping centers and that could have an undesirable impact on abutting residential areas. They include most automobile oriented uses and outdoor uses; e.g. those that have the greatest impact beyond their boundaries in terms of either traffic generation, noise or appearance. These are the uses that are permitted within the B-3 General Business District.

Shopping Center Type Business uses are those that are compatible with each other in the shopping center environment and that have the least impact beyond the buildings. Their locations are implemented through the use of the B-1, B-2 and B-4 Zoning Districts.

Expressway Service uses are those that are unique to the passer-by traffic that is created by freeways. Uses are limited and there are special zoning provisions relating to traffic flow near interchanges. The ES District implements the location of these uses.

Office Uses

Small offices are implemented through the OS-1, OS-2 and OS-3 Districts. These districts accommodate medical, financial, professional and clerical occupations. They include some ancillary uses such as day care centers and nursing homes. Building height in these districts is limited to 30 feet to facilitate land use relationships with residential uses.

Large offices are implemented through the OS-4 District and are located adjacent to the freeways. Research uses are permitted through special approval.

Industrial-Research-Office Uses

These areas are planned for combined large office, research and restricted industrial uses. Implementation is through the IRO District.

Industrial Uses

These areas are the least restricted in terms of land use characteristics. Most recent industrial areas have been developed as industrial parks. The uses are permitted through the LI-1 Light Industrial District.

Non-Residential Redevelopment Background

In the fall of 2006 the Planning Commission had begun a careful review of future land use and land use controls within many areas of the city, including some that were designated in the 1996 Master Plan as "Special Planning Areas"; areas that had received thorough scrutiny at that time. In addition, City Council created committees to review those issues. Their findings are summarized below.

Redevelopment Committee

In July 2005, City Council established a Redevelopment Committee with the objective of studying and reporting to the Council on:

- Redevelopment within the City
- The concept of establishing a redevelopment plan for the City
- The concept of establishing a permanent commission on redevelopment

In August, the Committee submitted its final report to the Council urging that "redevelopment is the name of the game" and that the challenges of redevelopment need to be addressed in the City's approach to planning; specifically in the areas of new zoning ideas, streamlined approval procedures and possible financial inducements.

The Committee identified and prioritized seven locations in the City for redevelopment and set forth its perception of the issues related to each of the areas.

Sustainability Study

The City Charter calls for a periodic audit of the functions of City government and in 2006 the City engaged a consultant to prepare what turned out to be termed a "Sustainability Study." The study contains many recommendations but those that most directly relate to the non-residential areas of the City's Master Plan include:

- Establish two mixed-use development areas in the City; one along Orchard Lake Road between Eleven and Fourteen Mile Roads with emphasis on a "Central Business District" at Twelve Mile Road and a "North Gateway" at Northwestern Highway. In addition to mixed-use, the area would be characterized by buildings up to five stories high with "zero" setbacks from the roads
- Establish two districts characterized by buildings up to eight stories high located between Haggerty and I-275 and along I-696 and Twelve Mile Road between Haggerty and Farmington Roads
- Establish a "Southern Business District" along Grand River east of M-5 and along Eight Mile Road east of Farmington Road. Mixed-use and buildings up to five stories high were the significant recommendations

- Establish a "Mixed Industrial-Office District" in the industrial parks located in the vicinity of Grand River east of I-275. The purpose would be to permit buildings up to five stories in height and to add offices as permitted uses in the industrial district

These recommendations and others were treated as suggestions in the Master Planning Process.

Orchard Lake Road Corridor Study

In 2002 the City of Farmington Hills participated in a study of Orchard Lake Road from Grand River Avenue in Farmington to its terminus in Pontiac, with idea to

develop a coordinated plan to provide a common identity. The vision statement declares:

> "Orchard Lake Road is a north and south corridor, with a unique history linking six communities in Oakland County that reflect different areas of development. As a transportation corridor, managed by the Road Commission for Oakland County, the emphasis has been the movement of motorized traffic that evolves daily from commuter trips to local trips along a variety of road frontage land uses ranging from Industrial to Single-Family. Significant natural settings with wetlands and lake frontage are a part of this corridor. Presently, the opportunity exists in the plan for the coordinated enhancement of Orchard Lake Road by each community for the development, implementation and common visual linkages, landscaping, calming of traffic, pedestrian friendly ways, lighting and signage, and other elements, such as Zoning standards and architectural design standards. While each community should maintain their individual characteristics, a coordinated design would complement these characteristics, and provide a balance throughout this corridor."

NON-RESIDENTIAL REDEVELOPMENT AREAS

The Planning Commission reviewed eighteen such non-residential areas and about a dozen have been singled out for detailed consideration in this Plan. The areas considered are primarily located along Orchard Lake Road, I-696, I-275, Grand River Avenue and Eight Mile Road. The locations are depicted on the three Redevelopment Area Maps that follow.

The goal of the changes proposed in these areas is to encourage redevelopment of existing sites in a sustainable manner. There are two major policies intended to implement this goal. One is to permit more intensive use of land (that would result in better return on investment). This can be achieved by permitting buildings that

may be higher than now permitted and by reducing off-street parking requirements so that more land can be put to active use and by expanding the range of uses permitted so that owners have expanded choices for development. The second policy is to encourage reinvestment in existing buildings by allowing redevelopment under modifications to applicable zoning standards and by expanding the list of uses permitted within the industrial, research and large office districts. Permitting higher buildings would be limited to an area within new Overlay Districts (as noted on page 96) in the zoning ordinance. Broadening the range of uses in the districts would be accomplished by adding to the list of uses permitted in the appropriate zoning district.

There are four major categories for the Redevelopment Areas: Freeway Redevelopment, Mixed-Use Developments, Business Redevelopment and Industrial Redevelopment.

Freeway Redevelopment Areas

The Freeway Redevelopment Areas are located along the two major freeways in the City and border Haggerty, Grand River-Ten Mile and Hills Tech Drive and are depicted on the Freeway Redevelopment Areas map. The areas have been planned primarily for Large Office, Industrial-Research-Office (IRO) and Industrial Land Use and, to a lesser extent, Non-Center Type Businesses. Most of the office and IRO lands have been developed in recent years, so there may not be significant changes in the immediate future. However, the use

of any vacant parcels and some of the many industrial and business lands that were developed as one-story buildings could become more intensively developed. By increasing the building heights, expanding the types of uses permitted (offices in industrial districts for example), and decreasing the parking requirements the City will open the possibilities for more viable development of these sites.

Freeway Redevelopment can be implemented through the use of Overlay Districts tailored to the areas involved. Several Overlay Districts can be anticipated with this Master Plan. Areas for Freeway Redevelopment are designated on the Freeway Redevelopment Areas Map.

Area 1 is located west of I-275 across from industrial land uses and the large I-275 & I-696 interchange with no residential uses in Farmington Hills affected.

Area 2a. is bordered by both I-275 and Haggerty Road. The nearest residential property in Farmington Hills is located east of the freeway right-of-way which varies from 350 to 400 feet in width in this area.

Area 2b near Grand River and Ten Mile consists primarily of industrial (LI-1) and general business (B-3) zoning. Permitted building heights in these areas accommodate three and four story buildings under current zoning districts.

Pervious asphalt paving

Area 3 is entirely zoned IRO currently, permitting a maximum height of 50 feet which can accommodate three or four stories. The area is separated from Twelve Mile Road by the OS-4 Office Research District that is generally 385 feet deep.

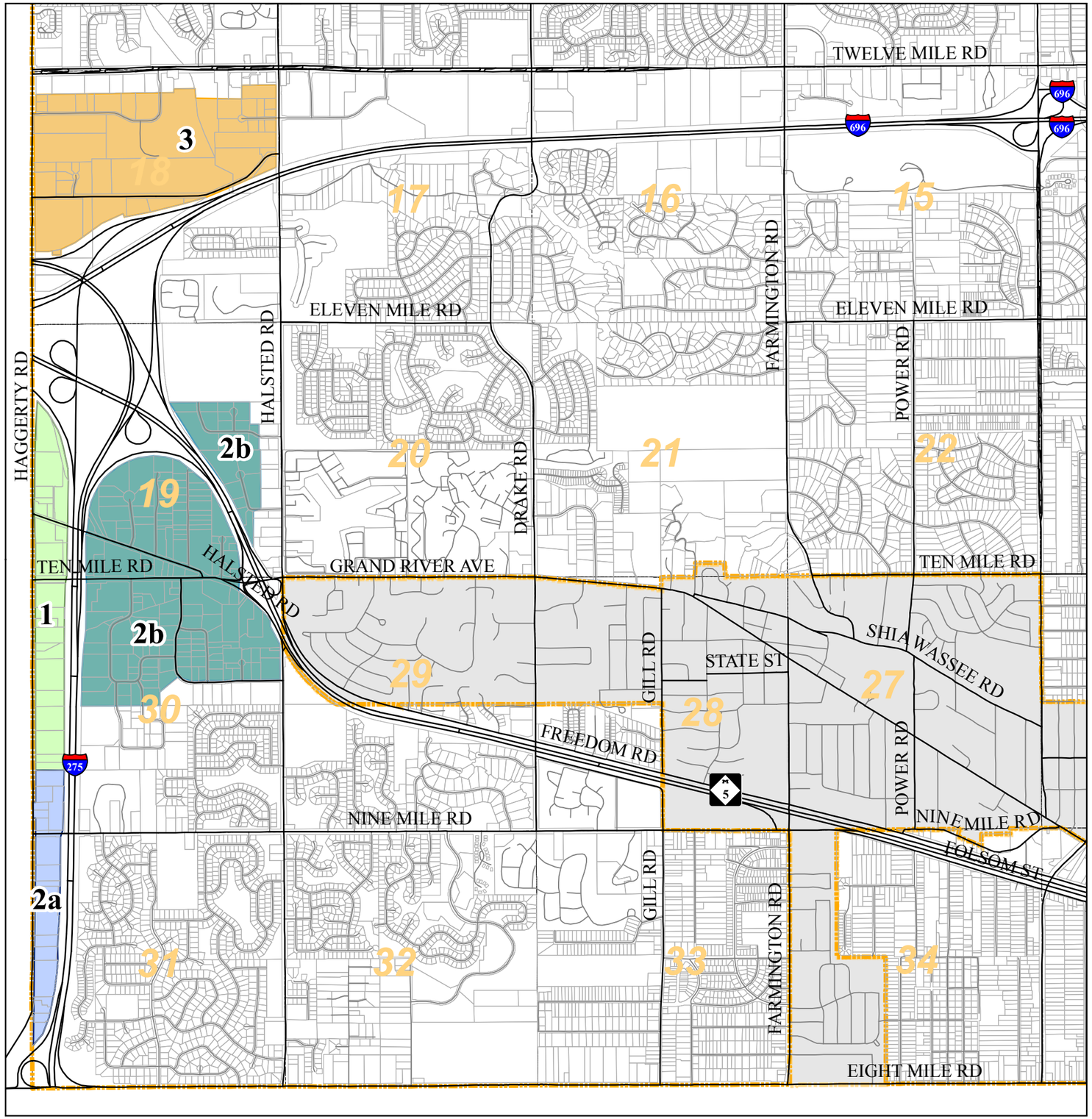
Goal

- To encourage development and redevelopment of land that will help to sustain the financial viability of the City

Policies

- Permit greater intensity of land use by allowing higher buildings in selected industrial, research, large office and business areas by creating Overlay Zoning Districts that would permit buildings in excess of three or four stories
- Encourage development that is LEED Certified. LEED Certification (Leadership in Energy and Environmental Design) is a rating system established by the U.S. Green Building Council that provides a national standard for determining what can be considered a "green building." Certification is established by following design guidelines that result in improved occupant well-being, environmental performance and economic returns of buildings by using innovative practices, standards and technologies. The Green Building Council determines certification with reliance on its Green Building Rating System
- Promote Best Management Practices for storm water quality and control. (See page 37)
- Recommend parking decks/covered parking as a method to expand the amount of open space on a site
- Broaden the choice of uses permitted in the large office and industrial districts to include
    - Permitting office and research uses in industrial areas as well as broadening the scope of uses permitted to include many business uses
    - Permitting hotels, motels and business schools or colleges in the large office areas
- Concentrate these activities along the I-275 and M-5 corridors west of Halsted and north of the I-275 & I-696 Interchange where building exposure to the freeways is good and vehicular access is best
- Consider buildings not to exceed eight stories high in the area numbered 1
- Consider buildings not to exceed five stories high in the areas numbered 2 and 3

Freeway Redevelopment Areas



Redevelopment Areas

- Freeway Redevelopment 1 (8 Stories)
- Freeway Redevelopment 2a (5 Stories)
- Freeway Redevelopment 2b (5 Stories)
- Freeway Redevelopment 3 (5 Stories)

0 0.25 0.5 0.75 1 Miles

N W E S

FARMINGTON HILLS Michigan

SOURCE: City of Farmington Hills, Planning Division, January15th, 2009.

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I-696 Special Planning Area

Most of the land along I-696 east of Halsted has been developed. A large portion between Halsted and Drake is part of an approved PUD Plan. The zoning is OS-4, which permits heights of 40 feet. Based on the PUD Plan, some of the buildings in the PUD are as high as 55 feet. The locations of these building are specific to the PUD plan and were permitted in locations where the ground level is low and where the buildings are a significant distance from Twelve Mile Road.

There are other areas along this freeway that have similar characteristics that could be developed or redeveloped to more up-to-date standards. The Planning Commission is open to allowing flexibility in the development of such areas on a case-by-case basis. These could include flexibility as to height and setbacks in response to development proposals that will improve on such things as open spaces, energy conservation, protection of natural features, suitable building orientations and setbacks. Development proposals that can address the Goals and Policies set forth for this Special Planning Area are encouraged through the use of the PUD option.

Goals

- To encourage development that will be sustainable in terms of environmental protection, attention to the environment impacts of traffic and noise, provision of visual open space as well as economic sustainability

Policies

- Encourage use of the PUD option as a means to require careful review of traffic and environmental impacts, including noise, protection of existing natural features and the provision of open spaces
- Encourage development that is LEED Certified and that promotes Best Management Practices for storm water quality and control
- Place special emphasis on the review of potential impacts to the residential uses located north and south of the freeway
- Permit decreases in the number of required off-street parking spaces and encourage underground and covered parking lots

- Expand the choice of uses permitted in the area to include hotels, motels, business schools and colleges
- Concentrate the location of uses near to the freeway

Mixed-Use Development Areas

The development industry has become more interested in mixing residential uses with non-residential uses as a means to develop more diversified communities and activity centers. Examples are beginning to be found throughout the metropolitan area. In areas where this type of development can be applied in the City, the applicable non-residential zoning districts already permit buildings up to 40 feet in height. Since most of the existing buildings are not built to the maximum permitted heights, additional incentive of mixed-use to include residential use would make redevelopment somewhat more appealing. Another factor could be that land values in the City are now such that there is more incentive to "go up" than there was originally when land values were lower.

The purpose of the mixed-use areas would be to allow residential, office and businesses to be placed in the same buildings and to encourage site developments

that would be more oriented toward the pedestrian than the automobile. Buildings would be located nearer to the streets but further from existing one-family residential areas. The intent is to create an atmosphere that is reflective of "downtown" areas of older cities. In these areas, the emphasis is on pedestrian circulation with the automobile given a less dominant role than has been the case for many years. There would be a closeness of buildings that would add to the feeling of pedestrian dominated space. Residential

uses placed above businesses and offices would add to this atmosphere with the resident population living in close proximity to the businesses and services that they need. Automobiles would be ever-present, but would be relocated to areas behind buildings to free up areas for pedestrians. Access to automobile parking would need to be carefully monitored in order to maintain the separation of automobiles and pedestrians. Architectural features would also be scaled to pedestrian awareness in order to enhance identity with the community.

The Master Plan Goals and Policies that apply to the Mixed-Use Development Areas include the following:

Goals

- Facilitate redevelopment and reinvestment to restore or increase economic vitality
- Encourage mixed-use developments to bring about change
- Create an atmosphere that is more inviting to pedestrians and non-motorized vehicles
- Implement Access Management Techniques for vehicular circulation

Policies

- Encourage mixing residential, office and business uses, excluding automobile-dependent uses such as drive-throughs and car dealers
- Encourage somewhat increased building heights and building design conducive to mixed-use development
- Reduce front yard setbacks where parking is replaced with landscaping
- Increase setbacks from abutting residential districts
- Permit decrease in the number of required off-street parking spaces
- Encourage minimum size or combinations of minimum number of parcels
- Encourage development that is LEED Certified
- Promote Best Management Practices for storm water quality and control
- Buffers/transitions to abutting residential districts are improved to equal or exceed current zoning requirements
- Other policies that are detailed for each specific area

Business Redevelopment Areas

Business Redevelopment Areas consist of those locations that were, for the most part, developed years before zoning requirements were in place. Buildings may or

may not have the setbacks required by the ordinance and may provide little in the way of amenities. In some areas, many buildings are vacant or are in need of repair or improvement. The primary objective of the plan is to facilitate redevelopment of these areas by altering the applicable zoning standards so that improvements to existing sites and buildings will be encouraged. Consolidating small sites into larger more viable sites is an objective.

The Master Plan Goals and Policies that apply to the Business Redevelopment Areas include the following:

Goals

- Facilitate sustainable redevelopment and reinvestment
- Emphasize improved appearance and functioning of the street yards
- Implement Access Management Techniques

Policies

Overlay Districts would be used to attain the goals in these areas. The districts would be tailored to the needs and existing characteristics of each area but in addition, the following would apply in most areas:

- Permit decrease in the number of required off-street parking spaces
- Modify building setback requirements
- Modify parking setback requirements
- Reduce required open space and/or expand areas counted as open space
- Permit use of alley rights-of-way in meeting some minimum requirements
- Permit flexibility in requirements for new trees and their location
- Permit flexibility in screen wall requirements and location
- Enable expansion of nonconforming buildings

Changing the zoning requirements for these areas with standards tailored for each area could bring about needed investment. By allowing this, the City would expect that there would be noticeable improvements that could include the following:

- The open spaces remaining between buildings and streets would be landscaped
- Existing front yard loading/unloading would be removed

- Buffers/transitions to abutting residential districts would be improved to equal or exceed current zoning requirements
- Access management techniques could be implemented
- Pedestrian and non-motorized traffic would be given significant consideration
- Other amenities tailored to the individual areas could be achieved

Orchard Lake Road Redevelopment Areas

The Orchard Lake Road frontage between I-696 and Fourteen Mile Road presents many land use and traffic challenges. Some of the existing uses are older and in need of redevelopment. Some portions are sparsely developed and were included as Special Planning Areas in previous master plans. The current condition of Orchard Lake Road requires improvement. Plans for changing Orchard Lake Road to a four lane boulevard cross-section with landscaped median have been proposed since first suggested in the Orchard Lake Road Corridor Study completed in 2002. Although the City's Sustainability Study called for the establishment of "Central Business District" type development along Orchard Lake Road, the Commission does not feel that this is a realistic proposal for land use frontage on a street that carries over 40,000 vehicles per day.

Plans proposed for the street frontage along the road can be divided into two major categories. The large area at Orchard Lake Road and Northwestern Highway could be very suitable for Mixed-Use Development because of the size of the area. The remaining areas could have some minor changes through Business Redevelopment that would be implemented by Overlay Districts tailored to the characteristics of each, depending on the predominant land uses (business or office) and parcel sizes. These six areas are illustrated on the Orchard Lake Road Redevelopment Areas map.

Northwestern Highway and Orchard Lake Road (No. 1)

In addition to the overall goals and policies for Mixed-Use Development, redevelopment plans for the area should also:

- Take into account the approved PUD Plan for this area
- Encourage redevelopment of the entire Farmington Heights Subdivision as a mixed-use development that could be similar to a central business district. Include the major road business frontages in the redevelopment as much as possible
- Provide significant transition/buffer adjacent to existing condominiums to the south and to the group care facility if they remain

Farmington Heights Subdivision

- Encourage non-motorized access alternatives with connections to the east
- Promote mixed-use development, including increased height limit, for the entire area under a unified plan, provided that:
    - Changes would be permitted only if most properties are involved and that no isolated one-family residential uses remain. Include the two existing multiple-family developments if possible
    - Intensity of uses allowed by increasing heights is in proportion to the amount of land included in the development
    - Bike paths and/or sidewalks are installed to provide non-motorized access throughout the area
    - Pedestrian friendly environments are created including landscaping, walks, trees, shrubs and street furniture

Fourteen Mile Road and Northwestern Highway (No. 2)

This area consists of several narrow but deep business lots where street visibility is a problem and where some sites are underutilized. A PUD option may best accommodate the varied zoning districts that exist and provide protection for the homes facing the area from West Bloomfield:

Goals

- Improve visibility in the area by consolidating sites
- Redevelop land in a manner that protects present single-family homes facing Fourteen Mile Road from the north and condominiums to the east
- Redevelop business frontage on Northwestern Highway

Policies

- Encourage the PUD option as a means to develop the area to accomplish the City's land use objectives
- Consolidate vehicular access points to Northwestern and facilitate the roundabout at Fourteen Mile Road
- Disallow vehicular access to Fourteen Mile Road
- Require that redevelopment include a significant portion of the Northwestern Highway frontage
- Provide visual buffering to the residential areas north of Fourteen Mile Road
- Consider residential use of the Fourteen Mile Road frontage as buffer
- Encourage LEED Certification and Best Management Practices for control of storm water quality and quantity

West Side of Orchard Lake Road North of Thirteen Mile (No. 3)

This Orchard Lake Road frontage is characterized by commercial uses with exception of the portion bordering on Firwood that is used and zoned for office purposes. Except for the gas station at the corner, the zoning is B-2, which is intended for shopping center uses and now permits buildings as high as 40 feet. All existing buildings are one story.

The existing shopping center is changing drastically as CVS moves to the southwest corner of the intersection and ABC Warehouse moves further south on Orchard Lake Road to the building formerly occupied by Staples. The center is

older than the other uses on the west side and the depth of the parcels is only 266 feet. The south portion of the site abuts what was the Bond School that is now an office building and a portion of the site includes a vacated portion of Westfield Street. When the center was developed, the School was zoned residential. With the current office zoning and use, the setbacks in this area could be reduced. An overlay district for this block might be developed that would relax some requirements as to setbacks and as to uses permitted, although the B-2 District is not particularly restrictive. Or, a PUD might be developed that could result in some flexibility in terms of design as long as there is good protection for the home that exists to the west.

North of Bond, the uses have been developed in accordance with current B-2 standards of the zoning ordinance and the buildings are relatively new. The parcel depth is 124 feet deeper than the parcels to the south. Again, an overlay district that would have more flexible standards or a PUD option could be applied that might encourage redevelopment.

Goals

- Encourage the consolidation of the unrelated sites
- Create an Overlay District for business frontage parcels
- Consider PUD Options for development
- Implement visions of the Orchard Lake Road Corridor Study

Policies

- Consider modification of setback requirements
- Consider some expansion of uses permitted in the area
- If more intensive development results, provide greater protection than currently exists for any abutting residential uses
- Encourage pedestrian connections between principal buildings and the major road sidewalks
- Require shared drives or interconnecting easements in order to implement access management
- Locate curb cuts as far as possible from street intersections

East Side of Orchard Lake Road North of 13 Mile (No. 4)

These commercial and office frontage lots are among the smallest in the City. Lot depths are only 100 feet. The original 20-foot wide individual lots were combined into buildings sites. Many were home sites but most of these have been converted to offices. Because of the small sizes, most redevelopments from residential to office have required variances. There is a 15-foot wide public alley at the back of all the lots. These lots extend north to Ravine Ave. The entire north block, however, has been developed under a consent judgment for an office use with extensive landscape buffers in front of the houses to the east. This block is suitable as it is from a master plan standpoint.

Goals

- Provide a more seamless track for development than provided through the Zoning Board of Appeals
- Create an Overlay District for business frontage parcels
- Implement visions of the Orchard Lake Road Corridor Study

Policies

- Consider modification of setback requirements for buildings and off-street parking
- Reduce required open space and/or expand areas counted as open space
- Permit the use of alley rights-of-way in meeting some minimum requirements
- Allow flexibility in the location of walls relative to alleys and property lines
- Permit required deciduous trees to be planted on the residential side of required walls
- Provide relief from unloading requirements distinguished by use and in counting areas included as space available
- Place emphasis on front yard open space in return for relaxation of standards

West Side of Orchard Lake Road South of 13 Mile (No. 5)

This area has some unique characteristics that have had an impact on development of the area. The west portion of the 13 Mile Road frontage is platted land with the buildings actually sited on separate parcels. The parking area is a separate parcel

and the whole portion is separated from the uses to the east by a wall. This creates barriers to reasonable vehicular circulation. A new CVS Pharmacy is being built at the intersection replacing the gas station and the commercial building to the west. The aforementioned subdivision and the gas station site are zoned B-3, which permits all business type uses, and a maximum height of 40 feet. The remaining area is zoned B-2 which also permits 40 feet. All existing buildings are one story.

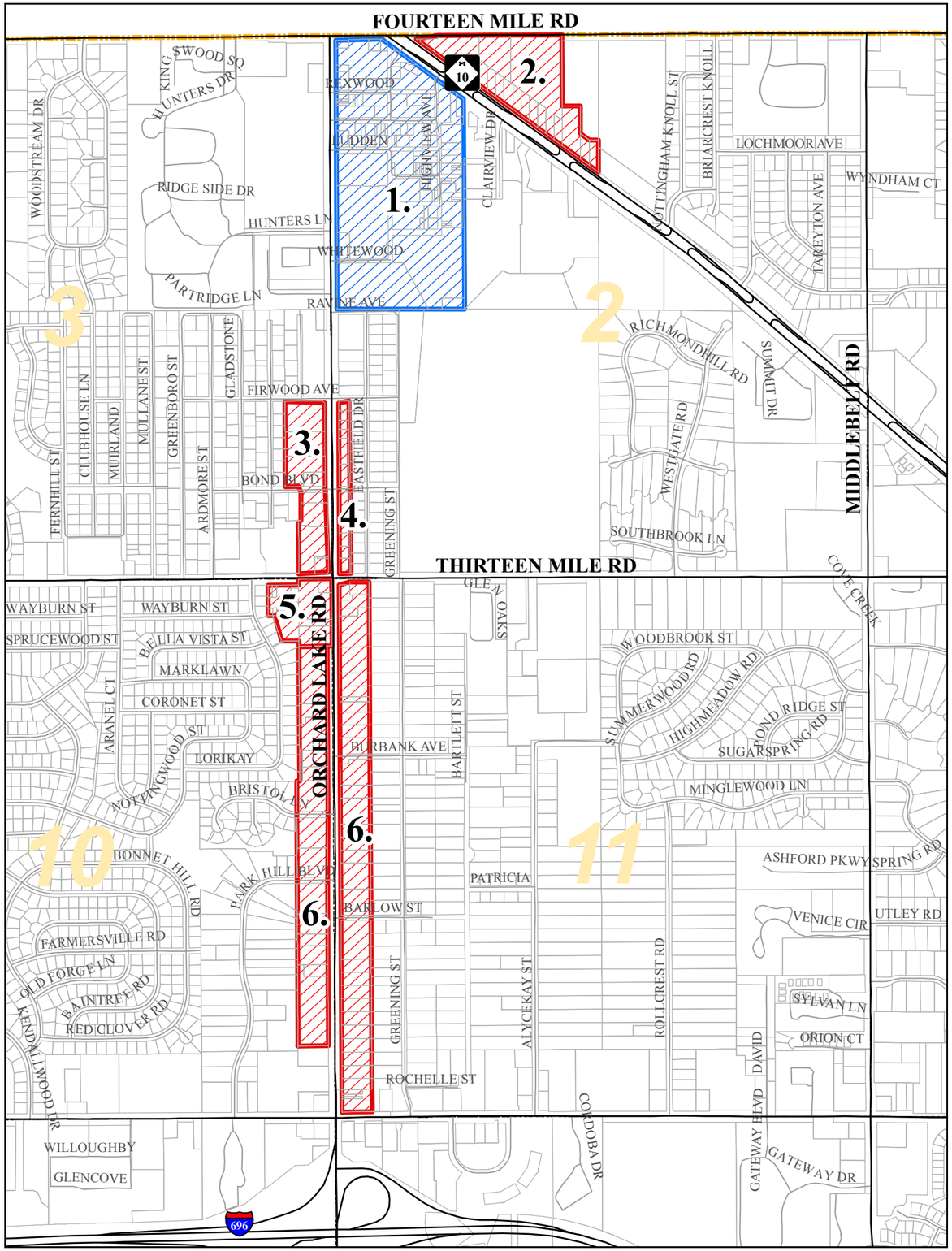
There is a sizable parking lot to the southwest that is zoned P-1 because of its close proximity to the abutting residential subdivision. One of the issues that could be addressed in any overlay district would be to accommodate the relationships between the four different zoning districts, especially in terms of setbacks. A goal would be to encourage the consolidation of the many parcels into larger ones that could result in significant improvements to land use and traffic patterns.

Goals

- Encourage developments that would enable consolidation of current unrelated sites
- Create an Overlay District for business frontage parcels
- Consider PUD Options for development
- Implement visions of the Orchard Lake Road Corridor Study

Policies

- Consider modification of setback requirements
- Consider some expansion of uses permitted in the area
- If more intensive development results, improve the buffers to residential uses through the placement of new walls where necessary and through substantial greenbelts
- Encourage pedestrian connections between principal buildings and the major road sidewalks
- Require shared drives or interconnecting easements in order to implement access management
- Locate curb cuts as far as possible from street intersections
- Eliminate the vehicular separation that now exists between uses



Orchard Lake Road Redevelopment Areas

Redevelopment Areas

Business Redevelopment

Mixed Use Redevelopment

Mixed Use Redevelopment

1. Northwestern Highway and Orchard Lake Road

Business Redevelopment

2. Fourteen Mile and Northwestern Highway
3. West side of Orchard Lake Road, north of 13 Mile Road
4. East side of Orchard Lake Road, north of 13 Mile Road
5. West side of Orchard Lake Road, south of 13 Mile Road
6. Orchard Lake Road, between 12 and 13 Mile Road

0 0.2 0.4 0.6 0.8 Miles

FARMINGTON HILLS Michigan

N W E S

SOURCE: City of Farmington Hills, Planning Division, January 15th, 2009.

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Orchard Lake Road between Twelve and Thirteen Mile Roads (No. 6)

The frontages on Orchard Lake Road have two distinct characteristics. The south portions are zoned OS-2 and are occupied by relatively new office buildings. The north portions are zoned B-2, B-3 and B-4. One parcel is still zoned LI-1. Some of the buildings are new but most are older; even including one that was once the tower and hanger for an airport. The newer portions zoned OS-2 were constructed to current zoning standards and marginal access drives serve as access to most of the uses.

Goals

- Encourage reinvestment and redevelopment
- Promote an environment that is more pedestrian friendly
- Implement visions of the Orchard Lake Road Corridor Study
- Create one or more overlay districts

Policies

- Permit height limits in the OS-2 portion that are now permitted in the business portions
- With increased height, increase the setbacks required from abutting residential districts
- Improve buffers to abutting residential areas by placement of new walls and added greenbelts
- Require pedestrian access between sites and to other existing walks
- Consider special treatment for nonconforming buildings in the business portions
- Consider modifications to setback requirements

Orchard Lake Road at Twelve Mile Road Special Planning Area

Most of the existing business uses at this intersection were developed under current zoning ordinance standards. The exceptions are the gas stations and some of the smaller nearby establishments that are on the south side of Twelve Mile. The

intersection ranked third highest in Oakland County and fourth in the metropolitan region for the years 2003 through 2007 in the number of crashes. Turning movements are a major concern at and near the intersection, especially along Twelve Mile Road. On Orchard Lake Road, there are physical barriers to left turns near the intersection but there are no such barriers on Twelve Mile. As a result, lefts turns to businesses south of Twelve Mile east of Orchard Lake Road interfere with the traffic backed up in the left turn lane to Orchard Lake Road and the freeway. If there could be some consolidation of uses, there could be better control of the turning movements.

In this instance, a simple Overlay District that would provide some new standards may not suffice because the problems are too complex. New developments that would meet the goals set forth for this area could be carried out through the PUD process. Proposals should be evaluated on the basis of their meeting the goals and policies with improved traffic control in the area.

Goals

- Promote the consolidation of currently unrelated sites
- Encourage development of areas large enough to create business development with closely spaced buildings for a more pedestrian-friendly environment

Policies

- Require shared drives or interconnecting easements in order to implement access management
- Locate curb cuts as far as possible from street intersections
- On Twelve Mile Road, east of Orchard Lake, consider barrier to prevent left turns from abutting properties to Twelve Mile

- See that pedestrian connections are made between principal buildings and the major road sidewalks
- Improve the buffers to residential uses through the placement of new walls where necessary and through added greenbelts

Haggerty Road at Fourteen Mile Road Redevelopment Area

Although the strip commercial center located on Haggerty near Fourteen Mile Road is relatively small, the site's elevation is lower than Haggerty Road, which will make higher buildings appear lower from the street. In addition to the provisions for mixed uses, on this site:

- Pedestrian connections should be made between principal buildings and the sidewalk on Haggerty and to abutting residential uses
- Curb cuts should be located as far as possible from intersections
- Setbacks should be increased if higher buildings are proposed

Twelve Mile and Farmington Road Redevelopment Area

The offices located at the southeast corner of this intersection were originally developed when the area was part of the Village of Quakertown. The office buildings are older than most in the City. A recent fire has left one site vacant.

The Hamilton Streets are public streets and provide very good access to all of the sites while limiting the number of access drives to the abutting thoroughfares. Overall, the site has good freeway exposure, good vehicular access and is located across the street from a shopping center that

contains restaurants and other services that are convenient to businesses and employees of the area.

The present zoning is OS-4, which allows office uses of all types and permits buildings that are 40 feet high. Redevelopment of these sites could be encouraged through the use of the PUD option or an Overlay District that would expand the uses permitted to include businesses that would service new office uses.

Goals

- Encourage replacement of the existing buildings with those that would contain both office and business uses
- Promote the goals set forth for Business Redevelopment Areas

Policies

- Utilize the existing roadways to control Access Management
- Establish pedestrian walkways to interconnect uses and to connect with major road sidewalks and with possibilities for safe access to the businesses to the north
- Establish setbacks that will create closer relationships between buildings to provide better pedestrian movement with less emphasis on automobiles
- Encourage LEED Certification for new buildings
- Promote Best Managements Practices for control of storm water quality and quantity

Ten Mile and Orchard Lake Road Redevelopment Area

A few sites in this area have been greatly improved, but some are still marginal in appearance. The parcels are very deep but building coverage is relatively high and vehicular circulation is ill-defined. Improvements would be encouraged as a Business Redevelopment Area.

Goals

- To promote a unifying identity for the area that will assist in sustaining the viability of the business uses
- To improve the appearance of buildings and add landscaping to the Ten Mile Road frontage
- To encourage redevelopment of land by allowing additions to nonconforming buildings and to establish changes to standards in return for upgrading appearance of the street frontage

Policies

- Create an Overlay Zoning District that will additionally permit:
    - Unloading spaces to double as vehicular access to trash receptacle space
    - Permit zero side yard setbacks for buildings adjacent to existing buildings that have no setback on the same side, provided that construction complies with fire department requirements for abutting buildings
    - Require any substandard buffers between existing uses and abutting residential lots be brought up to standard
    - Permit such activities provided that areas between buildings and street right-of-way are landscaped and that any existing front yard unloading spaces are eliminated
- Permit mixed-use development that would allow a one-story increase in height provided that:
    - Existing sites are combined for the purpose
    - Pedestrian connections are made between principal buildings and the Ten Mile Road sidewalk
    - Front yards are extensively landscaped and made pedestrian friendly
    - Buffers to residential uses are improved through the placement of new walls and added greenbelts
    - Increase building setbacks required from residential districts
- Encourage LEED Certification for buildings higher than 40 feet
- Promote Best Managements Practices for control of storm water quality and quantity
- Require shared drives or interconnecting easements in order to implement access management

Southeast Business and Industrial Redevelopment Areas

Much of this is the older section of the City which was developed before zoning standards were in place. Small, narrow and mostly shallow lots were platted along the Grand River Avenue and Eight Mile Road so that business could be developed along the major transit routes of the time. Residential lots were either very small or very large depending on where they were located. Industrial uses were developed on some of the deeper lots facing Eight Mile Road between Farmington and Middlebelt Roads. Redevelopment proposals for these frontages would be encouraged through the use of Overlay Districts that would facilitate redevelopment of sites through changes in the zoning ordinance standards to meet the Goals and implement the Policies of the Business Redevelopment Areas and the Industrial Redevelopment Area. These areas are illustrated on the Southeast Business and Industrial Redevelopment Areas map.

Currently, studies are underway to determine the establishment of light-rail transit in the area.

Grand River Avenue and Eight Mile Road Business Redevelopment (No. 1)

The business frontage on Grand River needs incentives that will encourage redevelopment. The lots are small with shallow depths and many buildings are nonconforming. Public alleys still exist at the back of many of the lots.

Goal

- Continue to pursue strategies that can be implemented by the Planning Commission as set forth in the Grand River Avenue Corridor Study

Policies

- Encourage and support a rehabilitation program for the business and commercial centers along the Grand River corridor
- Create an Overlay District for business frontage parcels that will permit:
    - Modified setback requirements applicable to off-street parking
    - Reduce required open space and/or expand areas counted as open space
    - Permit the use of alley rights-of-way in meeting some minimum requirements
    - Allow flexibility in the location of walls relative to alleys and property lines
    - Permit required deciduous trees to be planted on the residential side of required walls
    - Provide relief from unloading requirements by counting areas currently utilized for such use as required loading
    - Place emphasis on front yard open space in return for relaxation of other zoning standards
- Favorably consider expanding the depths used for mixed-use developments into residential pockets located between Grand River Avenue and the Rouge River only if all residences are to be replaced
- Continue current policies for:
    - Encouraging new building facades
    - Promoting a continuous green space between curb and sidewalk on all streets in the area

Grand River Avenue Mixed Use Development (No. 2)

The three areas included on the south side of Grand River include parcels with extra depth that could permit greater intensity of development with adequate setbacks. In addition to the Goals and Policies for Mixed Use Development plans should:

- Provide extra degree of protection to the Rouge River flood plain
- Continue current policies for:
    - Rehabilitation programs
    - Encouraging new building facades
    - Promoting continuous green space between curb and sidewalk on all streets

Eight Mile Road Industrial Redevelopment Area (No. 3)

The area between the City of Farmington and Middlebelt Road outlined on the Southeast Business and Industrial Redevelopment Areas map started to develop many years ago before planning and zoning standards were established. As a result, many buildings are nonconforming and many front yards are lacking open space. A few sites have been upgraded but most have not changed a great deal. The intent of this Plan is to encourage changes along the street with the goals and policies that follow.

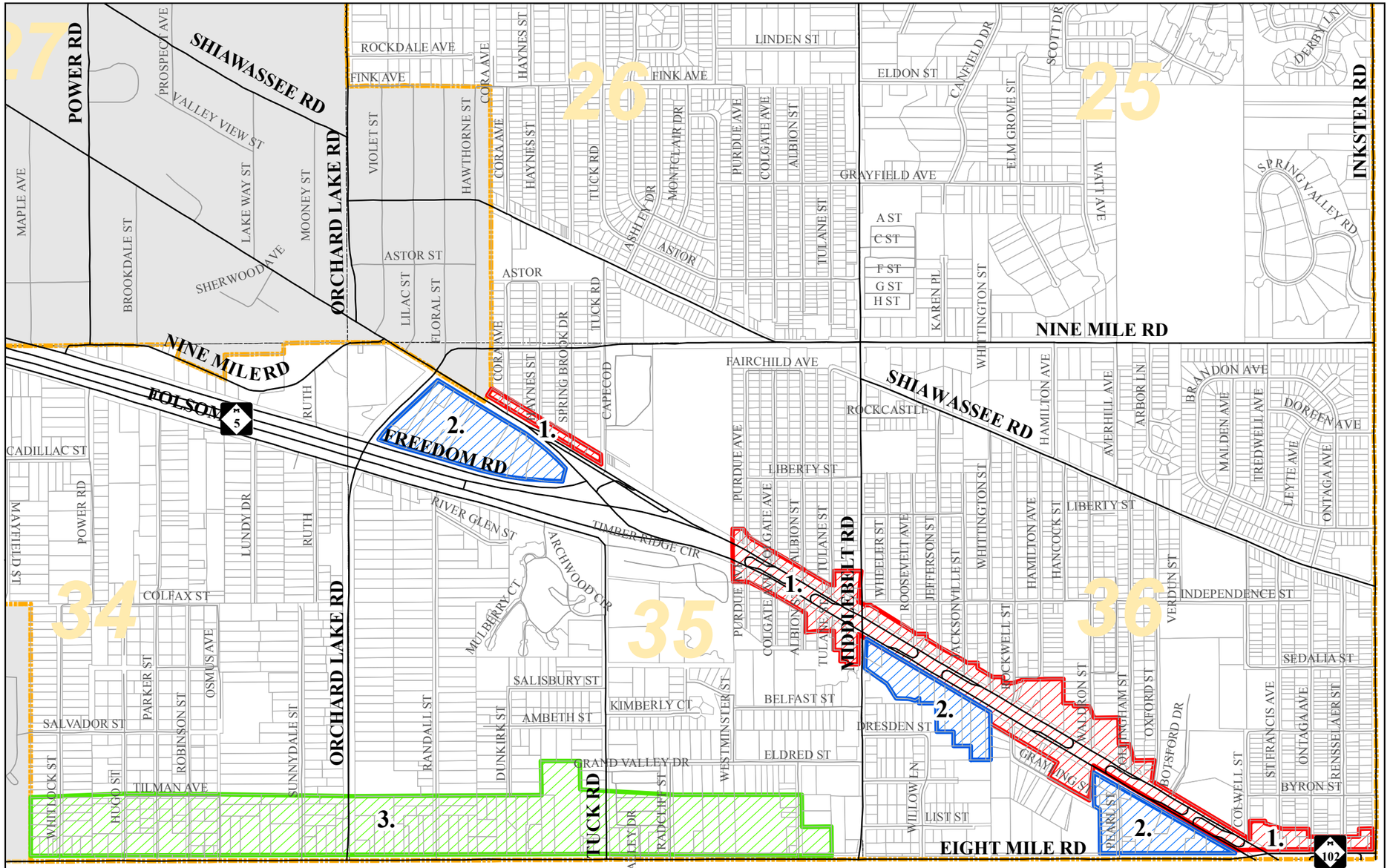
Goals

- Encourage redevelopment and development of land by expanding the uses permitted
- Encourage the redevelopment of land by allowing the rebuilding of, or additions to, nonconforming buildings. This would include establishing changes in standards to assist redevelopment
- Upgrade the appearance of buildings and add landscaping to the Eight Mile Road frontage

Policies

- Expand uses permitted in the Zoning Ordinance by adding general office and research use in the LI-1 Light Industrial District as well as broadening the scope of uses permitted
- Create an Overlay Zoning District that will permit:
    - Expansion or replacement of buildings (on the same footprint) that are nonconforming
    - Unloading space to double as vehicular access to trash receptacle space
    - Permit a reduction in the number of required offstreet parking spaces
    - Permit redevelopment provided that areas between the buildings and street right-of-way are landscaped and that any existing front yard loading/unloading spaces are eliminated

Southeast Business and Industrial Redevelopment Areas



Redevelopment Areas

- Business Redevelopment
- Industrial Redevelopment
- Mixed Use Redevelopment

Business Redevelopment

1. Grand River Avenue and Eight Mile Road

Mixed-Use Development

2. Grand River Avenue

Industrial Redevelopment

3. Eight Mile Road

0 0.1 0.2 0.3 0.4 Miles

N W E S

FARMINGTON HILLS Michigan

SOURCE: City of Farmington Hills, Planning Division, January 15th, 2009.

DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

A mixture of types of uses characterizes the area with an overcrowded appearance from the street. Emphasis would be on improving this appearance.

Botsford Hospital Special Planning Area

Botsford Hospital is a unique land use that represents an expanding area of the economy. It is surrounded primarily by existing residential land uses. The Hospital has been able to expand gradually by adding some parcels fronting on Grand River Avenue (including the Botsford Inn) and the adjacent elementary school. Hospital facilities have also been located on other sites nearby but separated from the main site. Additional expansion would be desirable as long as nearby residences are maintained as separate areas in terms of traffic and are separated by suitable buffer/transitions to any hospital use expansion.

Goals

- Accommodate expansion of Botsford Hospital with the least disruption of the residential neighborhood
- Encourage redevelopment of existing uses and buildings on Grand River Avenue
- With expansion of Hospital or business uses, change the present local street pattern to prevent through traffic

Policies

- If proposed, consider expansion of Botsford Hospital on a planned basis; maintaining reasonable separations between hospital uses and the remaining residential neighborhood through the establishment of zoning transitions along rear lot lines including transition land uses, extensive landscaping or open spaces

- Encourage mixed-use development that could be ancillary to the Hospital with the same policy guidelines to protect residential uses
- Encourage LEED Certification and other landscape amenities
- Promote Best Management Practices for the control of storm water quality and quantity
- Apply Overlay Zoning to small business lots
- Permit the changes only if all properties involved in the change are included so that there are no isolated residential uses
- Separate traffic generated by the Hospital from the local traffic pattern serving the residential neighborhood
- Install bike paths and/or sidewalks to provide non-motorized access to Waldron Park, the Hospital and businesses from the surrounding residents
- Preclude the through traffic potential of existing local streets by looping them together or by ending them in cul-de-sacs while maintaining reasonable vehicular access to the neighborhood

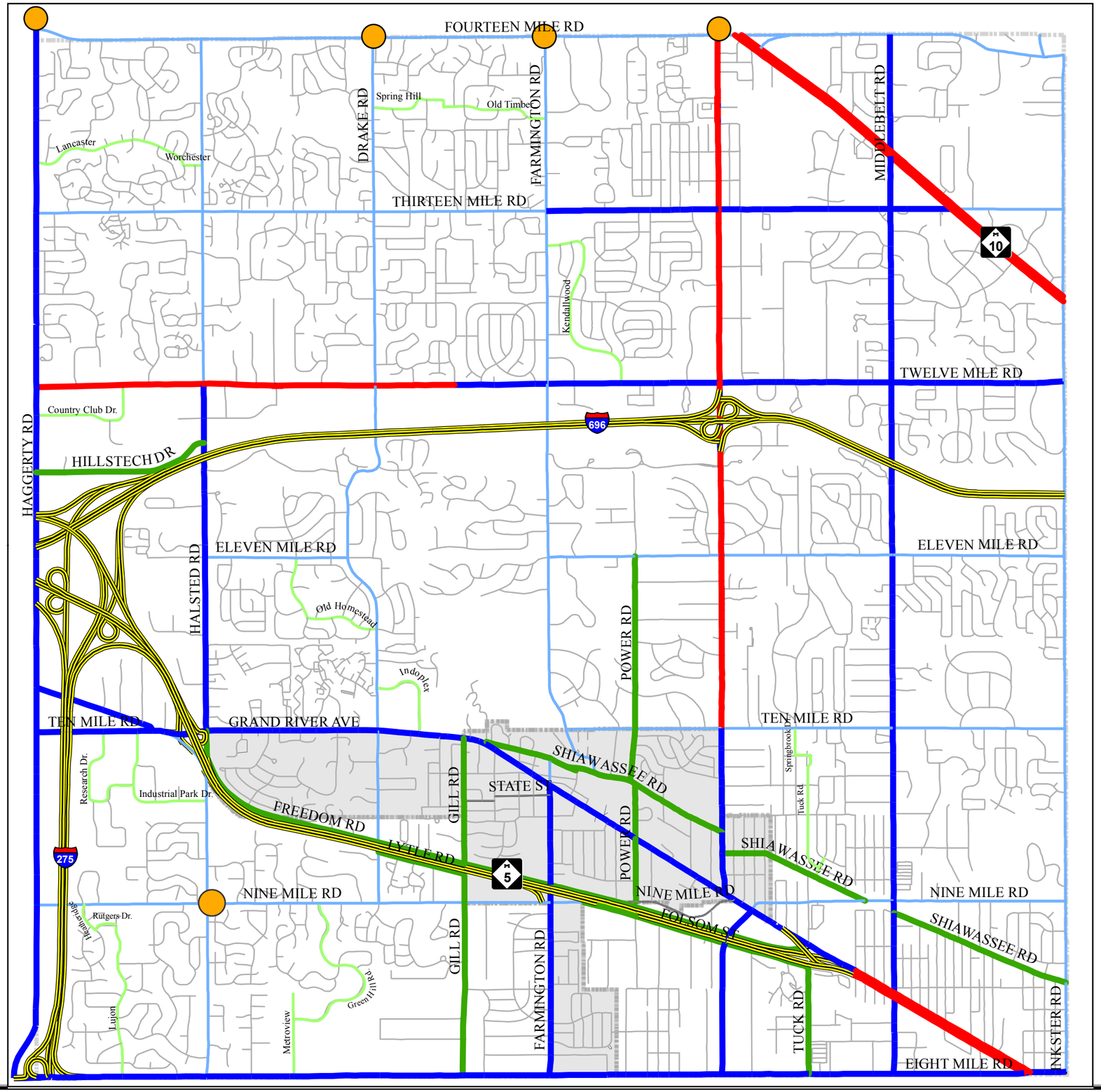
Thoroughfares

The Thoroughfare Plan is a classification system of major streets designed to provide standards for each road classification relative to improvements that will take place within the rights-of-way. The right-of-way widths have been established and are designed to provide for the road cross sections that are eventually needed to carry traffic volume. The classification system also relates directly to the adjacent land uses anticipated to access the streets. The intensity of such uses is controlled through policies contained in the zoning ordinance.

In order to accommodate traffic, the thoroughfares must be adequate in terms of volume capacity and safety. Efficient movement of traffic can be obtained only by relating the thoroughfare plan to existing and proposed land use, and designing the thoroughfares so that they will efficiently accommodate future traffic volumes.

Concepts and Standards

Two principal types of streets can be identified; local streets and through streets. The difference lies in the type of traffic each carries as it relates to the origins and



Thoroughfares Map

Roundabouts

Thoroughfares

- Freeway
- Major Thoroughfare--Boulevard
- Major Thoroughfare
- Secondary Thoroughfare
- Primary Collector
- Secondary Collector
- Local Street

0 0.25 0.5 0.75 1 Miles

N W E S

FARMINGTON HILLS Michigan

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destinations of the vehicles. Local streets carry traffic to destination points; homes, offices, businesses. Through streets carry traffic from local and collector streets to destinations beyond the City. Local traffic and through traffic should be separated as much as possible because they conflict with each other and because they have different effects on land uses adjacent to the streets.

Northwestern Highway, Major Thoroughfare

Residential neighborhood streets, industrial district streets and business district service drives are examples of local streets. They should allow access to collector streets or to longer distance through routes, but in such a manner that through traffic is discouraged from using them as shortcuts.

Through streets should be planned and designed to handle long-range expected traffic demand. Since demands on through streets vary considerably, several types can be distinguished and are identified on the Thoroughfares map:

Freeways: Designed to carry interstate and inter-regional traffic

- Access is controlled
- At least a 250 foot right-of-way

Major Thoroughfares: Designed to carry intercounty traffic

- At least 120 foot right-of-way (Boulevards 120 to 204 foot right-of-way)
- Two or more lanes in one direction
- Thoroughfares with highest traffic volume

Secondary Thoroughfares: Designed to carry intercity traffic

- At least a 120 foot right-of-way
- At least one through lane in each direction
- Thoroughfares with moderate traffic volume

Primary Collectors: Designed to collect traffic from local streets and carry it to thoroughfares

- At least an 86 foot right-of-way
- One through lane in each direction

Secondary Collectors: Important local or neighborhood access streets

- At least a 60 foot right-of-way
- One through lane in each direction

Two major changes to the thoroughfare plan include:

Orchard Lake Road Boulevard

The widening of Orchard Lake from Twelve Mile to Fourteen Mile to a four lane boulevard cross-section with a landscaped median utilizing a minimum 150 foot right-of-way is anticipated following the Northwestern Connector improvement in West Bloomfield Township.

Modern Roundabout

A modern roundabout is a transportation management tool that moves traffic though an intersection without the aid of traffic signals. It involves one-way-traffic moving around a circular central island where entering traffic must yield to the traffic already in the roundabout. The objectives of the roundabout are to reduce traffic speeds and reduce the number and severity of crashes, while improving traffic flow. Roundabouts are planned or have been constructed at the following intersections; Fourteen Mile and Haggerty, Fourteen Mile and Drake, Fourteen Mile and Farmington, Fourteen Mile and Orchard Lake and Halsted and Nine Mile.

Action Planning

Implementation

Implementation of the Master Plan is the responsibility of the Planning Commission, although many others have a hand in the process. The primary tools of implementation are the Zoning and Subdivision of Land Ordinances identified in the City Code that provide the City with development controls over the private use of land. Two major changes to the Zoning Ordinance are proposed for implementation as a result of this Master Plan. Overlay Zoning and Mixed-Use Developments are outlined below under Zoning Ordinance.

Public use of lands is implemented by the City Council after the Planning Commission recommends the Capital Improvements Plan. The final decisions with regard to the purchase of lands and the construction of public facilities rest with the City Council.

Implementation is also brought about through public input gained from committees and boards such as: the Year 2000 Advisory Committee, the Economic Development Corporation, the Redevelopment Committee and the Historic District Commission.

Land Development Controls

Subdivisions and Site Condominiums

A subdivision is a means of keeping track of the division and ownership of land. The Zoning Ordinance controls the lot sizes and density of subdivisions and the Subdivision of Land Ordinance controls the street widths and general design

layouts, so the two ordinances are closely interwoven. In addition, both ordinances provide options designed to protect open spaces and encourage single-family development on small or difficult to develop parcels.

Site condominiums result in the same single-family land use and ownership patterns as subdivisions, but the form of ownership is different. Site condominiums can be built as conventional developments or under the cluster option of the Zoning Ordinance.

The cluster option carries with it a limited number of ways in which a property can qualify for cluster development. Parcels must be of such size or shape that they cannot be developed in a conventional or open space manner or the parcels must contain natural features that can be protected by use of the option.

Zoning Ordinance

The Master Plan sets forth the guide for how land may be used in the City, while the Zoning Map controls the location and extent of such uses. The Zoning Ordinance sets forth the standards for development and establishes the intensity of land use through the control of densities, setbacks, open space, parking, building bulk and other physical manifestations of development. This ordinance represents policies established to guide the long-range development of the City. To illustrate this, consider the City's success in preserving over 1,000 acres of open/recreation land which is directly attributable to the open space provisions of the Zoning Ordinance that permit the reduction of lot sizes equal to the amount of open land provided without increasing overall density. The net result is the same overall population with open spaces that promote the general welfare and protect the environment of the City.

The Planned Residential Development (PRD) option is another means to preserve open space while allowing the mixing of residential unit types (single-family and multiple-family). Because it was applicable to very large parcels of land its further use is limited and since it does not apply to small parcels of land, the cluster option was instituted. This option allows great flexibility in positioning homes so that significant open spaces can be created or natural features can be protected.

Overlay Zoning Districts

New zoning techniques now need to be added to the ordinance in order to encourage redevelopment of land in the City. Overlay Zoning can be added to the ordinance whereby special standards tailored for a specific area are added to the ordinance that will encourage redevelopment. The Overlay Districts would eventually be outlined on the zoning map for specified areas while the existing zoning districts controlling the use of land remain in place within the overlay.

Mixed-Use Developments

Overlay Districts that permit residential land uses to be introduced into existing areas zoned for office or business purposes have been gaining in acceptance and use throughout the Country and the Metropolitan Region. By design, the areas reflect more dense developments where condominiums or apartments occupy the upper levels of buildings while the lower levels are occupied by retail businesses, offices or personal or business services. Buildings would be nearer to the streets and layouts would be designed so that pedestrian use would be facilitated. Sites for these uses need to be

larger and also have enough depth to accommodate greater setbacks from any abutting, existing residential areas.

Planned Unit Development (PUD)

The PUD option is intended to provide flexibility in the City's ability to accomplish land use goals. This option provides for development and land use based on a plan that is agreed to by both the City and the developer. It can be used in those situations where conventional zoning cannot achieve the City's planning goals. The process also brings the City Council in at an early stage so that public policy direction can be closely monitored by the elected representatives of the public. An important part of this process is the negotiation of land uses that may result in a PUD area. By removing some of the rigidity of conventional zoning, the City is able to have a more important role in shaping the manner in which land is used.

Although the PUD option has advantages, the option is often not chosen as a means for development because of the lengthy review process. A goal of this Master Plan is to encourage a more streamlined PUD process that will encourage its use while maintaining the control necessary.

Capital Improvements Plan

The Planning Commission has an active role in setting the goals for the public improvements in the City. The Capital Improvements Plan is reviewed and adopted each year by the Commission and forwarded to the City Council. City Council is responsible for adopting portions of the Plan as part of the annual budget. This process helps provide assurance that capital improvements and expenditures are carried out in a fiscally sound manner consistent with the goals and policies of the City and its citizens.

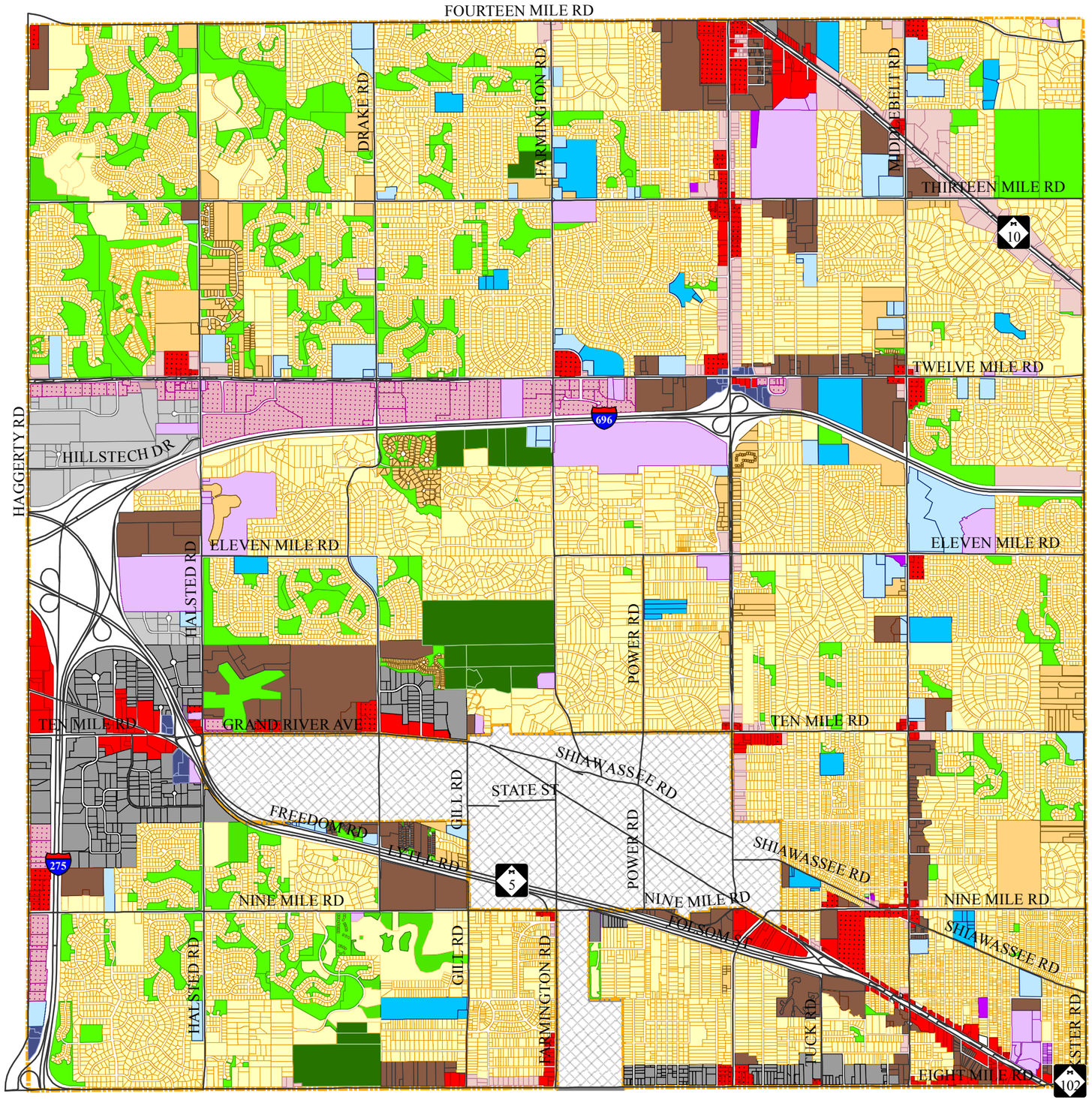
This programming of public works in advance through the capital budgeting process provides the means to anticipate public expenditures for up to six years into the future, resulting in coordination of expenditures formed within the context of a balanced community development program. The process further aids in selecting public works projects based on both priority of need and necessity related to other methods of financing. The potential for shared costs with federal, state, county and other levels and agencies of government can be scheduled and related to project needs, methods of financing and to construction.

Public Participation

Public participation has been invaluable in the preparation of this document. A summary of activities is listed below:

- Testimony from the business community regarding commercial development and redevelopment
- Input from Botsford Hospital representatives concerning future expansion of health care facilities
- Site visit by Planning Commission and City Council of nearby "new urbanism" development
- Numerous public study sessions of the Planning Commission
- Joint meeting open to the public and televised on the local community access channel of the City Council and Planning Commission to present the draft plan
- Resident input received at Planning Commission Study Sessions and Public Hearings on Draft Plan prior to formal adoption

Following adoption of the Master Plan for Future Land Use, public participation will once again be welcomed and encouraged as the City considers ordinance amendments necessary to implement the vision embodied within the plan.



Master Plan for Future Land Use

Master Plan

- Single-Family Residential
- Single-Family Cluster
- Multiple-Family Residential
- Non-Center Type Business
- Shopping Center Type Business
- Expressway Service
- Small Office
- Large Office
- Industrial-Research Office
- Industrial
- Private Recreation
- Major Park
- Neighborhood Park
- Community Facilities
- Quasi-Public
- School
- City of Farmington

0 0.25 0.5 1 1.5 2 Miles

N W E S

FARMINGTON HILLS Michigan

I hereby certify that on January 15, 2009 the City of Farmington Hills Planning Commission formally adopted this Future Land Use Map and accompanying text, maps, and charts, all of which are referenced in the City of Farmington Hills "Master Plan for Future Land Use 2009," adopted pursuant to applicable planning laws of the State of Michigan.

/s/ Joseph Mantey — Joseph Mantey , Chairman

/s/ John Young — John Young, Secretary

SOURCE: City of Farmington Hills, Division of Planing, January 15th 2009.

This plan is intended to show generalized land use and is not intended to indicate precise size, shape, or dimension. These proposals reflect future land use recommendations and do not necessarily imply short range rezoning proposals.