



CITY OF FARMINGTON HILLS

The Next 50

2024 MASTER PLAN

Adopted by
Farmington Hills
Planning Commission

July 25, 2024

Adopted by
Farmington Hills
City Council

August 12, 2024

giffels 
webster

CITY OF FARMINGTON HILLS
COUNTY OF OAKLAND
STATE OF MICHIGAN

**RESOLUTION OF THE CITY OF FARMINGTON HILLS PLANNING COMMISSION APPROVING
DRAFT CITY OF FARMINGTON HILLS 2024 MASTER PLAN FOR FUTURE LAND USE**

RESOLUTION NO. R-PC-1-24

At a City of Farmington Hills Planning Commission regular meeting held on the 25th day of July 2024, at 7:30 p.m., with those present and absent being:

PRESENT: BRICKNER, COUNTEGAN, GRANT, MANTEY, TRAFELET, STIMSON, VARGA
AND WARE

ABSENT: ASPINALL

The following preamble and resolution were offered by Commissioner Brickner and supported by Commissioner Ware:

WHEREAS, the City Farmington Hills (the "City") City Council ("Council") created the City's Planning Commission (the "Commission") for the purposes provided in the Michigan Planning Enabling Act, Act 33 of 2008, as amended (the "Act"); and

WHEREAS, the Commission is empowered by the Act to make and approve a master plan as a guide for development within the City, and to amend such plan as necessary from time to time; and

WHEREAS, the City retained a professional planning consultant to assist the Commission with the technical studies necessary to amend the City's Master Plan; and

WHEREAS, pursuant to the Act, on May 17, 2022, the Commission transmitted a notice to each relevant entity provided in the Act explaining that it intends to prepare a master plan and requesting the recipient's cooperation and comment; and

WHEREAS, pursuant to the Act, at its April 18, 2024, special meeting, the Commission unanimously passed a motion to submit the draft City of Farmington Hills 2024 Master Plan for Future Land Use (the "draft Master Plan") to Council for review and comment; and

WHEREAS, pursuant to the Act, at its May 13, 2024, regular meeting, Council unanimously approved the distribution of the draft Master Plan; and

WHEREAS, pursuant to the Act, on May 16, 2024, the secretary of the Commission submitted a copy of the draft Master Plan for review and comment to each relevant entity provided in the Act, which sixty-three (63)-day review and comment period ended on July 18, 2024; and

WHEREAS, pursuant to the Act, on July 1, 2024, the Commission submitted notice of a public hearing on the draft Master Plan to each relevant entity provided in the Act; and

WHEREAS, pursuant to the Act, at its July 25, 2024, regular meeting, the Commission held a public hearing on the draft Master Plan at City Hall; and

WHEREAS, the Commission finds that the draft Master Plan is necessary for the continued development and appropriate redevelopment of the physical areas of the City;

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby approves the draft Master Plan, dated July 25, 2024, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan, including the Future Land Use Map.

BE IT FURTHER ORDERED that an attested copy of the approved Master Plan shall be certified to all entities as required by the Act.

AYES: BRICKNER, COUNTEGAN, GRANT, MANTEY, TRAFELET, STIMSON,
VARGA AND WARE

NAYS: NONE

ABSTENTIONS: NONE

ABSENT: NONE

RESOLUTION DECLARED ADOPTED JULY 25, 2024.

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk for the City of Farmington Hills, County of Oakland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Planning Commission of the City of Farmington Hills at a regular meeting held on the 25th day of July, 2024, the original of which is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature, this 26th day of July 2024.



Carly Lindahl, City Clerk, City of Farmington Hills

CITY OF FARMINGTON HILLS
COUNTY OF OAKLAND
STATE OF MICHIGAN

**RESOLUTION OF THE CITY OF FARMINGTON HILLS CITY COUNCIL APPROVING DRAFT CITY
OF FARMINGTON HILLS 2024 MASTER PLAN FOR FUTURE LAND USE**

RESOLUTION NO. R-165-24

At a City of Farmington Hills City Council regular meeting held on the 12th day of August 2024, at 7:30 p.m., with those present and absent being:

PRESENT: ALDRED, BRIDGES, BRUCE, DWYER, KNOL, AND RICH

ABSENT: BOLEWARE

The following preamble and resolution were offered by Councilperson Bruce and supported by Councilperson Bridges:

WHEREAS, the City Farmington Hills (the "City") City Council ("Council") created the City's Planning Commission (the "Commission") for the purposes provided in the Michigan Planning Enabling Act, Act 33 of 2008, as amended (the "Act"); and

WHEREAS, the Commission is empowered by the Act to make and approve a master plan as a guide for development within the City, and to amend such plan as necessary from time to time; and

WHEREAS, the City retained a professional planning consultant to assist the Commission with the technical studies necessary to amend the City's Master Plan; and

WHEREAS, pursuant to the Act, on May 17, 2022, the Commission transmitted a notice to each relevant entity provided in the Act explaining that it intends to prepare a master plan and requesting the recipient's cooperation and comment; and

WHEREAS, pursuant to the Act, at its April 18, 2024, special meeting, the Commission unanimously passed a motion to submit the draft City of Farmington Hills 2024 Master Plan for Future Land Use (the "draft Master Plan") to Council for review and comment; and

WHEREAS, pursuant to the Act, at its May 13, 2024, regular meeting, Council unanimously approved the distribution of the draft Master Plan; and

WHEREAS, pursuant to the Act, on May 16, 2024, the secretary of the Commission submitted a copy of the draft Master Plan for review and comment to each relevant entity provided in the Act, which sixty-three (63)-day review and comment period ended on July 18, 2024; and

WHEREAS, pursuant to the Act, the Commission held a public hearing on the draft Master Plan on July 25, 2024, at their regular meeting at City Hall; and

WHEREAS, the Commission found that the draft Master Plan is necessary for the continued development and appropriate redevelopment of the physical areas of the City; and

WHEREAS, the Commission approved the draft Master Plan, dated July 25, 2024, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan, including the Future Land Use Map, on July 25, 2024, at their regular meeting at City Hall; and

WHEREAS, Council found that the draft Master Plan is necessary for the continued development and appropriate redevelopment of the physical areas of the City;

NOW, THEREFORE, BE IT RESOLVED that the Council hereby approves the draft Master Plan, dated July 25, 2024, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan, including the Future Land Use Map.

BE IT FURTHER ORDERED that an attested copy of the approved Master Plan shall be certified to all entities as required by the Act.

AYES: ALDRED, BRIDGES, BRUCE, DWYER, KNOL, AND RICH

NAYS: NONE

ABSTENTIONS: NONE

ABSENT: BOLEWARE

RESOLUTION DECLARED ADOPTED AUGUST 12, 2024.

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk for the City of Farmington Hills, County of Oakland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Farmington Hills at a regular meeting held on the 12th day of August, 2024, the original of which is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature, this 13th day of August, 2024.


Carly Lindahl, City Clerk, City of Farmington Hills

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Acknowledgments

City Council

Theresa Rich, Mayor

Michael Bridges, Mayor Pro Tem

Jon Aldred

Jackie Boleware

Randy Bruce

Bill Dwyer

Valerie Knol

Planning Commission

John Trafelet, Chair

Marisa Varga, Vice Chair

Kristen Aspinall, Secretary

Barry Brickner

Dale Countegan

Tanji Grant

Joe Mantey

Steven Stimson

Danielle Ware

Planning & Community Development Department

Charmaine Kettler-Schmult, Director

Erik Perdonik, City Planner

Kris Canty, Staff Planner I

Jeri LaBelle, Secretary to the Director

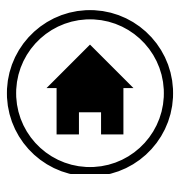
Economic Development Department

Cristia Brockway, Director

City Manager

Gary Mekjian

Assisted by Giffels Webster



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01

INTRODUCTION





WHY WE PLAN

The City of Farmington Hills celebrated its 50th anniversary in 2023, providing an opportunity to reflect back on its first half-century as a city and imagine what the next half-century might look like. This Master Plan sets forth a vision to guide change over those next 50 years.

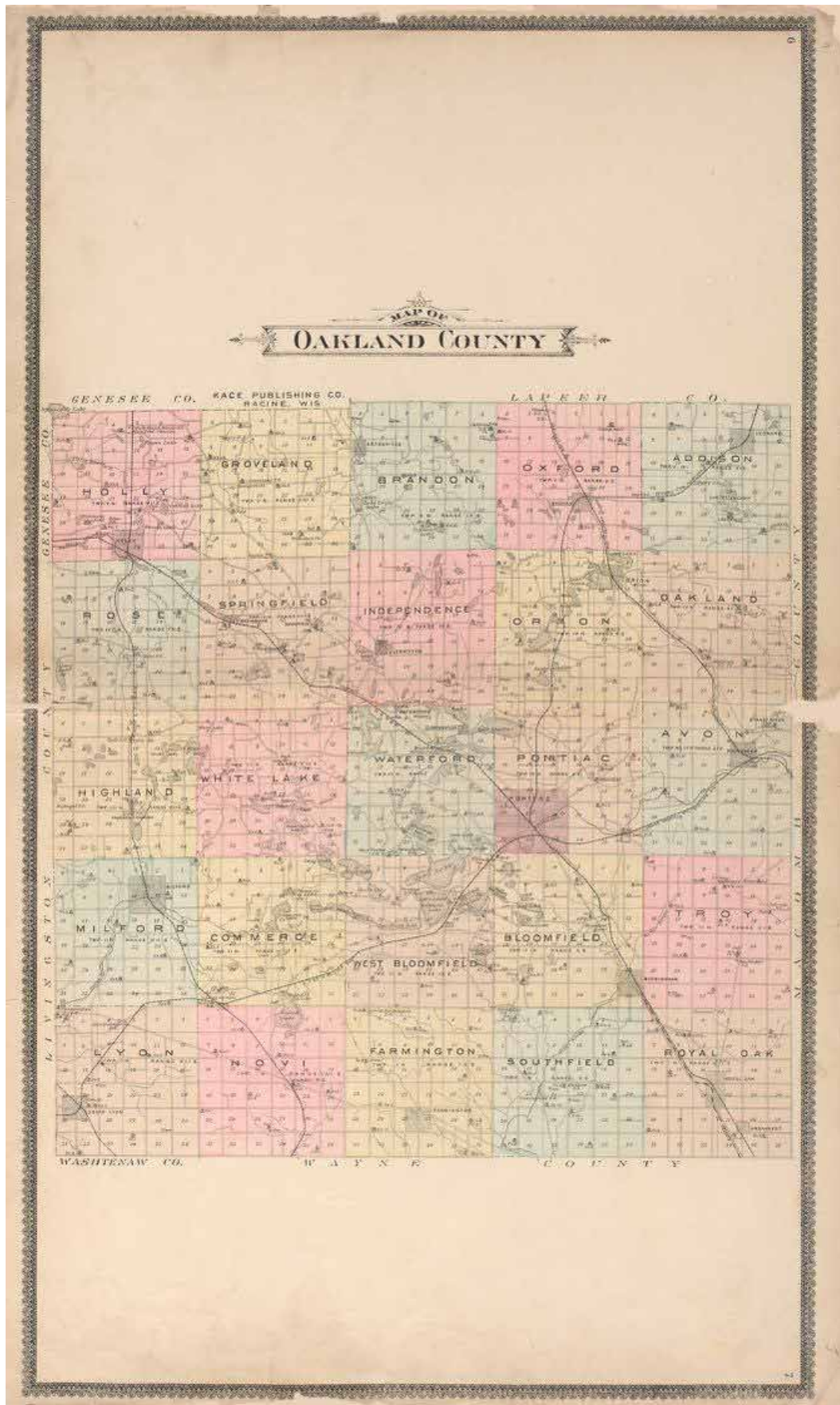
The Master Plan addresses future land uses, community development and other community features in a coordinated fashion. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes strategies to achieve the vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment. The Plan will be implemented over short-term, medium-term, and long-term timelines as specified in the Implementation Plan.

The Master Plan is long-range in its view and is intended to guide development in the City over a period of 10 to 50 years, with review and any necessary updates occurring every five years to maintain consistency with the Michigan Planning Enabling Act of 2008. The information and

concepts presented in the Master Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. It establishes long-range general policies in a coordinated and unified manner, which can be continually referred to in decision making.

In order to develop the master plan, the City drew on the expertise of its staff and consultants and engaged with its residents in order to understand their preferences and needs. The Planning Commission guided the development of the draft in a series of public discussions that also included a steering committee featuring members of City Council.

The City of Farmington Hills' Master Plan includes a Future Land Use Plan as well as other chapters addressing housing, transportation, complete streets, special planning areas, and a market assessment. The Master Plan enables the City to address all of these related topics in a coordinated fashion.



Source: Library of Congress

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02

THE FIRST 50 YEARS



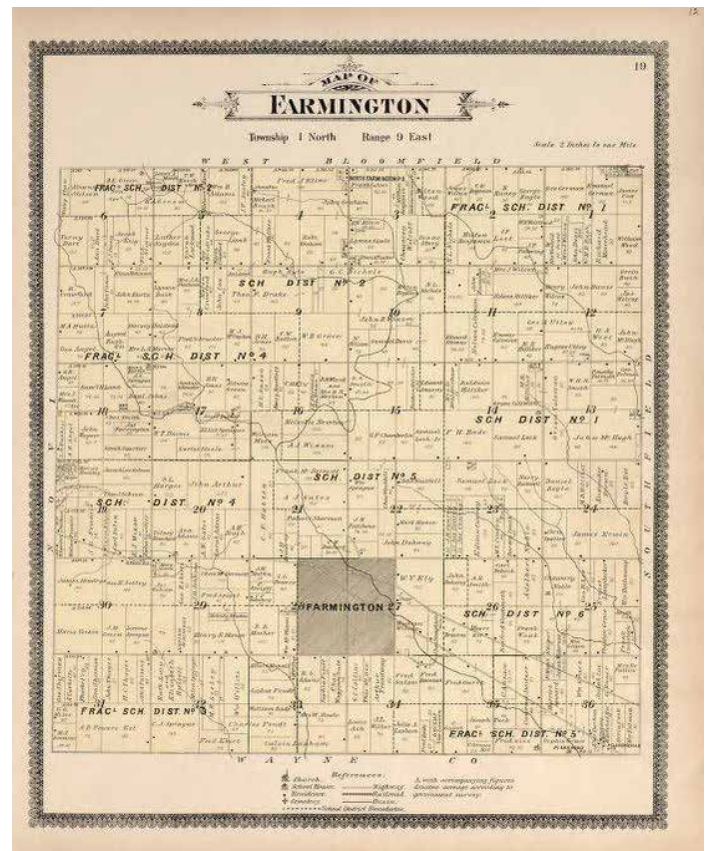
History of Farmington Hills

In 2023, the City of Farmington Hills celebrated its fiftieth year as a city. The 50 years since its incorporation have seen the City transform from a rural community on the outskirts of Greater Detroit into one of Southeast Michigan's largest municipalities. Outward growth has also made the City a central hub of the region as the metro area has grown northward into Oakland County and westward into Livingston County.

The area that is now Farmington Hills was inhabited by successive Native American groups, including members of the Hopewell culture over 1,500 years ago. When Europeans began to move inland from Detroit, the native population in the area was largely members of the Anishinaabe, an alliance of the Ojibwe, Ottawa, and Potawatomi. Grand River Avenue, Shiawassee Road, and Orchard Lake Road generally follow the paths of trails established by the Potawatomi.

The first European-descended settler of the area that would become Farmington Hills, Arthur Power, purchased land in 1823 and established a settlement that would come to be known as Quakertown. This area was ultimately incorporated as the Village of Quakertown in 1959. When a post office was established in 1826, it was named Farmington, after Power's original home of Farmington, New York. Farmington first incorporated as a village in 1867. Two other post offices, East Farmington and North Farmington, also operated in the township, closing in 1842 and 1902, respectively.

Arthur Power was one of several who established mills along the River Rouge, and these became centers of activity in Farmington Township. Orchards and other farms were the dominant land use through the second half of the 19th century, with many of the goods sold at Eastern Market in Detroit. Many of the businesses in the township supported these agricultural uses. In the 1870s, the original Township Hall on Grand River was among the victims of a major fire, and many early records were lost.



Source: Library of Congress

Industrial development began to grow in the township in tandem with the growth of the automobile industry. The area's first car dealerships were opened in the 1920s, and the Village of Farmington incorporated into the City of Farmington in 1926, establishing the current boundaries between Farmington and Farmington Hills. After World War II, farming in the remaining township went into decline and residential, commercial, industrial, and office development moved in quickly to replace it.

In the 1950s, two villages were incorporated in the township: Wood Creek Farms in 1957, and Quakertown in 1959. The villages and remaining Farmington Township incorporated as the City of Farmington Hills in 1973. From

the 1960s through the 1990s, Farmington Hills grew rapidly, reaching a population of 82,000 by the 2000 Census.

Today, Farmington Hills is nearly fully developed, with most of the development opportunity lying in redevelopment and infill. The City is home to thousands of businesses. The City's commercial corridors include locally owned boutiques and restaurants, national chains, numerous grocery options, including ethnic specialty shops, and many personal service establishments. Office and industrial development continues to provide the City's economic foundation, and Farmington Hills is home to many corporate headquarters, as well as North American headquarters for numerous international businesses.

The Farmington Hills Historic District Commission issues annual reports on the many historic properties included in the Farmington Hills Historic District, shown on Map 1.



Distant view of house across lawn. In Clarenceville, which was absorbed into Farmington Hills in the early 20th century. Now the Botsford home.

Source: Burton Historical Collection, Detroit Public Library.



Dirt road, Farmington Township, 1909.

Source: Burton Historical Collection, Detroit Public Library



Members of the Glidden Tour drive a Studebaker through Farmington Township in 1909.

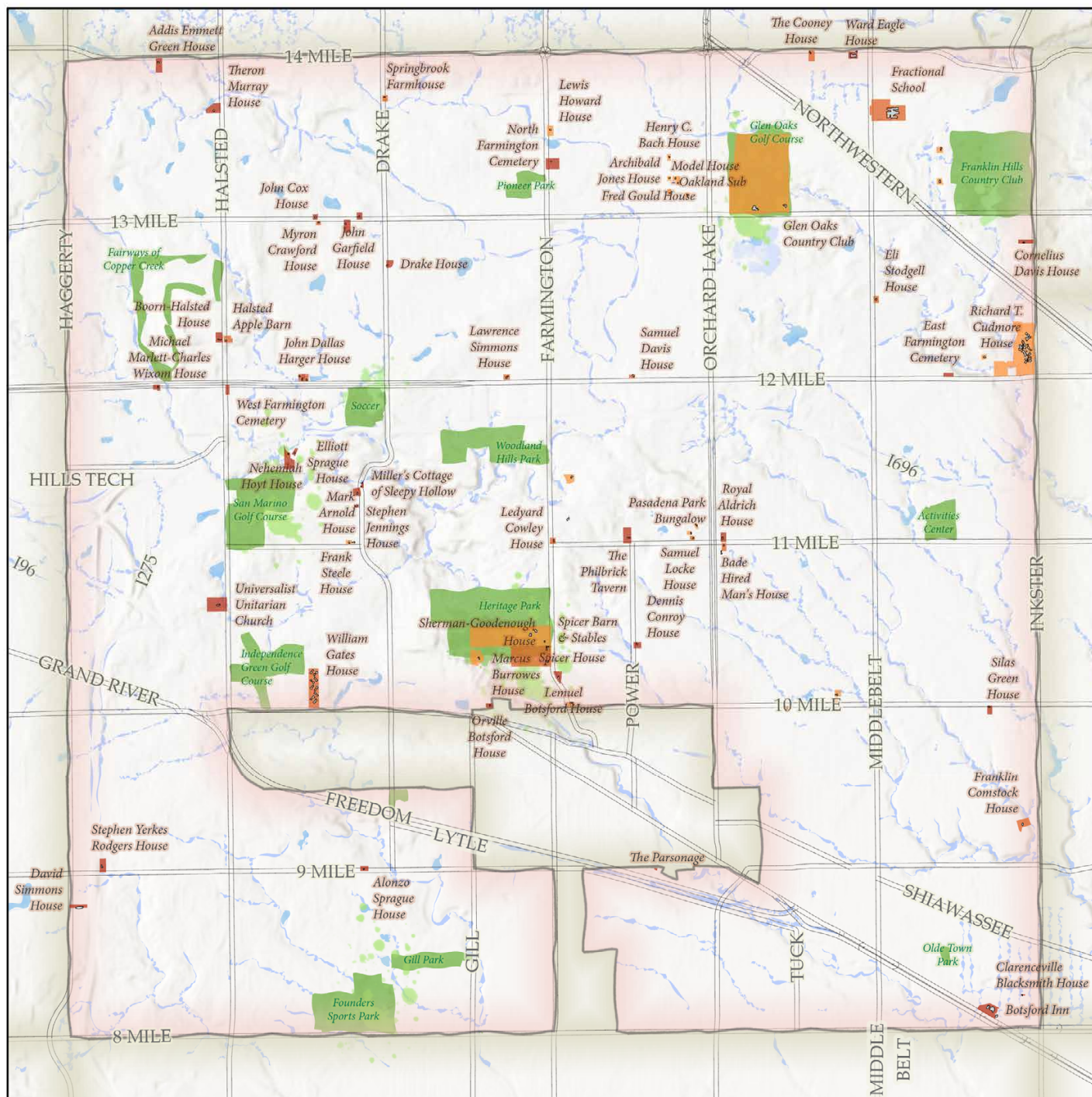
Source: Lazarnick Collection, Detroit Public Library



Creek in Farmington Township, 1909.

Source: Burton Historical Collection, Detroit Public Library

MAP 1: HISTORICAL SITES



Data Source: Esri, NASA, NGA, USGS, FEMA. Historical Sites: Farmington Hills. Roads and Water Features: Access Oakland.



Date Built

- Before 1860
- Between 1860 - 1900
- After 1900

- Lakes
- Rivers
- Conservation Lands

FARMINGTON HILLS PLANNING HISTORY

The first land use plan comprehensively addressing the area of Farmington Hills was developed by Farmington Township two years prior to the City's incorporation. This plan was re-adopted by the City in 1975, and the City has periodically updated and revisited its Master Plan ever since, as shown on the following pages.

Planning for the future in Farmington Hills has largely mirrored the pace of growth in the City, evolving from

attempts to manage extremely rapid growth to the development of strategies to manage redevelopment of land that is already in use.

This Master Plan, looking ahead to the next fifty years of a community that is largely developed, focuses primarily on approaches to redevelopment, with an emphasis on the special planning areas.





1971

Farmington Township adopts a Future Land Use Plan



1973

Farmington Hills incorporates as a city



1975

City re-adopts 1971 Future Land Use Plan



1977

Economic and tax base analysis completed



1981

Commercial market analysis conducted



1979

Farmington Hills Master Plan for Future Land Use focuses on controlling rapid growth



1978

City completes an inventory of environmentally sensitive areas and develops a Residential Areas Plan

PLANNING HISTORY



1982

City develops a
Commercial Areas Plan



1996

Master Plan shifts the focus from
controlling growth to managing
redevelopment and establishes
special planning areas



2002

1996 Master Plan re-affirmed



2012

Corridor Improvement Authority
established for Grand River Corridor



2009

Master Plan builds on the 1996 plan
and updates special planning areas

2022 - 2024:

Farmington Hills: The Next 50 Years
is developed.

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03

THE NEXT 50 YEARS



VISION STATEMENT

Farmington Hills will be an innovative, attractive, livable, safe, and financially stable community that embraces the diversity of its people and provides housing and economic opportunity for all residents.





Building Blocks

The building blocks outline the purpose for the plan and highlight community values that relate to the plan.



Housing

Provide a variety of homes and lot sizes that complement existing single-family neighborhoods in the City. Transform 12 Mile Road and Grand River Avenue from serving primarily as transportation and commercial corridors to vibrant, mixed-use areas by adding new housing options, including quality options for renters.



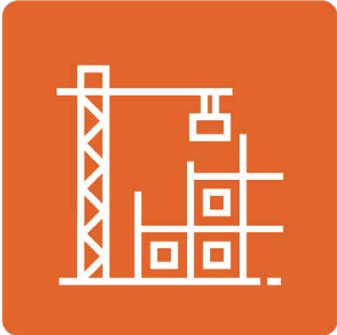
Transportation

Ensure the City's transportation network is safe, well-maintained, convenient, and attractive for all users. Expand non-motorized facilities to encourage walking and biking year-round by completing the sidewalk and shared use path network, adding wayfinding maps and street furnishings, and incorporating bike lanes where appropriate. Ensure the entire transportation network accommodates new mobility technologies, including electric vehicles, autonomous vehicles and e-bikes. Support local and regional public transit by adding users in the Orchard Lake Road and 12 Mile Road corridors through encouraging mixed-use infill development. Tap into financing tools, such as tax increment financing, to accommodate parking serving these corridors to allow for alternative mobility and alleviate traffic congestion in these areas.



Places That Matter

Strengthen the identity of the City by encouraging more activities and destinations that are available year-round, focusing on Orchard Lake Road between 12 and 14 Mile Roads and along 12 Mile Road, between Farmington Road and Halsted Road. Add central plazas with flexible seating that supports opportunities for dining, public gatherings and events, with character-defining elements, such as street furnishings, to reinforce a sense of place.



Quality Redevelopment

Enhance development and redevelopment in key areas of the City, including Orchard Lake Road, Grand River Avenue, 12 Mile Road and 14 Mile/Northwestern Highway. Encourage a mix of residential and commercial uses to fill in empty parking lots, creating new building forms and site designs that are walkable, made of high-quality design and materials, and that utilize low-impact development techniques. Incorporate usable outdoor spaces that support a variety of activities and tap into redevelopment financing tools, including the Grand River Corridor Improvement Authority.



Economic Development

Diversify business and development activities in the City to strengthen the market and make the City a regional destination. Utilize a variety of tools, such as Redevelopment Ready Communities, tax increment financing, commercial rehabilitation districts and property tax offsets, to improve and maintain infrastructure.



Innovation

Plan with the future in mind by anticipating changes in the way residents and businesses live, work and play. Accommodate new technologies, such as electric vehicles, alternative energy and drone deliveries and recognize the increase in working from home and home occupations by strengthening broadband and Wi-Fi access points. Update local regulations to ensure new technologies are permitted, while mitigating their impact on the environment through low-impact development techniques and creative strategies to ensure new development is compatible with existing neighborhoods and residential areas.



Sustainability & Resiliency

While addressing the needs of today's residents, ensure new development utilizes low-impact development techniques, including bioswales, green roofs and less pavement. Support alternative energy by allowing for EV charging stations, microgrids and distributed energy, while reducing energy consumption by powering community facilities independently. Identify the needs of the community and plan for shelters and cooling/warming centers for sudden weather- or health-related events. Plan for the removal of outdated infrastructure, including underground gas station tanks.












Community Wellness










Support active lifestyles for residents of all ages by making walking and biking more convenient, safe and accommodating for older residents and children. Expand and enhance opportunities, including programming and facilities, for active recreation, particularly in underserved areas and for older and disabled residents.





















Diversity










The people of Farmington Hills are diverse in terms of race, ethnicity, creed, background, income, and thought. This diversity is a primary strength of the City, and Farmington Hills will work to ensure that all residents and businesses have equal access to opportunity and public resources, that all communities are heard, and that planning and capital improvements strive to meet the needs of all neighborhoods.

#	Objectives	RELATED BUILDING BLOCKS								
		1	2	3	4	5	6	7	8	9
		Housing	Transportation	Places That Matter	Quality Redevelopment	Economic Development	Community Wellness	Innovation	Sustainability/Resiliency	Diversity
										
1	Ensure a variety of housing types and price points are available for older members of the community.	x					x		x	x
2	Attract young professionals and families by providing sufficient affordable housing options.	x			x			x		x
3	Encourage multi-generational housing by ensuring neighborhoods are connected to schools, parks and local goods and services.	x	x	x			x		x	x
4	Support the renovation and updating of the City's older housing stock, including multi-family residential units/ apartments.	x			x	x				
5	Provide adequate, modern and updated infrastructure in all City neighborhoods.	x							x	
6	Increase the homeownership rate in the City.	x							x	x
7	Provide attainable housing that serves a spectrum of needs, including the needs of an aging population and entry-level homeowners.	x					x			x
8	Support the modernization of aging housing stock.	x					x			x
9	Ensure transportation options are available for all City residents and to all City businesses.	x	x			x				
10	Improve the ability of residents to navigate the community and reach important institutional facilities on foot or by bicycle.	x	x				x			
11	Reduce traffic-related crashes, injuries and fatalities through improvements to the transportation network.		x				x			
12	Expand the reach of public transportation, with particular attention to the "last mile."		x				x		x	x
13	Improve the condition of transit stops in the City and ensure connectivity to the non-motorized transportation network.		x	x		x	x			x

#	Objectives	RELATED BUILDING BLOCKS								
		1	2	3	4	5	6	7	8	9
		Housing 	Transportation 	Places That Matter 	Quality Redevelopment 	Economic Development 	Community Wellness 	Innovation 	Sustainability/Resiliency 	Diversity 
14	Provide a complete transportation network through sidewalk connection and repairs, shared use pathways, bike routes, bike lanes and neighborhood connections.		X				X		X	X
15	Prepare the City for the transition to electric vehicles.		X					X		
16	Promote diverse transportation options.		X			X	X		X	X
17	Encourage more mixed use and walkable development that reduces the need for short driving trips.		X	X	X	X	X		X	X
18	Increase the number of public and private attractions in the City			X		X				X
19	Promote the development of public and quasi-public spaces in the City.			X	X		X			
20	Enhance the visibility and branding of the City.			X		X				
21	Develop a wayfinding program, based on the branding of the City, that reinforces the City's identity throughout the community.		X	X			X	X		
22	Support public art throughout the community.			X			X	X		X
23	Promote community involvement in the development of public spaces and programming.			X			X		X	X
24	Require quality development and useful shared spaces.				X	X				
25	Create standards that promote environmentally sustainable building practices.				X				X	
26	Prioritize infrastructure that makes pedestrian and bicycle facilities more appealing in commercial corridors.			X	X		X		X	
27	Provide greater overall flexibility of development in targeted areas, including mix of uses, building heights, and parking standards.	X		X	X	X		X		
28	Actively pursue redevelopment and infill in the Special Planning Areas identified in this plan.	X		X	X	X				
29	Pursue MEDC Redevelopment Ready Community status.					X		X		

#	Objectives	RELATED BUILDING BLOCKS								
		1	2	3	4	5	6	7	8	9
		Housing 	Transportation 	Places That Matter 	Quality Redevelopment 	Economic Development 	Community Wellness 	Innovation 	Sustainability/Resiliency 	Diversity 
30	Streamline the development review process.	x		x	x	x		x	x	x
31	Prioritize economic diversity and equity by ensuring zoning standards, applications and processes are accessible and affordable to everyone in the community.					x				x
32	Foster a culture of entrepreneurship by providing resources and support for small business development.					x		x		x
33	Attract and support businesses that offer competitive salaries and benefits to increase high-paying jobs.					x	x	x		x
34	Maintain a diverse tax base to support the maintenance and improvement of infrastructure over time.					x			x	
35	Support a diverse base of local employment opportunities serving a variety of skill sets and education levels.					x				
36	Create targeted zoning strategies that are aimed at mixed use development and incremental improvements.	x		x	x	x		x	x	x
37	Increase access to green space by developing parks and pathways within walking distance of most neighborhoods in the City.		x	x			x			
38	Encourage development projects that combine residential, commercial and recreational spaces in close proximity.	x				x	x			
39	Encourage the development of public and quasi-public gathering spaces.			x			x			
40	Promote missing middle housing that provides options for diverse income levels in the same neighborhoods.	x					x			x
41	Support access to fresh healthy food establishments by residents of all ages and abilities.					x	x		x	x
42	Provide opportunities to engage with public art.			x			x			x
43	Support active lifestyles through the provision of alternative means of getting around and the provision of services close to where people live.		x				x			

#	Objectives	RELATED BUILDING BLOCKS								
		1	2	3	4	5	6	7	8	9
		Housing 	Transportation 	Places That Matter 	Quality Redevelopment 	Economic Development 	Community Wellness 	Innovation 	Sustainability/Resiliency 	Diversity 
44	Support innovative businesses through relaxed zoning, high-speed internet access, incubator space and mixes of uses.	x		x		x		x		x
45	Encourage electric vehicle charging at multi-family developments and businesses.		x					x		
46	Identify and promote underutilized corridors and areas as potential hubs for innovation.			x		x		x		x
47	Encourage brownfield redevelopment that cleans up blighted and/or contaminated sites.				x	x	x		x	
48	Support the preservation of wooded areas that absorb carbon dioxide from the atmosphere.			x			x		x	
49	Encourage suburban agriculture through community and quasi-public gardens.						x	x	x	x
50	Promote the use of green infrastructure in public and private development.			x	x	x		x	x	
51	Reduce areas of excessive pavement across the City.			x	x				x	
52	Build resiliency into community facility planning by identifying shelters, heating and cooling stations, and gathering points for residents in the event of emergencies and weather-related events.						x		x	
53	Ensure the resiliency of public infrastructure.			x		x	x		x	
54	Incentivize or require sustainable building and development techniques, including renewable energy, low-needs buildings, landscaping that manages stormwater, fewer paved areas, natural feature preservation, and alternative transportation modes.		x	x	x		x	x	x	
55	Promote fair housing that ensures access to affordable housing in the community.	x					x		x	x
56	Facilitate access to capital for diverse entrepreneurs.					x		x		x

#	Objectives	RELATED BUILDING BLOCKS								
		1 Housing 	2 Transportation 	3 Places That Matter 	4 Quality Redevelopment 	5 Economic Development 	6 Community Wellness 	7 Innovation 	8 Sustainability/Resiliency 	9 Diversity 
57	Develop multicultural marketplaces and promote spaces that celebrate diverse cultures through shops, restaurants, and events featuring a range of ethnicities and traditions.			x		x				x
58	Develop culturally relevant public green spaces by incorporating elements that reflect the diverse cultural heritage found in the City.						x		x	x
59	Ensure that resources and access to resources are shared equally across the City's population and neighborhoods.						x		x	x

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04

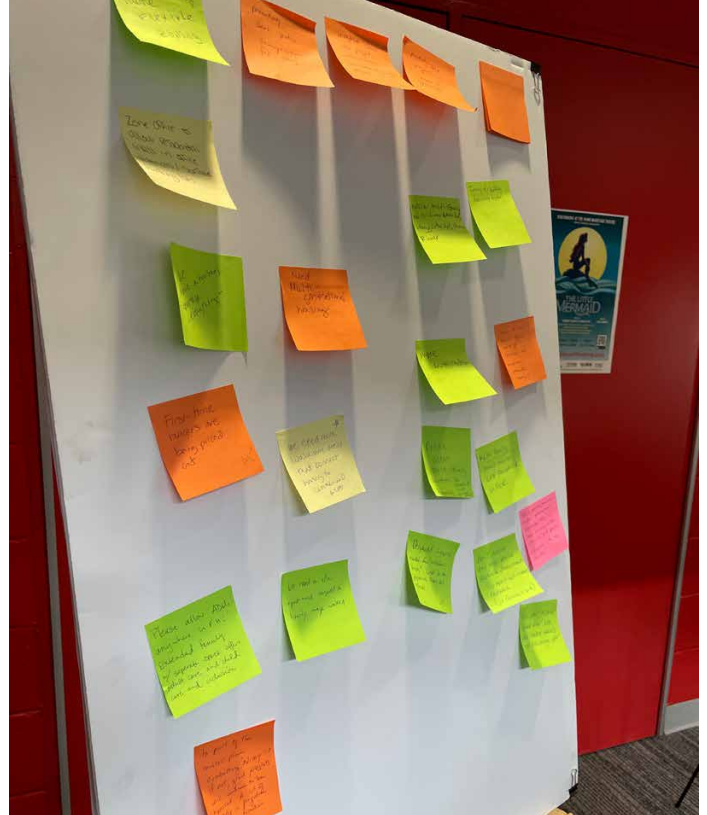
PUBLIC ENGAGEMENT





Public Engagement Summary

The City engaged in extensive public outreach during the course of Master Plan development. Opportunities were provided online and in person throughout the process and included several targeted focus groups to engage developer, business owner, and real estate communities. A summary of these opportunities and the feedback received from each follows.



Spring 2022 Market Study Survey

One of the first steps of creating the plan was for the Chesapeake Group to conduct a market study. This included administering a survey to over 700 households in Farmington Hills regarding their consumer habits. Responses to this survey are summarized in the Economic Development chapter of the Master Plan, and raw results are reported in the Appendix.

TABLE 4.1:

Grading of Select Commercial Opportunities in Farmington Hills

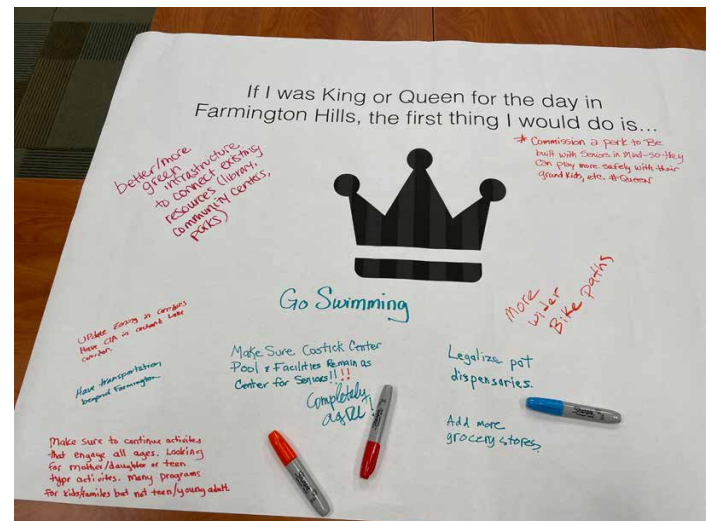
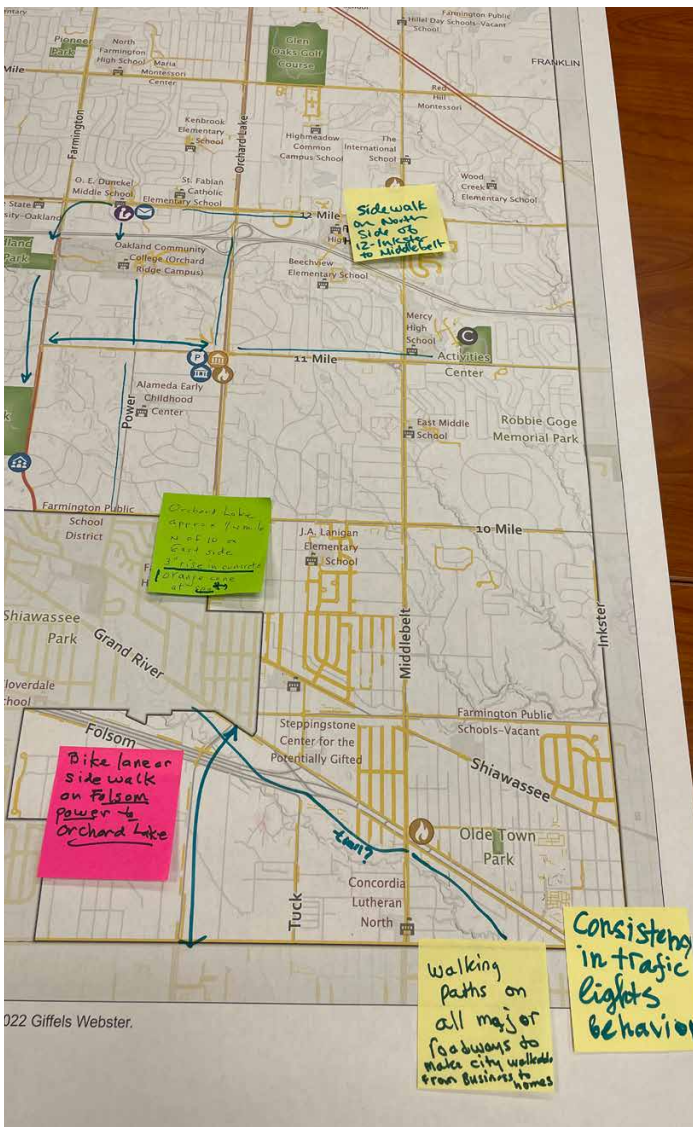
Characteristic	Poor	Fair	Good	Very Good	Excellent
Availability of professional and personal services	2%	12%	45%	29%	11%
Shopping options to which I can walk	40%	37%	15%	6%	2%
Farmington Hill's overall shopping experience	10%	35%	35%	17%	3%
Farmington Hill's restaurant options	10%	29%	34%	20%	7%
The availability of places where I to live, recreate, walk, and work all in one location	21%	36%	29%	10%	5%

Fall 2022 Open House

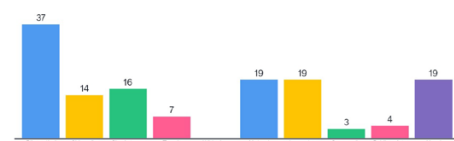
The 2022 Fall Open House was held on October 20th at City Hall, and attendees were invited to provide their ideas on future development in the City, including availability of goods and services, proximity of commercial development to neighborhoods, alternative housing models, and the City's non-motorized transportation network. Responses revealed a handful of central themes:

- Attendees supported more housing diversity, with several highlighting a need for greater affordability.

- Many senior residents attended to express support for keeping the Costick Center open long-term.
- Attendees generally cited a lack of places to go and things to do; there was a desire for more distinctive destinations.
- In general, responses to questions about the City's non-motorized transportation network expressed a desire for increased safety, more overall walkability, and the facilitation of alternatives to driving.



You have \$3 million dollars to spend and can spend \$1 million each on three of the following items. Which three items would you fund?

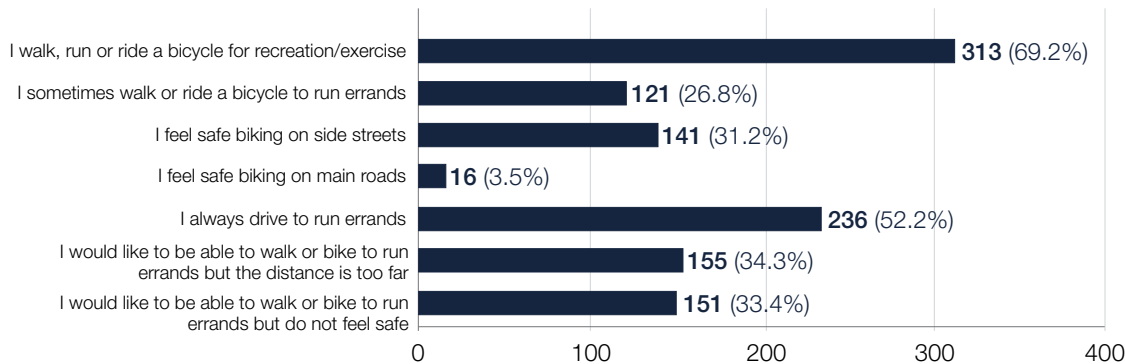


Activities at the 2022 open house included spending prioritization, indicating priorities for non-motorized transportation routes, and telling others what actions attendees believed were most urgently needed.

FIGURE 4.2:

Feedback Responses 452

responses

**Winter Survey**

Following the open house, an online survey was opened during the winter of 2022 and 2023. 460 residents answered the survey, presenting a very wide range of responses. While the responses showed a range of opinions on every issue, the following general themes emerged as the results were analyzed (full results are included in the Appendix).

Strengths. When asked to list what they felt were the City's three greatest strengths, respondents cited the following most frequently:

- Location and regional access
- Diversity
- Safety
- Public services
- Natural areas
- Parks and recreation

Weaknesses. When asked to list what they felt were the City's three greatest weaknesses, respondents cited the following most frequently:

- Lack of destinations and entertainment
- Traffic
- Road safety
- Low walkability
- Condition of neighborhood streets

Open-ended Responses. Open-ended answers provided nearly every opinion imaginable on housing and transportation. It is clear that changes in the future need to be handled sensitively and focused in the most appropriate locations.

Priorities. When asked to rate the importance of various planning topics, the top five priorities were:

- Improving parks, preserving open space

- Making it safer to walk and bike
- Creating more areas of interest/entertainment/destinations
- Preservation of trees
- Improving the appearance of commercial and industrial properties through landscaping and other design features

Other Notable Outcomes.

- 70% of respondents called for improving/maintaining/completing/adding sidewalks. Better lighting and more bicycle lanes also popular.
- 52% always drive to run errands; only 3.5% feel safe biking on major roads
- Total of 58.1% supported or somewhat supported accessory dwelling units

Developer Forum

A focus group with local developers was held at City Hall on December 1, 2022, with attendance from about 20 developers or their representatives.

- Developers were largely comfortable with current methods of development.
- Several attendees emphasized a need for more affordable, mixed use, senior, and attached housing.
- Many developers expressed support for mixed use in the special planning areas.
- Several developers expressed a desire for more incentives and financial support.
- The group agreed that the City has a need more entertainment, dining, and destinations.

Business Forum

A third focus group was held at City Hall on February 8, 2023, focused on business owners, with additional input from non-profit service organizations.

- This group also identified a need for more flexibility in development options.
- The group saw the most potential in the 12 Mile Road corridor.
- There was broad support for additional mixed use, especially where it reuses already compromised land, such as large, under-utilized parking lots.
- The group echoed the largely theme of all input that the City lacks destinations, entertainment, and things to do. There was a call for more pro-active outreach to third place-style establishments.
- This group was very interested in improved mobility, supporting transit, sidewalks, greater walkability, a wayfinding system, and alternatives to driving.

Real Estate Forum

Following the developer focus group on December 1, 2022, a second forum was held for realtors.

- Realtors identified a need for more flexibility in development options.
- The group also identified a need for more small units for young and old buyers.
- The group called for more neighborhood-adjacent commercial nodes.
- The group agreed that vacant parking is a waste and should be redeveloped.
- The group generally felt the City's parking requirements are excessive.

Small & Minority Business Forum at Centric Place

On July 23, 2023, a final focus group was held at Centric Place, with a focus on minority business owners. The group echoed some of what was heard in other focus groups, but also discussed the need to recognize sub-communities in a diverse community and recognize what they can bring to the wider community. For instance, minority food and culture can begin to fill some of the gap in destinations and dining. The need for more outreach by the City and guidance through development processes was raised; it was noted that minority entrepreneurs often do not know where to get started.



Online Platform: Non-Motorized Survey and Special Planning Areas

An online survey was run in late summer and early fall of 2023, requesting opinions on non-motorized transportation and the special planning areas identified in this plan.

55 respondents answered questions about non-motorized transportation.

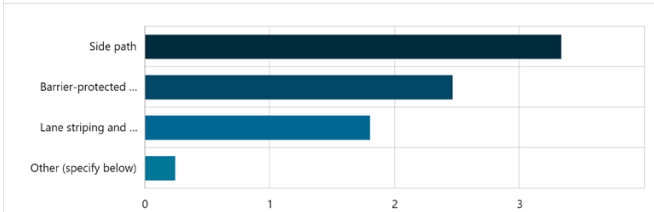
- 64.58% supported enhanced non-motorized paths.
- 54.35% supported more bike lanes.
- 67.39% supported integrating non-motorized transportation with future development.
- Side path or barrier-protected bike lanes were preferred options; in general, all input related to non-motorized transportation across all platforms and opportunities indicated a preference for separate facilities.

Each special planning area received several comments. Most responses were to the 13 Mile/Middlebelt residential planning area, with many residents specifically opposing the then-open (since withdrawn) PUD application for this location.

- Across all residential special planning areas, there was general support for residential development, with an emphasis on preservation of natural features through clustering or a limitation on the number of units.
- Some respondents called for City acquisition of a few of these sites for recreation. The site where respondents most consistently felt that natural areas should be largely preserved was the study area at Inkster and 10 Mile Road.

6. Studies have shown that having a barrier or significant distance between moving vehicles and bicyclists within a biking facility supports even casual bikers to feel more comfortable biking in an area. Which types of facilities are best to accomplish this separation in Farmington Hills? Please rank the following types in order of preference by dragging each option you would like to rank to the right column and moving options in order of preference with the highest at the top, and the lowest at the bottom. You may leave options in the left column if you have no preference or additional suggestions (e.g., "Other").

Ranking | Skipped: 9 | Answered: 54 (85.7%)



	1	2	3	4	Count	Score	Avg Rank
Side path	68.63% 35	15.69% 8	15.69% 8	0% 0	51	3.33	1.47
Barrier-protected bike lane	30.23% 13	51.16% 22	16.28% 7	2.33% 1	43	2.46	1.91
Lane striping and vertical delineator posts	12.82% 5	25.64% 10	58.97% 23	2.56% 1	39	1.80	2.51
Other (specify below)	16.67% 1	33.33% 2	0% 0	50.00% 3	6	0.24	2.83

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total "Count" of the choice.

- Across the non-residential study areas, support for mixed use redevelopment was voiced for the 12 Mile Mixed Use area, Grand River Corridor, and the 14 Mile Mixed Use area.

November 16, 2023: Open House at The HAWK

An open house was held at The HAWK on November 16, 2023. This was set up in the atrium, and could be visited by anyone throughout the day, though a two-hour evening window was also advertised. Seniors, members of the Economic Development Corporation, forum participants, and others were invited to group their visits at certain times of day but were also welcome at other times. The purpose of the open house was to present the ideas the Planning Commission had been developing and discussing during the Master Plan process. Attendance was strong, and a handful of responses were also received via the online companion to the open house.

Sustainability and Resiliency

- Respondents touched on the environmental aspects of sustainability, but also addressed social sustainability, which is typically less recognized by members of the public.
- Specifically, several people from the southeastern portion of the City noted the need for community building in that area, which generally has greater economic need than the rest of the City.
- Otherwise, there were calls for reduced consumption and increased recycling (including commercial recycling—many businesses do not currently recycle), composting, and preserving open land and trees. It was also noted that the prolific local deer population causes problems and may be hurting local ecology. Some housing feedback encouraged promotion of residential solar energy.

Transportation

- In general, there was strong support for increasing non-motorized connections throughout the City. However, many people noted that simply providing facilities isn't necessarily enough. They have to be facilities that feel safe for users. General calls for separate bike paths rather than on-street lanes, for instance. Crosswalks need to be improved at many major intersections, and these generally do not feel safe today. Wayfinding systems would be helpful as a complement to these facilities and could also help drivers if done correctly.

Other notes included the need to account for the disabled in these facilities and that transit should be strengthened (transit was noted in several other places as well).

Housing

- Comments received here covered a spectrum from resistance to more apartments and rental units to calls for greater flexibility in what can be built. There was a balance of support for including residential in the mixed-use study areas, especially if it drove greater attainability. Several comments encouraged permitting office-to-residential conversions. Several comments said height limits could be increased to allow more housing projects. Comments opposed to new multi-family centered on a perception that there is already enough/too much in the City.
- Many respondents also noted the need for existing housing to be updated (with support if possible), and that the need for senior housing is increasing. Accessory dwelling units got some support to provide multi-generational housing. Workforce housing and attainable housing were widely supported.

Public Art

- Broadly, attendees were strongly in support of more art and landmarks around the City. People noted that their favorite places generally have a lot of it, and it is a big part of making a place memorable. The need to maintain public art was pointed out by several people; it was also noted that landscaping can be used for these purposes, alone or in conjunction with art pieces.





Residential Special Planning Areas

- As expected, the 13 Mile area north of Holly Hill Farms attracted the most comments, generally requesting consultation with the residents if something is to be built there; this reflected resident concerns over a then-recent PUD proposal for a portion of this special planning area.
- For planning areas on busier roads, some respondents did encourage greater flexibility in terms of the type of units that could be built there, though feedback did state that the scale should be kept down in less busy areas, and on 13 Mile.

Mixed Use Special Planning Areas

- There was strong support for mixed use projects, especially in the 12 Mile Mixed Use, 14 Mile Mixed Use, and Grand River Corridor special planning areas. Turning M-5 into a boulevard received supportive remarks (in contrast to feedback received from the earlier online platform), as did simplifying the interchange with Grand River. Food trucks and other pop-ups were mentioned several times to jump-start activity with low overhead. The familiar refrain of needing more distinctive places and things to do was prominent in this feedback.

Other

- Though this is not a recreation plan, a large number of people attended the morning session to express concerns about the Costick Center, specifically that it remains open into the future as a complementary facility to the HAWK, rather than being consolidated with the other facility.

Other Staff Outreach

Outreach Opportunity	Date	Location	Summary (see endnotes for additional details)
Grand River Corridor Improvement Authority (CIA)	June 1, 2023	Jon Grant Community Center	Presentation by staff/discussion ¹
Economic Development Corporation (EDC)	June 1, 2023 & August 16, 2023	Jon Grant Community Center & City Hall	Presentation by staff/discussion ²
CARES	June 1, 2023	Jon Grant Community Center	Presentation by staff/discussion ³
City of Farmington Pathways Committee	June 14, 2023	Farmington City Hall	Presentation by staff/discussion ⁴
Commission on Children, Youth & Families	September 7, 2023	City Hall	Presentation by staff/discussion ⁵
Council of Homeowner Associations (COHA)			Provided flyer for distribution to membership
Beautification Commission	September 26, 2023	City Hall	Presentation by staff/discussion ⁶
Farmington Area Interfaith Association			Provided flyer for distribution to membership
Farmington Area PTA Council			
Historic District Commission (HDC)	September 13, 2023	City Hall	Discussion among commissioners ⁷
Citywide Open House	October 8, 2023	City Hall Campus	Informational table/flyers with staff ⁸
50th Anniversary Celebration	July 6, 2023	Heritage Park	Informational table/flyers with staff ⁹

¹ Planning staff and Economic Development Director opened a discussion on possibilities for the Grand River Corridor and its surrounding areas. There was some skepticism toward mixed-use and modernization due to the shallow lots along Grand River Avenue.

² Planning staff and planning consultant attended the August Economic Development Corporation to report on Master Plan Update. The Economic Development Director added that the City also benefits from connections to resources that could help businesses. She also stated that the City has a Tax Increment Finance district called the Grand River Corridor Improvement Authority which acts as a tool for

redevelopment. Members of the EDC noted that the City is deliberate with economic development, there are safe neighborhoods, Farmington Hills is centrally located, there is a diverse, international community, and good public utilities.

- To have an invested interest in not only manufacturing, but a serious interest in retail, office, and other commercial industries would help create a better economy.
- The need to evaluate drive-throughs throughout the community. It was discussed that they may be appropriate in some locations while they might be unwelcome in others due to the amount of vehicle traffic and stacking.

³ CARES did a presentation during the CIA meeting on a vision for their site. After the Outreach presentation, CARES suggested providing more resources for the community along the Grand River Corridor and the neighborhoods around the CARES facility and hospital.

⁴ Presentation staff to eight committee members. The presentation was a summary of the Master Plan for Future Land Use efforts and an invitation for the committee members to give input especially on the non-motorized transportation portion. This input is particularly useful as Farmington Hills surrounds Farmington and cooperation on this will be key. The Pathways committee members forwarded their list of priority projects focusing on border areas. Key locations include the following:

- Nine Mile through both communities
- M-5 overpass pedestrian bridge (Farmington Hills)
- Heritage Park connection
- Shiawassee and Gill Roads
- Safe Routes to School
- Expansion of the Riverwalk pathway to Whitlock

⁵ After a 16-person meeting, the Commission made the following suggestions for the upcoming draft of the Master Plan:

- Support for additional housing projects for families.
- Support for plans that improve public transportation.
- Support for more greenspace and parks.
- Support for more walking and biking pathways and improved safety for current paths.
- Support for climate resiliency projects.
- Support for redesigning to decrease presence of surface parking lots.

⁶ Planning staff handed out flyers about the Master Plan. Members commented on current Planning Commission items. The majority of the members gave their input via the online survey or the previous in-person open houses.

- More trash cans.
- Requiring businesses to keep their facades clean.
- Concerns over traffic on the Mile Roads.
- Concerns on the number of rentals (apartments) in the City

⁷ The Historic District Commission offered the following suggestions for the Master Plan:

- Maintain existing tree cover and plan for increasing “forested” areas.
- Repairs and replacements for historic district buildings and City buildings will utilize sustainable materials and methods, follow the recommendations of the EPA, and be mindful of the impact on the environment.
- The Master Plan must recognize the historic fabric of the City and, through zoning, protect the historic resources from encroachment by huge footprint developments, whether from commercial or residential development.
- A buffer zone should be considered around historic properties, green spaces, and timber coverages.
- Historic Preservation, as managed through the Historic District Commission and the Historical Commission, will be included in the Master Plan as a viable, community asset to embrace the past of Farmington Hills as well as its future.
- The Commission will recognize additional properties for their architectural and historic value and work toward designation of new historic districts in the community.

⁸ A table was set up to interact with attendees to discuss the Master Plan for Future Land Use and make flyers available to encourage participation with the online platform. Staff interacted with about 30-40 residents.

⁹ A table was set up to introduce attendees to the Master Plan for Future Land Use and make available flyers to encourage online participation. Staff interacted with about 40 residents.



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05

FUTURE LAND USE



Land Use Plan

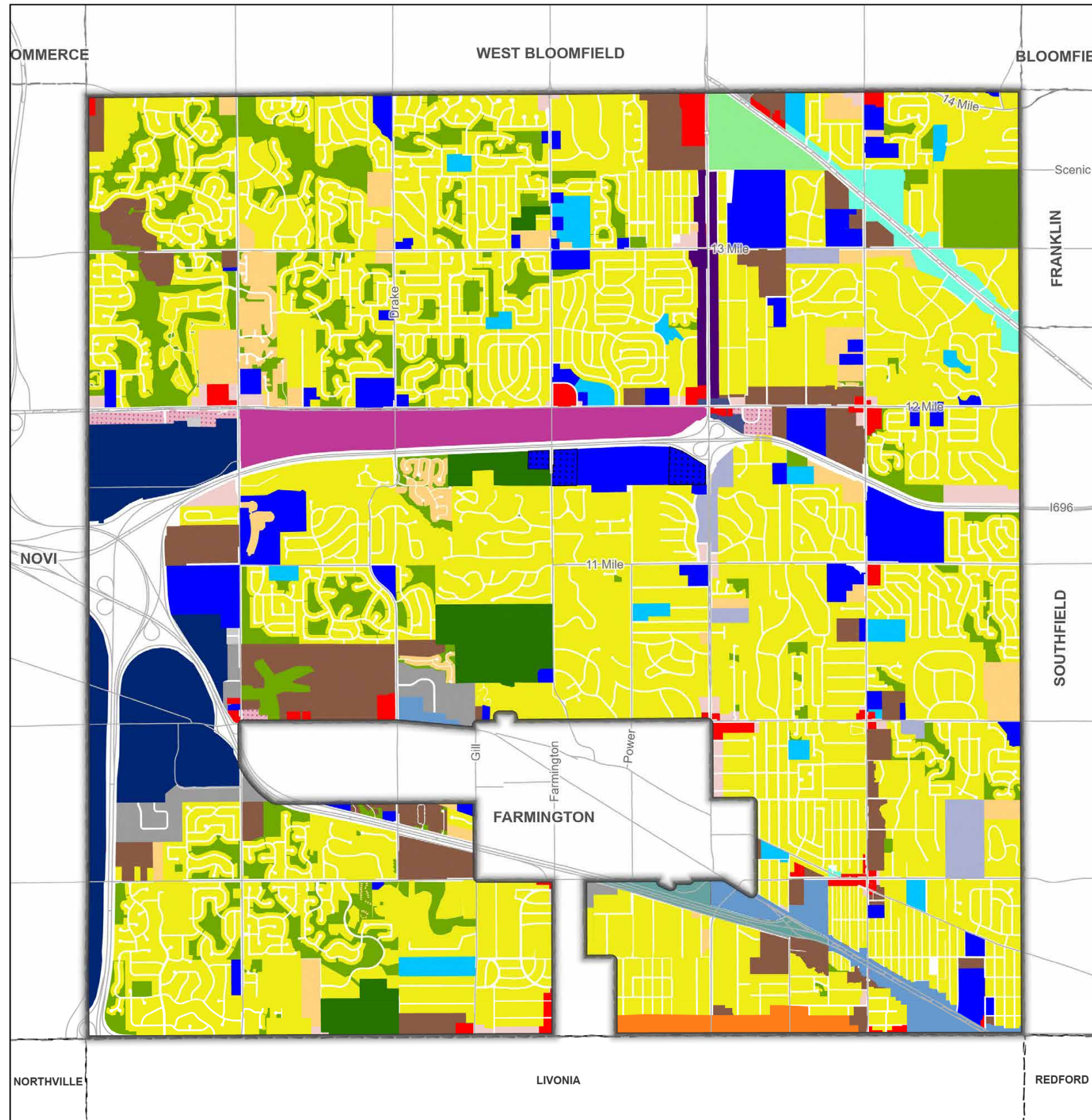
What is a Future Land Use Map?

The Future Land Use Map identifies areas of the City that are planned for certain uses. A future land use map is NOT a zoning map, nor does it change the zoning of any property. Rather, it establishes a policy basis for the Zoning Map and the Zoning Ordinance, which translate planning into a full regulatory framework. As Farmington Hills is a largely developed community, many of these categories reflect development that has already occurred and is not

anticipated to substantially change in terms of land use in the near future.

It is also important to consider that the boundaries of future land use areas on the map are meant to be generalized and do not necessarily represent specific properties. This is a key distinction to make when the City is asked to consider future requests for rezoning.





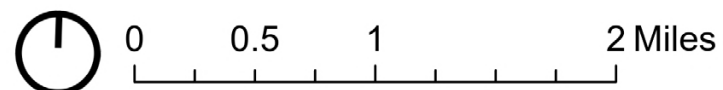
2024 Future Land Use Plan

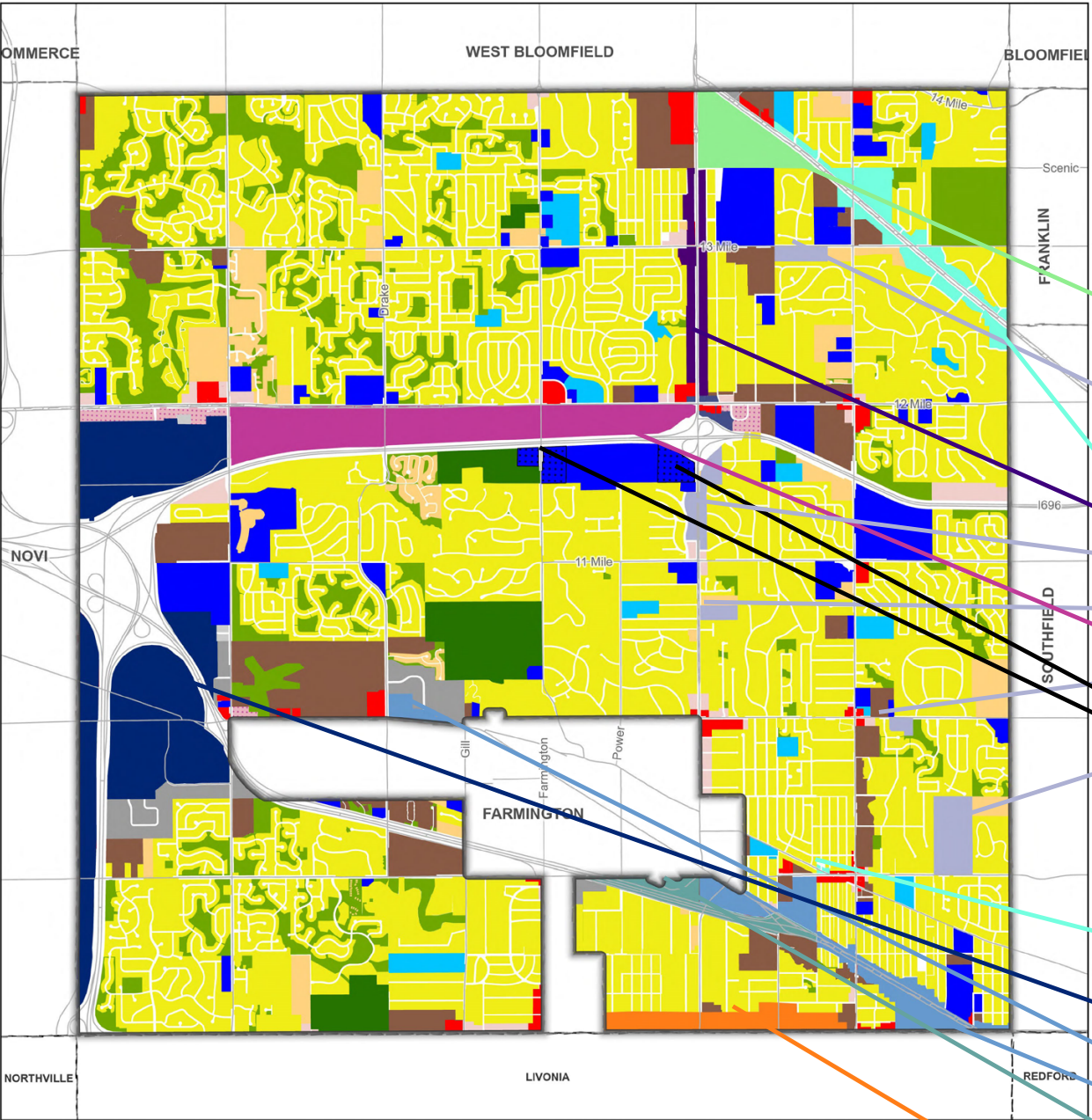
The Future Land Use Map, along with the entire Master Plan document, is a policy guide for local land use decisions. The boundaries reflected on the map are general and are not intended to indicate precise size, shape, dimensions or individual parcels. In addition, where the Future Land Use Map and the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

- | | |
|---------------------------|-----------------------|
| Single-Family Residential | Commercial |
| Single-Family Cluster | Expressway Service |
| Multi-Family Residential | Small Office |
| 12 Mile Mixed Use | Large Office |
| 14 Mile Mixed Use | Industrial-Research |
| Grand River Corridor | Industrial |
| Flex Residential | Private Recreation |
| Flex Residential/Office | Park |
| Flex Overlay | School |
| 8 Mile Industrial | Institutional |
| Orchard Lake Rd Corridor | Freeway Redevelopment |
| M-5 | |

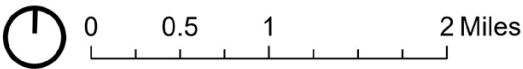
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Data Source: Future Land Use: Farmington Hills. Roads: Access Oakland 2022. Map Exported: May 02, 2024. ©2024 Giffels Webster.





Data Source: Future Land Use: Farmington Hills. Roads: Access Oakland 2022. Map Exported: May 02, 2024. ©2024 Giffels Webster.



- | | |
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| Flex Overlay | School |
| 8 Mile Industrial | Institutional |
| Orchard Lake Rd Corridor | Freeway Redevelopment |
| M-5 | |

How has the Future Land Use Plan changed from 2009?

In the 2009 plan, special study areas were not reflected on the Future Land Use Map, and several new categories have been developed. Geographically, much of the map has not changed; this is partly due to the build-out of the City, but also reflects that fact that fully half the City is given over to single-family uses. Additionally, some change to categories that reflect earlier planning is called for in the text describing each future land use category.

Mixed Use Zoning. In general, Farmington Hills has only planned for mixed use zoning in a limited way, and the City does not have mixed use zoning at present, though the Grand River Overlay does permit some mixing of uses. Some allowances for multi-family and senior housing uses have been made in certain otherwise non-residential districts. Generally, a planned unit development has historically been necessary to achieve a mixed use project in Farmington Hills. This plan calls for several districts that would permit mixed uses by right.

14 Mile Mixed Use. This new future land use category covers a 126 acres and is one of the designations that provides for greater mixing of uses.

Flex Residential. Several Residential Special Planning Areas have been re-classified.

Orchard Lake Corridor. The previous Orchard Lake Corridor study area has been combined into a single Special Planning Area.

12 Mile Mixed Use. This new future land use category covers 450 acres and is another designation that provides for greater mixing of uses.

Flex Overlay. Provides flexibility in these areas in the event of future redevelopment/ attempts to diversify OCC campus development.

Flex Residential/Office. Allows for a mix of uses in areas with development challenges, or where current uses have experienced high vacancy.

Freeway Redevelopment. The Freeway Redevelopment areas are now represented as a future land use category.

Grand River Corridor. Unifies the corridor as a mixed-use use area and, importantly as a district, rather than a patchwork of districts to be overlaid.

M-5. Gives the City a path if this freeway were ever re-imagined, as well as a policy basis for pushing to have it re-imagined.

8 Mile Industrial. Applies this area to the FLU map as a future land use category in order to support changes to regulations.



Category Descriptions

Descriptions of each future land use category follow. A large area of the City remains planned for single-family residential development. To see how this breaks down in terms of equivalent zoning districts, see the Residential Density Map.

Single-Family Residential

The Single-Family Residential category covers land that is planned to remain primarily in single-family development. It is the largest category by land, covering fully half the City.

Single-Family Cluster

This category reflects both existing cluster development and areas of existing single-family development where clustering offers the potential to allow for redevelopment while preserving the open space that characterizes these areas.

Multi-Family Residential

The Multi-Family designation reflects existing multi-family development, as well as areas where new multi-family development, including senior housing, is considered desirable. While the City's Zoning Ordinance currently includes three multi-family districts, the addition of a fourth district permitting an additional level of density and building height is recommended, especially in areas where there is limited adjacency to single-family neighborhoods.

Flex Overlay

This flexible overlay is intended to provide the City with the ability to respond to the potential for future development at the east and west ends of the Oakland Community College Campus, should the college opt to propose something beyond educational facilities at some point in the future; the category also takes in the quasi-public use abutting I-696 on the west side of Farmington Road as a potential extension, given that it is isolated from other uses by Woodland Hills Nature Park. Uses may include student-oriented housing, small commercial, or a mix of the two, in addition to educational facilities.

Flex Residential

The Flex Residential category is intended to acknowledge the challenging nature of redevelopment on the designated land and allow for a variety of approaches to future residential projects. Such approaches may include clustering of detached or attached units, constructing units in a townhome, rowhouse, or cottage court format, duplexes, triplexes, or quadplexes in either side-by-side or stacked arrangements, with a height of one to three stories. In all cases, density beyond that permitted in the current zoning district should be tied to the provision of preserved



open space, and especially natural buffers to adjacent, established neighborhoods. For more detail on the sites in the City that are identified for this category, see Special Residential Planning Areas in the following chapter.

Flex Residential/Office

The Flex Residential/Office category expands on the Flex Residential category to also permit small office uses and appropriate small-scale commercial uses, either alone on a parcel or in combination with residential uses. Two areas are designated Flex Residential/Office on the plan: a small area at the intersection of Shiawassee and 9 Mile Road, and a portion of the Northwestern Highway corridor.

12 Mile Mixed Use

The 12 Mile Mixed Use area is today dominated by large office development, and is addressed as a Special Planning Area elsewhere in this plan. This classification is intended to encourage the long-term redevelopment and infill development of the area with a greater mix of uses, including retail, restaurants, and personal services, entertainment, attached and multi-family residential (as stand-alone infill development, in the form of office conversions, or as part of mixed-use projects. Building heights may be increased in this area without significant impacts on nearby single-family neighborhoods due to

the separation of the area from this development by large roads and freeways, and its relatively low-lying elevation. Large office buildings are expected to remain as major land uses in this area. Development should be planned with connections to neighboring uses in mind and focused on providing walkable environments where the convenience needs of residents and workers can be met without the need to drive for every trip.

14 Mile Mixed Use

This area is currently developed with a mix of uses, including large-scale commercial, some of it unoccupied, and a single-family neighborhood that has gradually declined and is now majority vacant. This is a Special Planning Area, and is addressed in greater detail in that chapter. Redevelopment in this area may include increased building heights, and should be in the character of a mixed-use, walkable neighborhood, ideally with a central park or plaza providing a gathering point for community events. Residential uses may occur above retail, office, and personal service uses, or as stand-alone multi-family or attached housing. Entertainment uses, public art, galleries and artisan spaces, specialty and boutique commercial, and outdoor dining areas are encouraged.



Grand River Corridor

The Grand River Corridor is a Special Planning Area that includes many legacy commercial uses on lots with a very wide variety of depths. This lack of uniformity in lot depth makes uniformity in redevelopment challenging. Evolving the zoning in this area from a patchwork of commercial designations with an overlay to between one and three form-based character districts could help guide redevelopment by establishing one set of regulations for the area rather than overlapping regulations, some of which are optional. In general, both commercial and multi-family uses should be part of the mix in this district, with buildings set near the road and access to rear yard parking off the side streets. Height limits set forth in the Grand River Corridor Overlay 1 should be carried forward to provide flexibility for potential applicants.

M-5

The M-5 Special Planning Area covers the land currently occupied by the grade-separated M-5 freeway, and its interchange with Grand River Avenue. The M-5 freeway is paralleled by Folsom and Freedom Roads, whose right-of-way is also included in this planning area. The right-of-way occupies a great deal of land, but this section of M-5 has fairly low traffic volumes for a freeway, with average annual daily traffic volumes of 13,200 for westbound traffic and

14,900 for east-bound traffic (a total of 28,100). These volumes are similar to other stretches of major surface roads in the City, including portions of 12 Mile, Grand River, and Orchard Lake Road; volumes are also much higher on the portions of M-5 north and west of Farmington. This category envisions that if this freeway and its frontage roads were ever converted from a grade-separated freeway and interchange to a surface boulevard, the land recovered from the roadway could be used for mixed commercial and multi-family residential, with an emphasis on providing places to live in close proximity to small-scale convenience or boutique shops and personal service establishments.

Orchard Lake Rd Corridor

The Orchard Lake Road corridor between 12 Mile and 13 and a half-mile is one of Farmington Hills' principal commercial arteries. There is generally good cross-connection between sites. This future land use category, which is explored in further detail as a Special Planning Area, speaks primarily to design and providing greater flexibility in the future. The City should consider the adoption of design and/or materials standards for buildings in the corridor, as well as permitting buildings to move closer to the street or, where present, marginal access drives. Multi-family uses may be appropriate at the north end of the corridor and the office-zoned portions of the southern end, either as redevelopment or conversions of existing office buildings.



Freeway Redevelopment

The Freeway Redevelopment category builds on the overlay zoning currently in place in this area and considers the evolution of those overlays into districts where a greater diversity of non-residential uses is permitted on a per-parcel basis, and development is regulated on the basis of form. See the Special Planning Areas for more information.

Commercial

This category is analogous to the B-1, B-2, B-3, and B-4 districts and reflects the City's commercial development. As these properties redevelop over time, the City should have in place design and/or materials standards to improve the overall appearance and durability of commercial buildings.

Expressway Service

This category supports commercial uses specifically oriented toward serving the needs of people using the adjacent freeways, consistent with the ES district; small concentrations are located at exits from both I-696 and M-5.



Small Office

The small office category supports the continued use of land for medical and administrative offices at a small scale. The City may consider consolidating the OS-1, OS-2, and OS-3 districts, with dimensional standards drawn from the OS-1 district, and permitting additional versatility in uses, such as personal service establishments that could serve the needs of nearby workers and residents. Design and/or materials standards should be considered for these areas to support aesthetic quality and durability.

Large Office

The Large Office category is located in the 12 Mile and Haggerty corridors and supports the continued use of land for large offices such as corporate headquarters, consistent with the OS-4 district. Design and/or materials standards should be considered for these areas to support aesthetic quality and durability.

Industrial-Research

These areas are planned for combined large office, research and industrial uses, consistent with the LI-1 and IRO districts. The majority of industrial development is in industrial parks, though industrial development in the 8 Mile Road corridor is generally located on stand-alone sites.



8 Mile Industrial

This area is addressed as a Special Planning Area. Special planning for this area is primarily related to aesthetics and site design, and it is not distinct from other industrial areas in terms of use.

Private Recreation

Private Recreation areas are areas established within subdivisions as dedicated open spaces.

Park

Parks are public parks.

Institutional

The Institutional category includes community facilities such as City Hall, the Farmington Community Library, the HAWK, and others, as well as quasi-public uses that are privately controlled, but serve a community function, including religious institutions, hospitals, and community service organizations. The category also includes schools. In the event that an institutional use ceases operations, redevelopment of that property should generally occur in line with the underlying zoning of the land. However, where the property is located at the intersection of two thoroughfares, the Flex Residential classification should apply to potential redevelopment.

Future Land Use Category	Acres	%
12 Mile Mixed Use	450.07	2.34%
14 Mile Mixed Use	137.67	0.72%
Commercial ¹	235.84	1.23%
Expressway Service ²	13.43	0.07%
Flex Residential	124.76	0.65%
Flex Residential/Office	199.25	1.04%
Grand River Corridor	222.25	1.15%
Industrial ³	356.56	1.85%
Industrial-Research ⁴	126.29	0.66%
Institutional	1,067.79	5.55%
Large Office ⁵	77.60	0.40%
M-5	91.82	0.48%
Flex Overlay	62.35	0.32%
Orchard Lake Rd Corridor	101.35	0.53%
8 Mile Industrial	126.37	0.66%
Freeway Redevelopment	869.75	4.52%
Multi-Family Residential ⁶	1,163.68	6.05%
Park	396.24	2.06%
Private Recreation	2,399.59	12.47%
School	269.85	1.40%
Single-Family Cluster	597.77	3.11%
Single-Family Residential	9,981.73	51.85%
Small Office ⁷	177.38	0.92%
	19,249.37	100.00%

Future Land Use Overlay	Acres
Flex Overlay	63.35
Orchard Lake Rd Corridor	97.97
8 Mile Industrial	126.37

¹ 371.32 acres of existing commercial land is included in Orchard Lake Road Corridor, Grand River Corridor, 14 Mile Mixed Use, 8 Mile Industrial, Freeway Redevelopment, and other new future land use categories.

² 27.86 acres of existing Expressway Service are included in the Freeway Redevelopment category.

³ 266.77 acres of existing Industrial land are included in the Freeway Redevelopment and 8 Mile Industrial categories.

⁴ 167.31 acres of existing Industrial-Research land are included in the Freeway Redevelopment category.

⁵ 378.13 acres of existing Large Office are included in other categories, primarily the 12 Mile Mixed Use category.

⁶ 126.75 acres of existing Multi-Family are included in other categories.

⁷ 220.89 acres of existing Small Office land is included in other categories, much of it in the Flex Residential/Office category.

Form-Based Zoning

The Farmington Hills Zoning Ordinance is today primarily based on the division of the City into districts focused on narrow sets of uses rather than the creation of districts with a distinct look and feel based on their geography and the building form of the area.

This plan calls for a transition away from this approach, at least in the non-single-family districts, and toward an approach more focused on the form of buildings and site design and their relationships to the public realm, such as street rights-of-way. The purpose is to drive development in a direction that creates districts with a greater sense of identity, rather than a set of disjointed sites that may have very different zoning from site to site.



Parking and Future Land Use in Farmington Hills

As a suburb that developed primarily in the second half of the 20th century, Farmington Hills has always needed to plan for the automobile. One effect of auto-oriented development has been the creation of many very large parking lots, which are often the primary thing people see when driving by a large office or commercial development. The City's own parking requirements bear some responsibility for the over-paving of many sites, especially in industrial or office-dominated areas.

While it must be acknowledged that the automobile will continue to be the primary means by which commutes and other trips are made in Farmington Hills for the foreseeable future, it must also be acknowledged that large amounts of land in the City are devoted to parking lots that are rarely fully utilized, if ever; these same lots are empty the majority of the time. The City should on a continuing basis review its parking requirements to ensure that it is not driving over-construction of private parking lots. Moving toward a more market-based approach to determining how much parking should be required for a given use, allowing greater flexibility to waive or defer parking at the time of site plan review, and seeking greater sharing of parking by complementary uses all offer ways to reduce the amount of parking provided on a site to that which is actually needed for activity occurring on the site. This, in turn, could free up land currently devoted to underutilized parking for other uses.





Design Standards

Farmington Hills has not historically had zoning standards governing the materials or appearance of non-residential buildings. This plan recommends the adoption of basic standards for building appearance that support durability without being architecturally prescriptive. Standards must be written in a manner that is open to changes in material and technology, and may include incentives as well as requirements.

Planned Unit Development

Planned Unit Development is a tool provided for in Michigan law that provides to developers greater flexibility in development regulations in exchange for public benefits and quality or character of development not achievable through conventional zoning. Planned unit developments (PUDs) have been heavily utilized in the City to achieve a very wide variety of development goals. Uses have included everything from multi-family residential and senior housing to self-storage.

In general, the heavy use of the PUD in Farmington Hills indicates that some existing regulations may not be in line with market demand, particularly with regard to multi-family development, where the City's densest district permits only fairly low density. The City has also had difficulty tying PUDs to substantial public benefits because of the way the PUD qualification language is written. The City should review its PUD language and amend it to focus qualification more firmly on public benefits, promoting the City's larger goals of preserving open space, advancing placemaking through public art and amenities, encouraging low impact design, providing transit shelters, and creating usable shared spaces.

Redevelopment Sites

Farmington Hills is engaged in the Michigan Economic Development Corporation's Redevelopment Ready Communities (RRC) program. As the City works toward Redevelopment Ready certification, it should prepare to identify Redevelopment Ready Sites that it can work with the MEDC to market for redevelopment.

To guide site selection, the City should consider the following criteria:

1. **Special Planning Areas.** Any site falling within a special planning area in this Master Plan should be considered a priority for selection.
2. **Site Availability.** Priority should be given to sites under City control, sites that are clearly for sale, and sites where the City has determined the owner to be a willing seller or participant in the redevelopment process. In all cases where the property is privately owned, the City should seek partnership with the land owner for the marketing of the property.
3. **Site Size.** Large sites where redevelopment would be most impactful should be prioritized over smaller sites with more limited potential.
4. **Single Ownership or Ability to Assemble.** Property under single ownership should be prioritized over property with multiple owners. Where property in multiple ownership is considered, the City should confirm the willingness of each owner to participate in the marketing of the property.
5. **Availability of Incentives/Funding.** Sites where additional outside funding may be available, and where mitigation of past contamination may be accomplished through redevelopment, should receive additional priority. Brownfield funding can be pursued as part of the effort to market and redevelop the site.
6. **Tax Increment Financing.** Sites falling within the Grand River Corridor tax increment financing (TIF) district should receive special attention, as their redevelopment would advance the goals of the TIF district.
7. **Occupation Status of Site.** Sites not in active use should be prioritized over sites with active users. Fully vacant sites also offer lower barriers to redevelopment.

Drive-Throughs

Demand for drive-through facilities has grown considerably since 2020 across many uses, but especially for fast food establishments. However, drive-throughs demand land for the drive-through lanes, are not conducive to pedestrian movement on a site, are associated with increased pollution from idling vehicles, and are designed to move people through a site without leaving their cars. As such, drive-throughs are not appropriate for areas where this plan places an emphasis on placemaking. Careful consideration should be given to locations that can best accommodate these and other auto-oriented uses.



Residential Density

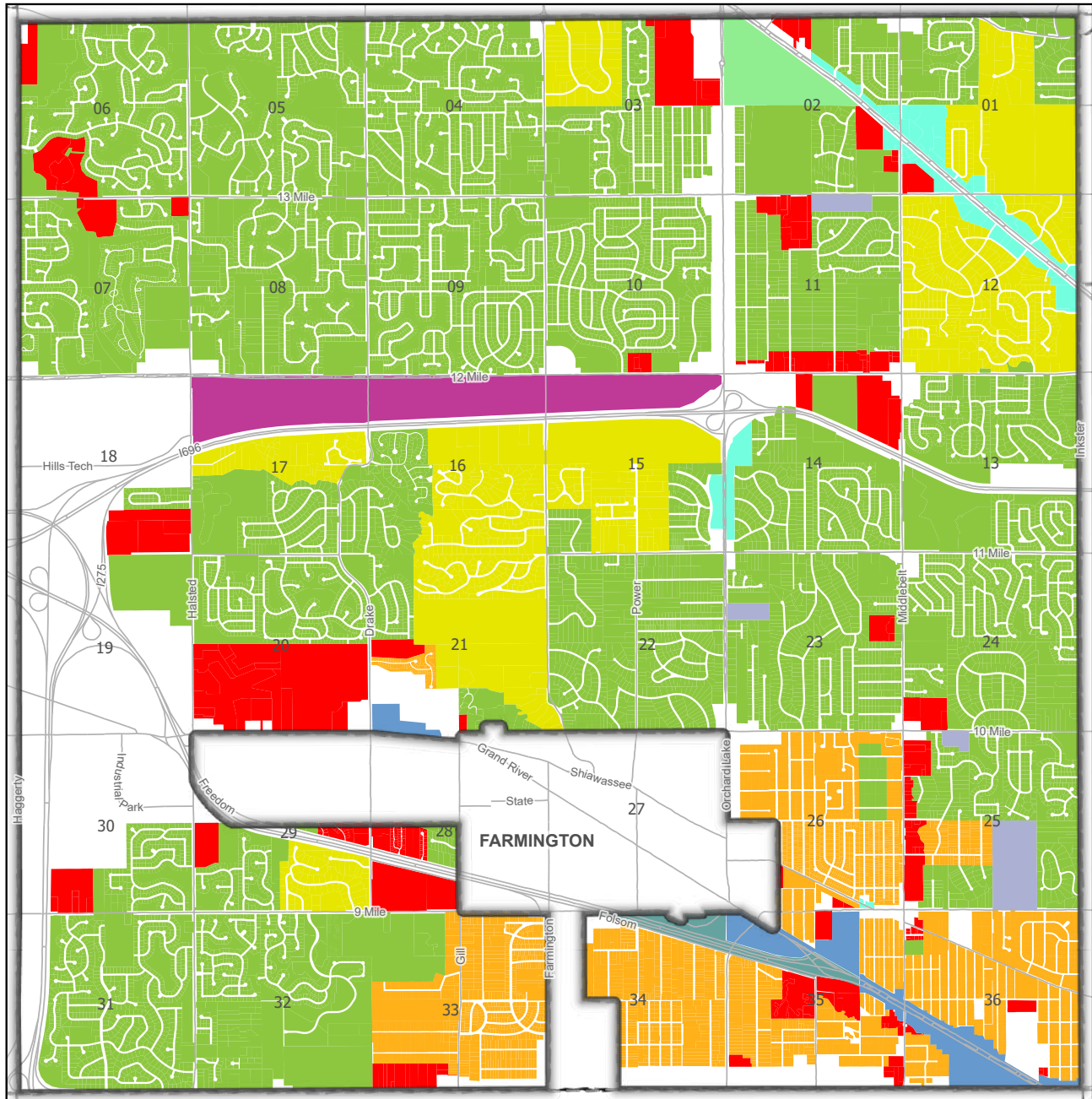
The Residential Density Map illustrates planned residential densities across the City. The four primary categories, Low, Low-Medium, Medium, and High, correspond to existing zoning districts as follows:

- High Density – Multi-Family (RC) 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

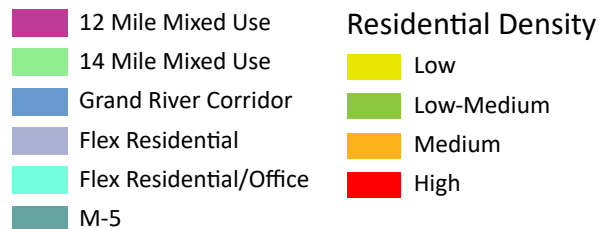
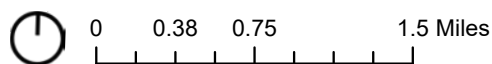
The one-family cluster option should be available in all residential districts.

Other categories on the map correspond to special planning areas and other areas that have changed on the Future Land Use Map. In the Flex Residential and Flex Residential/Office areas, permitted densities should generally correspond with RA-4 district, but may be increased to RC-1 densities where a third or more of the site is preserved and setbacks of 100 feet or more are preserved to adjacent neighborhoods. In the Northwestern Highway corridor, densities for conversions of office to residential shall be determined by the constraints of the site when the provision of required parking and landscaping is considered. In the 12 Mile Mixed Use, 14 Mile Mixed Use, Grand River Corridor, and M-5 special planning areas, densities shall be determined by the constraints of the site when required parking and landscaping are provided.

MAP 11.17:
RESIDENTIAL DENSITY MAP



Data Source: Residential Density: Farmington Hills. Roads: Access Oakland 2022. Map Exported: March 01, 2024. ©2024 Giffels Webster.



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06

SPECIAL PLANNING AREAS





Quality Redevelopment

Enhance development and redevelopment in key areas of the City, including Orchard Lake Road, Grand River, 12 Mile Road and 14 Mile/Northwestern Highway. Encourage a mix of residential and commercial uses to fill in empty parking lots, creating new building forms and site designs that are walkable, made of high-quality design and materials, and that utilize low-impact development techniques. Incorporate usable outdoor spaces that support a variety of activities and tap into redevelopment financing tools, including the Grand River Corridor Improvement Authority.



Making Places that Matter

Strengthen the identity of the City by encouraging more activities and destinations that are available year-round, focusing on Orchard Lake Road between 12 and 14 Mile Roads and along 12 Mile Road, between Farmington Road and Halsted Road. Add central plazas with flexible seating that supports opportunities for dining, public gatherings, and events, with character-defining elements, such as street furnishings, to reinforce a sense of place.

Mixed Use and Non-Residential Special Planning Areas

This plan identifies special planning areas in major corridors of the City where redevelopment can be used as a driver of future vitality, creating the types of places where people want to live and spend time.

Flexibility is Key.

The Zoning Ordinance identifies lists of permitted uses based on the zoning district assigned to properties. In the past, that has limited options, but today, there is generally less concern with specific uses being appropriate or not appropriate - zoning standards can focus on potential negative impacts like noise, traffic, lighting, etc. and permit a wider variety in uses so long as the form of development is appropriate for the location. Allowing a greater mix of uses can also make redevelopment projects more financially feasible and encourage more investment in areas that would benefit from that. By allowing for a wider range of uses, developers can create more mixed-use projects that are more attractive to businesses and residents. This can help to revitalize a corridor and make it more vibrant and economically successful.

Creating Places to Go

Throughout the planning process, people have expressed the desire for more “places to go and things to do.” This is complemented by a desire for more walkability. The methods below can help transform these special planning areas into more vibrant places.

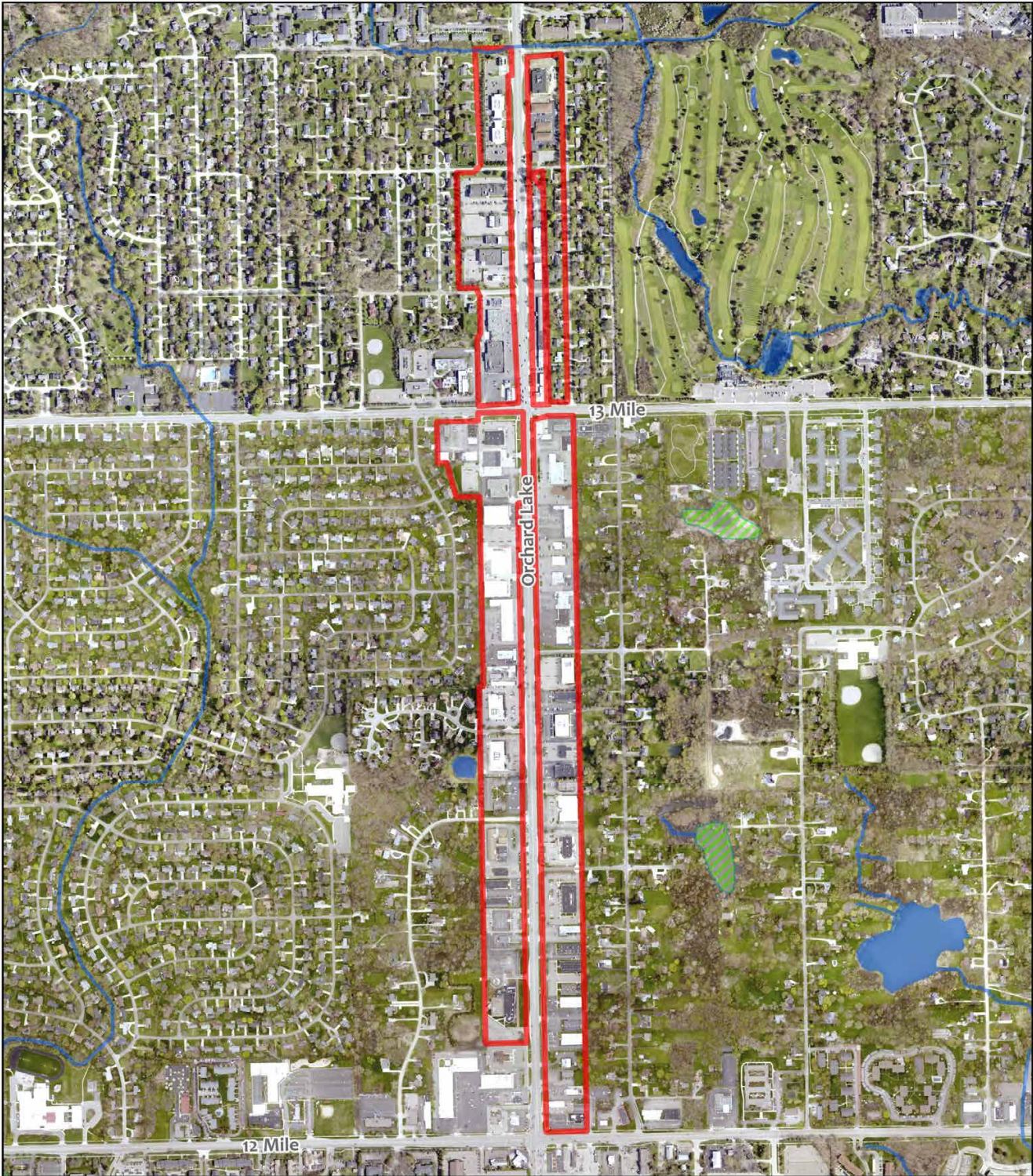
- Increase density: Adding more housing and businesses to already developed areas can make it more vibrant and interesting, and can also create a more economically vigorous place to do business. This can be done by redeveloping existing buildings or by building new ones.
- Create mixed-use developments: Mixed-use developments combine residential, commercial, and office uses. This can create a livelier atmosphere and facilitate walkability, and provide more opportunities for people to live, work, and shop in the same area.
- Improve pedestrian and bicycle infrastructure: Making it easier for people to walk and bike around an area can make it more attractive to residents and businesses. This can be done by adding sidewalks, bike lanes, and crosswalks, as well as by creating plazas and parks.
- Improve landscaping and streetscape: Making an area more attractive can encourage people to spend time there. This can be done by adding trees, landscaping, and public art, as well as by improving the lighting and signage.

Mixing Uses Vertically and Horizontally

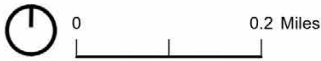
In traditional downtowns, individual buildings often have a mix of uses, with restaurants and shops on the ground level, and office and/or residential uses on upper floors. This leads to a very compact built environment. In suburban commercial corridors, a horizontal mix of uses (placing different uses next to each other on a site) can promote walkability and vibrancy when compatible uses are found side-by-side.

Growing and Supporting Entrepreneurs

Entrepreneurs are the driving force behind economic growth and innovation. They create new jobs, develop new products and services, and help to revitalize communities. Supporting entrepreneurs is therefore crucial for any community that wants to thrive. While new businesses could start anywhere in the community, there may be specific areas in which entrepreneurial activity can spur new investment in people and places.



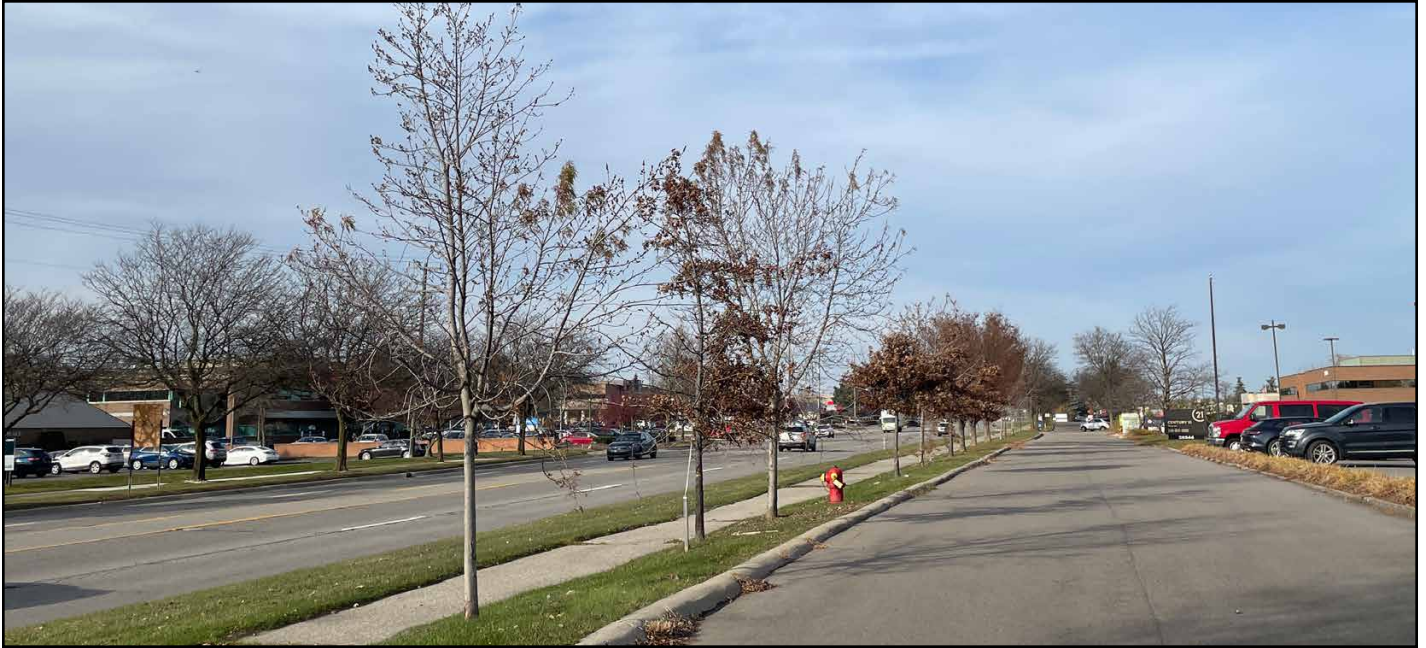
Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



- North Orchard Lake Corridor
- Wetlands
- Surface Water



SPECIAL PLANNING AREA
FARMINGTON HILLS



Orchard Lake Road: 12 Mile to 13 1/2 Mile

The northern Orchard Lake Road corridor is one of the City's principal commercial arteries, with a very wide range of commercial uses, and a patchwork of zoning districts that generally reflect existing uses at the time the zoning was created. Lots range widely in size, with very shallow depth on the east side of Orchard Lake Road north of 13 Mile Road. The corridor is anchored by the commercial concentration at Orchard Lake Road and 12 Mile Road at the south end. It extends north to another major commercial concentration just south of 14 Mile. This is a stable area, but numerous small-scale redevelopment, reuse, and renovation activities have occurred over time.

In the northern portion of the corridor, shallowness of the lots fronting on the east side of Orchard Lake Road is a challenge to any potential redevelopment; the City should consider the circumstances under which it would accept expansion into the neighboring residential area.

Recommendations:

1. Allow reuse and encourage renovation/redevelopment.
2. Focus on cross-access between businesses to improve travel on Orchard Lake Road, building on the current network that allows cars and people to easily move between sites safely without repeated exits/entrances off Orchard Lake Road.
3. Develop better design standards, landscaping; consider how landscaping standards might incentivize natural stormwater management.
4. Provide more flexibility for moving buildings up closer to Orchard Lake Road, with parking behind.
5. Consider residential under the right circumstances – in less commercially intense parts of the corridor; office-to-residential conversions may be appropriate in addition to full redevelopment with multi-family uses.
6. Make this area as friendly to people moving about outside of vehicles as it is to those driving to their destinations. The 8-foot pathway system is mostly complete between 12 Mile Road and 13 Mile Road; this can be used as a springboard for additional pedestrian and bicycle amenities.
7. Use placemaking strategies to create a unique identity for this portion of the Orchard Lake Road corridor. Consider how design standards, landscaping, setbacks, and public art could all be used to unify the area over time.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



- Northwestern Highway and 14 Mile Triangle
- Wetlands
- Surface Water



SPECIAL PLANNING AREA
FARMINGTON HILLS



14 Mile/Northwestern/Orchard Lake Road

This area is predominantly commercial and includes a variety of existing zoning districts and development, from large box stores to small commercial spaces, but at its heart is a residential neighborhood that has been in decline for many years; most parcels in this central area are vacant at this point. As commercial development has bitten into those old residential areas, only a handful of residences remain. A new apartment complex with structured parking has been approved at the north end of the site. There was once a conceptual PUD plan for the entire area, strictly oriented around big box commercial development. The east and west portions of the area are built around big box commercial, and the biggest box, Sam's Club, is now empty. The whole area occupies about 140 acres, though not all of this is likely to redevelop in the near future. The core area west of the former Sam's Club, comprising a little less than 30 acres, is the most likely near-term prospect for redevelopment.

Redevelopment in this area should be considered on the basis of creating a district that emphasizes residential uses, mixed with supporting commercial uses, and includes common spaces for gathering and/or recreation. A variety of housing types, including apartments, flats above retail, rowhouses, small-lot single-family housing, multiplexes, and others should be considered for the area.

Recommendations:

1. Allow for Adaptive reuse of existing structures and encourage renovation/redevelopment.
2. Encourage mixed uses.
3. The location is suitable for intensive development, starting with underutilized areas and expanding into Sam's site, other areas over time. A plan for large-scale redevelopment should include public spaces.
4. Additional height and density will have a lower impact on existing residential here than in most other areas of the City and should be permitted.
5. Consider an overlay or new district to catalyze redevelopment; planned unit development may also be considered with the right public benefits.
6. Focus on walkability and connections throughout the area and across nearby major roads to support restaurant and retail activities on the west side of Orchard Lake Road, as well as south and east of the area.
7. Enhance this area in a complementary way to West Bloomfield, north of this area.



14 Mile/Northwestern/Orchard Lake Road

The illustration to the left, and the small illustrations that accompany it, show a prospective layout and building types for redevelopment in this area, laying out neighborhood streets and connecting into the roundabout on Orchard Lake Road. Mixed housing, convenience commercial, and a public square could combine to create a highly distinctive neighborhood that provides a living style not currently available within Farmington Hills.

Redevelopment in this area could revitalize a long-depressed area, and could also potentially lead to a dramatic reduction in the amount of pavement in the area if the empty Sam's Club site is included in a redevelopment. Low-impact development techniques should be considered in this area to protect the wetlands to the south and manage future stormwater.



The example above shows how Storrs, CT, built a new town square at the heart of new residential development, with commercial uses on the ground floor. The area was previously a handful of underutilized strip malls.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



-  Grand River Corridor
-  Wetlands
-  Surface Water



SPECIAL PLANNING AREA
FARMINGTON HILLS

Grand River Corridor/M-5 Interchange

The Grand River corridor between 8 Mile and the City of Farmington is anchored by the Corewell (formerly Beaumont, and before that, Botsford) at the east end, and has an eclectic mix of current land uses. It is a primarily commercial corridor that runs through the City of Farmington with many nearby residential neighborhoods. The corridor extends west of the City of Farmington to Drake Road.

In the last 15 years, a new zoning district, the Grand River Overlay, was developed and is intended to provide greater flexibility of development and guide an improved appearance. Multi-family development is permitted under the overlay. The updated Master Plan will offer some paths forward for the Corridor Improvement Authority, as some degree of direction and public physical improvements is likely key to getting traction on redevelopment here.

In some portions of the corridor, particularly east of Farmington, the lots are shallower, making redevelopment more challenging. However, being somewhat less desirable for redevelopment presents an opportunity for start-up businesses in the City. The challenge is balancing physical improvements to the corridor with maintaining lower property costs that can serve as an economic engine.

Recommendations:

1. Create a framework for careful expansion behind the existing corridor, where lots are shallow, to support redevelopment.
2. Bring more residential potential into the corridor via modifications to the overlay.
3. Permit the expansion of lots for redevelopment in strategic locations.
4. Review the zoning standards, including the Grand River Corridor Overlay 1 district, to assess and refine to reflect the more incremental redevelopment in this mixed use area. Consideration should be given to making the overlay an actual district.
5. Explore the reconfiguration of Grand River Avenue and the interchange with M-5, which pose significant challenges to access and mobility in this corridor.
6. Support entrepreneurs and start-up businesses in this corridor; focus on support for minority-owned business owners.
7. Encourage art-based businesses and artisan manufacturing
8. Allow for more flexibility in redevelopment of Grand River on the west side of the City of Farmington, through to the western boundary of the City of Farmington Hills.
9. Allow infill development at West River Shopping Center.
10. Collaborate with MEDC and other agencies to incentivize cleanup of brownfield (contaminated) sites.



Support minority businesses



Pop-up businesses in vacant shops



Encourage mobile food vending/opportunities to support new food-based businesses



Arts-focused district

Grand River and Drake

Separated from the principal Grand River corridor by the City of Farmington, this small area at the northeastern corner of Grand River Avenue and Drake Road is characterized by large parking lots, auto-oriented uses that have experienced high levels of prolonged vacancy recently, and a vacant lot that has hosted a cement batch plant in most of the last several years. The area is served by a large shared stormwater basin.

With industrial development to the north and east, and dense residential and commercial development to the west, this area is ripe for cohesive redevelopment that incorporates residential and commercial uses and ties the whole area together with cross access and robust pedestrian facilities.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024. Wetlands: SEMCOG 2023. ©2024 Giffels Webster.



Grand River Corridor
 Surface Water

giffels
webster

SPECIAL PLANNING AREA
FARMINGTON HILLS



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



- M-5 and Grand River Interchange
- Wetlands
- Surface Water



SPECIAL PLANNING AREA
FARMINGTON HILLS



M-5 Corridor

The M-5 interchange and grade-separated freeway, along with the M-5 frontage roads, occupy nearly 90 acres of land. The area today is noisy, confusing for drivers, and forbidding for pedestrians. This plan foresees the eventual elimination of the grade-separated, limited-access freeway, to be replaced with a boulevard, transit mall, park with pathways, or other alternative to the status quo. Alternatively, Freedom and Folsom Roads could be improved, with new development occurring in between. The reclaimed land would have the potential to accommodate transit and non-motorized transportation facilities, as well as thoughtful multi-family/corner store-style development with public spaces. The footprint of the interchange between M-5 and Grand River Boulevard could be substantially reduced as well in the much shorter term.

Importantly, this land is owned and controlled by the Michigan Department of Transportation, and the freeway is not planned to be removed. This special planning area takes a long-term view toward a day when this may change, however, and places the issue on the table for discussion. Any future redevelopment of the area should be based on traditional neighborhood design principles.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



-  8 Mile Industrial
-  Wetlands
-  Surface Water



SPECIAL PLANNING AREA

FARMINGTON HILLS



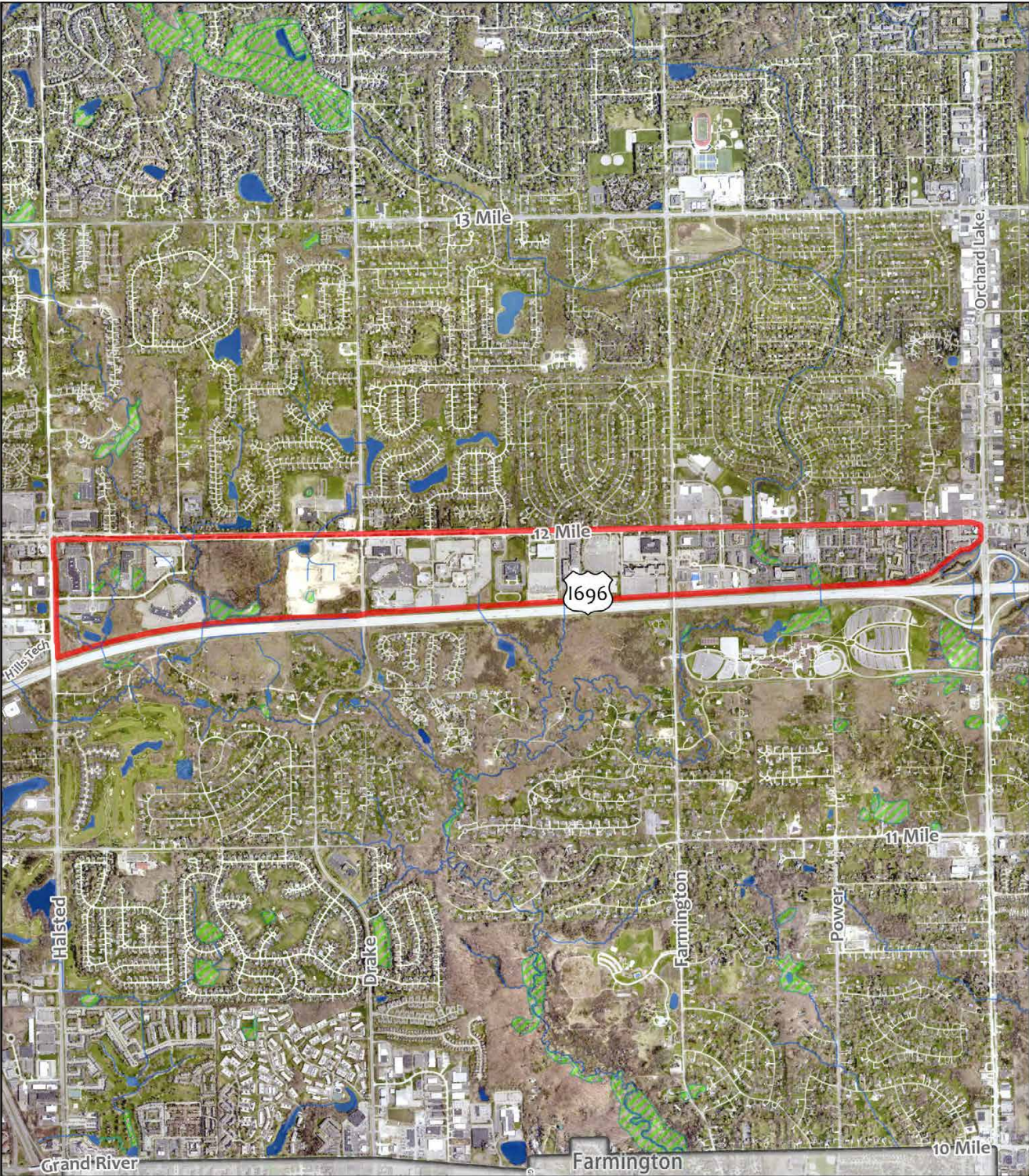
8 Mile Corridor

The industrial district on the north side of 8 Mile Road contains the City's primary concentration of small industrial sites. The development of many of these sites dates back many decades, and many of the parcels are small, with nonconforming buildings, parking, and other site elements.

Preservation of the City's economic vitality and diversity requires small industrial sites that can accommodate contractors' offices, small machine shops, and other small businesses. These properties also support start-up businesses with their relatively low costs.

Recommendations:

1. Analyze the dimensional standards of the district compared to existing development and either adjust the standards or address changes to nonconforming sites in order to facilitate upgrades and redevelopment. Parking and loading standards should also be reviewed to permit greater flexibility in allowing these purposes to share space on a site, and for the Planning Commission to be able to adjust the requirements based on the characteristics of the site.
2. Upgrade the appearance of buildings and landscaping along 8 Mile Road.
3. Review the list of permitted uses in LI-1 to ensure that modern industrial users are accommodated.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024, Wetlands: SEMCOG 2023, ©2024 Giffels Webster.



- 12 Mile Corridor
- Wetlands
- Surface Water



SPECIAL PLANNING AREA
FARMINGTON HILLS



12 Mile Corridor

This special planning area is focused on 3 miles along the south side of 12 Mile Rd, between Halsted and Orchard Lake Road. It is primarily zoned for large office development from Halsted to halfway between Farmington Road and Orchard Lake Road. From that point east, land uses are a mix of multi-family, commercial and office.

The office-dominated segment of this corridor features many large, stand-alone sites, and many of these sites feature large fields of parking that provide far more spaces than the businesses occupying the parcels are using. This presents an opportunity for infill development, and the corridor's separation from single-family uses allows for greater building height and density for multi-family uses without direct impacts on neighboring homes. With time, this corridor is envisioned to become a vibrant, mixed-use environment, with residential, office, and commercial, and entertainment uses in close proximity and a pedestrian-friendly landscape and streetscape. The illustrations provided in this chapter show how large parking fields can, over time, fill in to provide a variety of uses and shared spaces.

Recommendations:

1. Transition from an almost entirely office corridor to a more mixed corridor with multi-family residential and some commercial development.
 - Encourage multi-family residential housing as infill and/or redevelopment along the south side of 12 Mile between Farmington and Drake, adjacent to I-696.
 - Attract entertainment and destination businesses where access to the regional transportation network exists.
 - Gradually introduce locally focused convenience commercial uses, residential, and shared spaces (see progression of potential infill development at right in the illustration).
2. Improve connections to this area from the HAWK, Farmington Area Library, and other public facilities for pedestrians and bicyclists.
3. Explore opportunities for post-incubator locations for new businesses as they grow.
4. Expand walkability in the corridor.
5. Improve safety for all modes of travel along 12 Mile Road

Concept: 12 Mile Corridor



Existing



Phase 1: Addition of Commercial



Phase 2: Addition of Commercial & Residential



Phase 2: Addition of Commercial & Residential - Trees



Phase 3: Addition of Commercial & Residential and public/
quasi-public spaces



Phase 3: Addition of Commercial & Residential and public/
quasi-public spaces - Trees



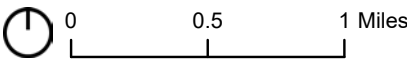
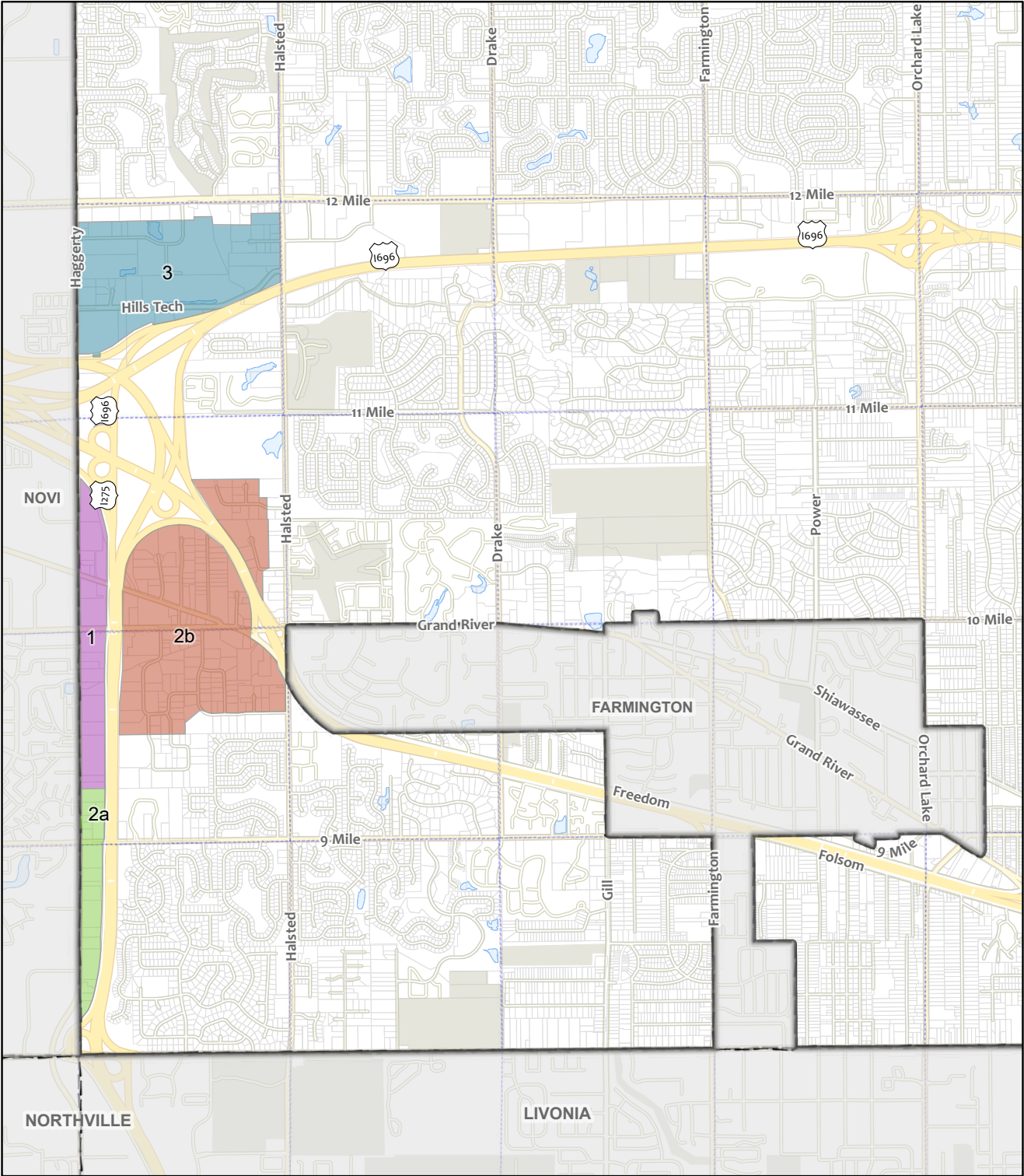


Redevelopment in this corridor will be incremental, involving adaptive re-use of some existing buildings (such as offices converted to residential uses), and the replacement of underutilized parking lots with commercial and residential uses. Redevelopment should strive for a neighborhood feel, with shared spaces, high walkability, and a mix of mutually supportive uses.

The illustrations to the left show how sites can be incrementally changed over time to create a neighborhood in areas currently dominated by parking lots.



Examples of mixed use developments around the US. Combining residential with commercial and entertainment as well as plazas and open spaces.



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



FREEWAY REDEVELOPMENT AREAS
FARMINGTON HILLS



Freeway Redevelopment Areas

The 2009 Master Plan identified four Freeway Redevelopment Areas, all of which shared the characteristic that they were widely separated from residential development by freeways (M-5, I-696 and I-275) or by transitional development (such as large office areas along 12 Mile Road). The areas themselves were developed with a mix of commercial, office, and industrial uses. While the 2009 plan acknowledged the relative newness of much development in this area, it looked ahead to a point in the future where the area might redevelop.

To guide that future redevelopment and set the table for increased tax revenue, the plan envisioned allowing greater building heights, a broader mix of non-residential uses, and an overall approach to regulating development more rooted in form than separation of uses. Since the adoption of that plan, the City has implemented three form-based Freeway Overlay districts covering the full area. These overlays establish a form for future development, but permit only the uses available in the underlying zoning districts.

Since the implementation of the overlay districts, the development options they provide have not been utilized by any applicants. Changes in demand for retail (trending downward long-term), office space (down after the COVID-19 pandemic) and industrial space (up substantially in the last ten years) have affected the market for redevelopment; in particular, the greater height permitted in the overlay districts is most suited to office and hotel development.

Recommendations:

1. Consider transitioning the overlays into form-based districts that are less prescriptive about uses.
2. Preserve the versatility of development available in this area, and expand that versatility to the location of uses.
3. Seek ways to build on the sustainability-related provisions of the overlays to create an area with better overall stormwater management, energy independence, and lower overall energy consumption.



Pop Up, Temporary and Mobile Uses

Recent economic and cultural trends show an explosion in the popularity of food trucks, mobile vendors, pop-up shops and other short-term commercial uses over the past several years. These uses may take up space in a vacant storefront, outdoor space or mobile unit. Holiday and seasonal shopping are frequently drivers of temporary or short-term retailing but increasingly, retailers and restaurateurs are using temporary spaces and mobile units to try out new ideas and business models. These may include new or even existing businesses trying experiential retailing, where the experience of shopping and dining are as important as the food, beverage and goods being sold.

One driving factor is the trend for “experiential retailing.” Today’s shopper can find just about anything online, but that lacks the experience of in-person shopping – where all the senses may be activated. Opportunities to eat, drink, play and engage with others while shopping are especially

popular ways to get people to shop (and dine) outside their homes. Temporary/pop-up retailing and mobile vending can be fun and dynamic options – and can be used in places in need of activation or revitalization.

According to Capital One Shopping (a division of Capital One Bank), in 2023, temporary retail spaces or pop-up shops generated up to \$80 billion in annual revenue; projections indicate that market value will exceed \$95 billion by 2025.¹ In their surveys, they find that 80% of retailers that have opened a pop-up shop considered it a success; 58% plan to open another pop-up. One big reason for this success is the cost to open, which can be less than \$5,000 (although mobile vending units, like food trucks, can be significantly more expensive). Pop-up retailers can test out new business models, products and ideas in temporary spaces before committing to longer and much costlier rents.

¹ <https://capitaloneshopping.com/research/pop-up-retail-statistics/>



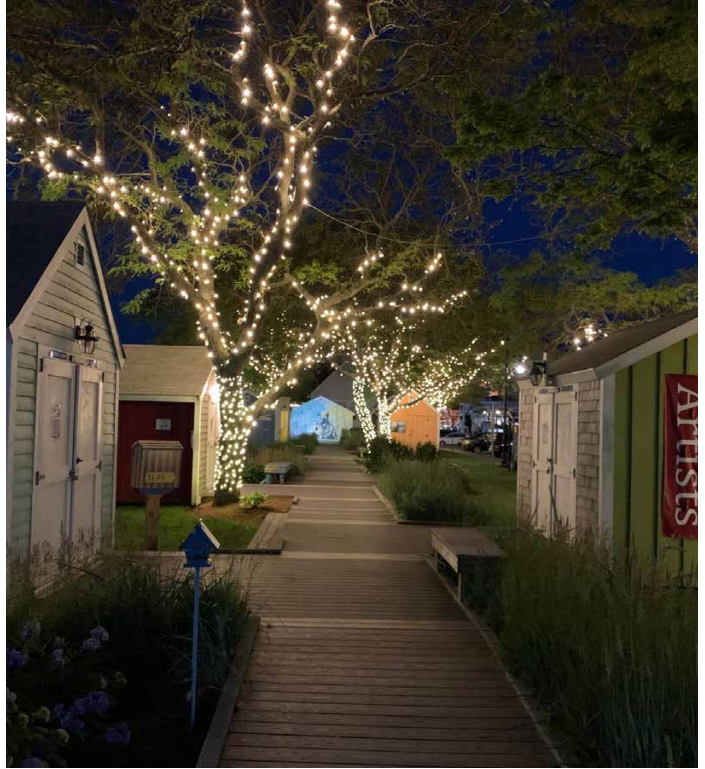
Another report, by Cushman and Wakefield in 2019 starts out by saying, “2019 was the year that the pop-up store ‘popped out.’ The reinvention of retail is still in its early phases, but what is happening with the pop-up trend is a near-perfect microcosm of where retail is going in the Age of Experience.² While that report was pre-COVID-19, retail trends including experiential retailing and changes in technology identified then are still on point today. The pandemic accelerated trends in retailing that have been building in recent years; businesses and workers alike are trying to reinvent themselves and looking for new opportunities.

Retail Marketplaces

Retail marketplaces – a concentrated area of multiple temporary vendors – can really generate interest in communities. One example is the 4-year old Open on Main Initiative in Memphis that pairs emerging retailers and entrepreneurs with vacant storefronts in Downtown. The program is designed to “help retailers test their market-strategies and to create a stronger retail ecosystem and better pedestrian experience in our core city.” Another is the Selden Market in Norfolk, VA, billed as a “rotating market of the city’s up-and-coming concepts in retail, food, and more.” Housed in a historic structure, this collection of businesses is reinvigorating the area and growing local businesses.

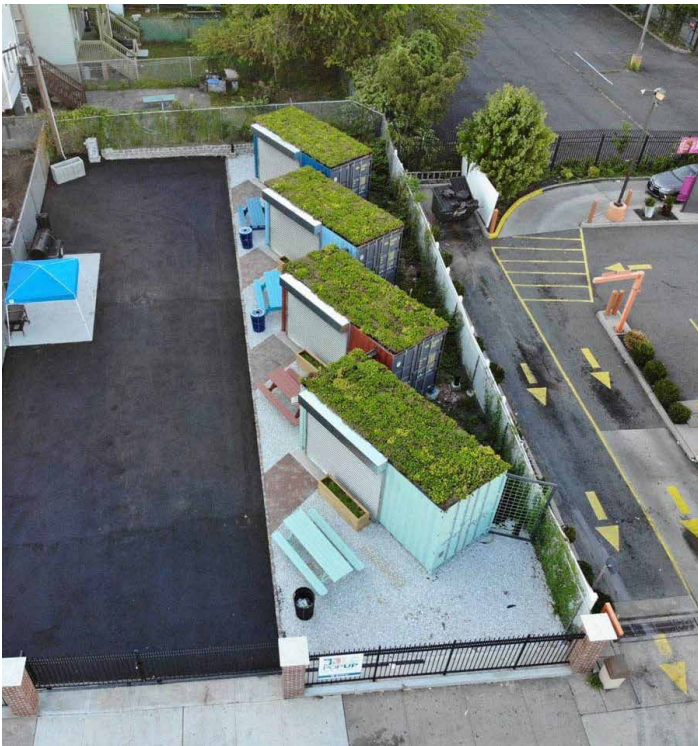
Beyond traditional retail and restaurant uses, media companies are getting in on the action and experimenting with media/entertainment pop-ups. Netflix and other media companies are creating interactive, immersive events around popular TV shows, films and music that combine food, beverage and goods with pop culture sensations.

⁵ <https://www.cushmanwakefield.com/-/media/cw/americas/united-states/insights/research-images/2019/popupalooza/dec2019-popupalooza-report.pdf>



Benefits of Temporary Retailing

- Temporary retailing may offer low-cost way to wade into the pool of business ownership or grow existing businesses. Temporary retailing:
- Provides an opportunity to increase jobs and businesses without committing to buying or leasing space.
- Increases activity in struggling business districts by creating a dynamic environment where people gather around the availability of new and fresh food and other goods.
- Spreads the word about new activity through the use of social media by temporary vendors.
- Signals to other potential businesses that the community is adapting to the evolving economy and supporting entrepreneurship; communities that anticipate the demand from businesses and consumers may also find that this flexibility signals receptivity to new business models.
- They are a way for restaurateurs to test the local market for future bricks-and-mortar facilities. Mobile food trucks offer opportunities to interact with a potential market, to test recipes, pricing, and see if the restaurant is a fit with the community.
- Locating within or outside of existing businesses allow emerging businesses to benefit from greater exposure and foot traffic while existing retailers get the upside of increased foot traffic from curious shoppers interested in new offerings.



Activation of Spaces in Farmington Hills

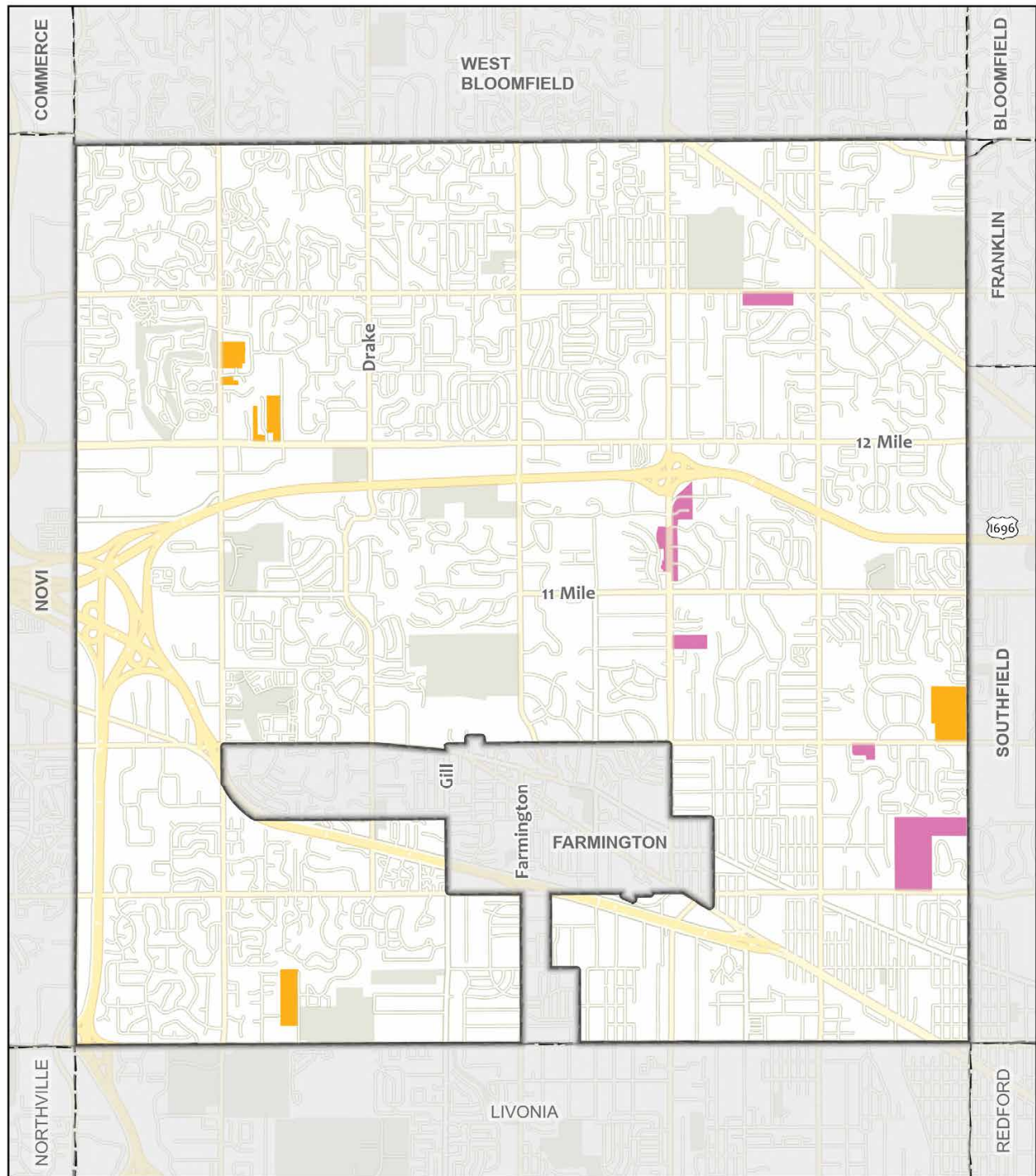
The strategies of temporary retailing can be quick, low-cost and interesting ways to nurture the growth of new businesses – and even support existing businesses by providing compatible goods and services to the activities occurring in an area. They can be used to generate interest and activate areas that could benefit from investment. There are opportunities within all of the special planning areas – and each might focus on a different theme. For example, in the Grand River and 8 Mile Road corridors, there are likely underutilized properties that, but working with property owners, could be made available for pop-up uses that reflect the diversity of residents and businesses in that area of the City. Creating a new mixed use hub in the 12 Mile Corridor could evolve incrementally from predominantly office uses to include food trucks and other pop-up shops as a way to get people thinking in new ways about the viability of investment, new uses for existing buildings and the development of empty parking lots. Ordinances and administrative procedures will need updating to allow for these uses and provide the support they'll need to generate successful business opportunities and invigorate the special planning areas.



Residential Special Planning Areas

The 2009 Master Plan included fifteen Special Planning Areas for residential development. The Planning Areas were reconsidered as a part of this update, and ultimately six were determined to be areas that will not carry forward into the new plan due to changes in the last 14 years (and two were consolidated into one). Strategies for the development of these Planning Areas (mapped below) reflect current market trends, known development limitations, and the needs and priorities of the community.

The Special Planning Areas are largely planned to be developed with residential uses, though one area along Orchard Lake Road south of I-696 also permits some office development. These areas fall into two Future Land Use categories: Single-Family Cluster, and Flex Residential.



Data Source: Parcel Data and Ortho Imagery: Access Oakland 2024. Wetlands: SEMCOG 2023. ©2024 Giffels Webster.



- Flex Residential
- Single-Family Cluster
- Recreation Lands



RESIDENTIAL SPECIAL PLANNING AREA

FARMINGTON HILLS

Cluster Development in Residential Special Planning Areas

Cluster development is a development technique that allows for the clustering of units on portions of a larger parcel, while preserving open space and natural areas. Unlike traditional zoning, which encourages developers to maximize the size of each lot, clustered development allows for flexibility in design and lot sizes to optimize development areas, promote conservation, and foster community-oriented “neighborhood” design.

In Farmington Hills, cluster developments are regulated in a manner that permits a set number of dwelling units per acre for the entirety of a site using including portions left undeveloped; this results in flexible density that increases in correlation with the amount of land conserved. In order to qualify to use the cluster development tool, an applicant must demonstrate that they meet criteria in the ordinance relevant to the intensity of adjacent uses and /or natural features on the site. When the Planning Commission determines that a site is located in a transition area, impacted by non-residential uses or traffic along major thoroughfares, an applicant may pursue additional density. Regardless of lot sizes, cluster developments are limited in density by special setback regulations established for these developments.

Cluster development may include either detached or attached units, or a mix of both; in these areas the emphasis should be on detached units. The City may wish to review cluster development regulations and consider whether additional housing types besides one-family attached and detached may be of interest for qualifying lots. This may include accessory dwelling units, townhomes, or cottage courts, as strategies to provide additional housing options on challenging sites, while promoting the preservation of natural features. New regulations for appropriate setbacks and building heights may also be appropriate, and discussion should include consideration of transitions to surrounding development and the provision of useful common areas. The City may also consider pre-qualifying the special planning areas that follow for cluster development to remove one step from the process.

Flex Residential Development in the Special Planning Areas

The areas given this designation on the Future Land Use Map have frontage on major corridors and otherwise border established single-family development. The same clustering options listed for the Residential Cluster category may be appropriate, but these sites’ frontage on major roads in busier areas also makes them more suited to a wider variety of unit types and development styles. In addition to the options listed for cluster development, this may include multiplexes (up to eight units in a building), rowhouses, and small multifamily structures. Increases in unit counts over the base density of the sites’ existing zoning districts should be tied to the provision of useful shared spaces and the preservation of natural features, especially when open space preservation provides greater separation and screening from adjacent single-family neighborhoods.

Buildings should be designed to be pedestrian-scaled. Parking should be located in the rear, ensuring a welcoming and safe-to-walk streetscape. This should be accompanied by a varied façade design that is aesthetically pleasing and creates harmony with surrounding neighborhoods. Multi-family buildings should be limited in size, offering needed housing variety and inventory, while complementing surrounding neighborhoods, unlike large, uninviting complexes. Although mixed use should not be required in this area, it may be encouraged to enhance walkability and make access to goods and services easier for the surrounding residents.

Ultimately, regulations that allow for flexibility and moderate density, but require pedestrian enhancements and amenities, will result in development that provides desired housing variety, while maintaining and enhancing the overall vibrancy of the Orchard Lake corridor.

Front-Porch Design

Front-porch design comes from the New Urbanism school of thought, emphasizing that homes should be designed in a manner that is neighborhood-oriented and pedestrian-friendly to enhance social interactions, walkability, and sense of place. Building frontages should be human-scaled, with porches facing rights-of-way and garages in the rear. By promoting pedestrian-friendly environments and emphasizing neighborhood-oriented layouts, this approach encourages residents to engage with their surroundings and each other. The placement of porches facing rights-of-way not only contributes to the overall aesthetics of the neighborhood but also facilitates casual interactions between neighbors, fostering a sense of belonging and social connectivity. Additionally, situating garages in the rear ensures that the streetscape remains inviting, promoting a more visually appealing environment.

Infill development in the southeastern quadrant of the City should adhere to these design principles to best complement the existing grid-like traditional neighborhood and sense of place, while new developments can use this guidance to develop as friendly small neighborhoods.

13 Mile Rd near Middlebelt.

Site Characteristics

Approx. 21 acres, 515 feet deep, 11 parcels

Zoned RA-1 (approx. 37 units)

Future Land Use Category: Flex Residential

This site has not changed significantly since 2009, though blight on some properties has increased. It remains developed with a few houses fronting directly onto 13 Mile Road. Zoning to the north and south is RA-1 and the land is occupied by mature single-family neighborhoods. There is an attached cluster development at the east end of the planning area, and a senior multi-family project at the west end.

As the property is in multiple ownership, some land assembly would be required to redevelop it in full. Three lots were assembled for a proposed and subsequently withdrawn planned unit development in 2023 that drew controversy with a proposal for 100 units.



Recommendations:

The Flex Residential future land use category has been applied to this planning area. Redevelopment could occur in a variety of formats, from small detached units to attached units built as townhomes, small multiplex buildings, or a mix of multiple styles. This category recommends clustering of units. Where a portion of the site is developed, planning for cross-connections to future redevelopment should be integrate into site design. Increases in density should be tied to deep buffering from the neighborhood to the south, including preservation of the natural vegetation to the greatest extent possible.

10 Mile east of Middlebelt.

Site Characteristics

Approx. 9 acres, 5 parcels

Zoned RA-1 (approx. 16 units)

Future Land Use Category: Flex Residential

As in 2009, this site is developed with a handful of houses fronting directly on 10 Mile Road; two of the lots are vacant. A floodplain exists in northeast corner and along the eastern boundary, and this connects to floodplains across the street via a stream.

Redevelopment in this area would require assembly of the land, and the parcels have four different owners as present.



Recommendations:

The Flex Residential future land use category has been applied to this planning area. This category recommends clustering of units. Redevelopment could occur in a variety of formats, from small detached units to attached units built as townhomes, small multiplex buildings, or a mix of multiple styles. Units should be arranged to preserve as much of the woodland area as possible, and to provide buffering from the floodplain and adjacent neighborhood. Increases in density should be tied to provision of this buffering.

Boys & Girls Republic and Inkster/9 Mile.

Site Characteristics

80 acres; 1 principal parcel, plus six parcels fronting on Inkster Rd

Zoned RA-1 (approx. 144 lots)

Future Land Use Category: Flex Residential

This site is the long-time home of the Boys and Girls Republic, and the existing development reflects this, including playing fields, large educational/athletic buildings, and several offices, as well as some small residential buildings. The site also contains some of the highest quality trees in the City. The overall site is crossed by two branches of the River Rouge, which pose major challenges to redevelopment. The cost of bridging one of both branches of the Rouge with a bridge and road meeting current standards is high; for redevelopment to occur, a future developer will need a high degree of flexibility. Though preliminary qualification was granted to a PUD on the Boys and Girls Republic site in 2021, the project has not advanced further; a sticking point has been the cost of a new bridge over the Rouge. The site will remain in use as it is currently unless and until redevelopment occurs; even then, some of the public service use may remain.



Recommendations Specific to this Site:

Given the size of the site and quality of its natural features, future redevelopment should be concentrated as much as possible in the previously cleared portions of the site. Additional height may be permissible near the center of the site if existing woodland is preserved at the site's perimeter. In addition to residential uses, large-scale outdoor recreation uses could be considered for this site, though these too should be well-buffered from adjacent neighborhoods and designed to minimize further reduction of the site's natural features. Consideration may also be given to providing access for adjacent neighborhoods to any shared open space provided in a redevelopment plan. There is potential for some land to be acquired for use as a public park.

Orchard Lake north of 11 Mile.

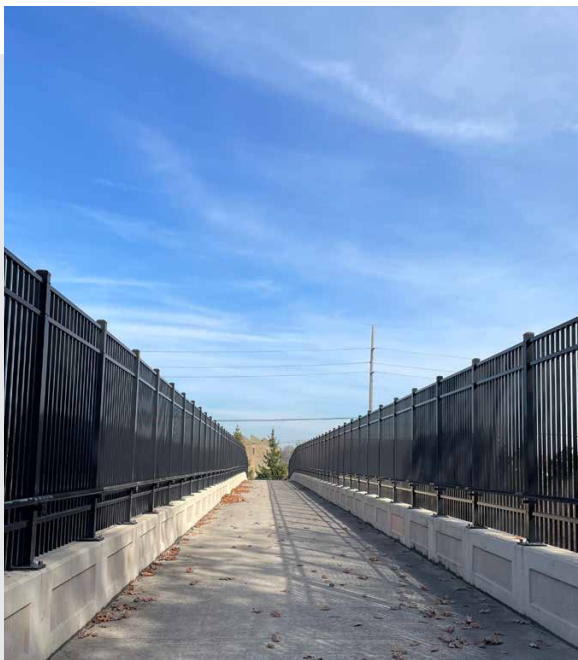
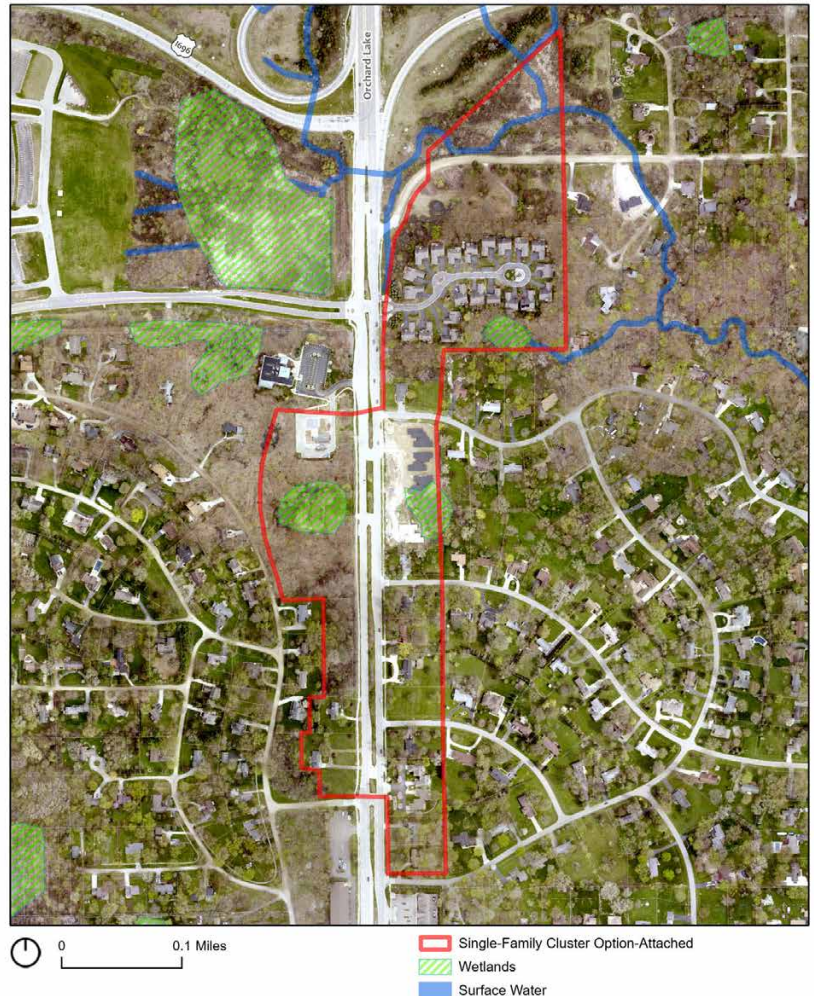
Site Characteristics

24 acres (17 on the east side of Orchard Lake Road), 22 parcels

Zoned R1-A (Approx. 74 units)

Future Land Use Category: Flex Residential

This area is located south of I-696 on both sides of Orchard Lake Road. It was included in the 2009 Master Plan. Since that plan was adopted, several changes have occurred in the area, including multiple cluster developments on the east side of the road. The Michigan School of Psychology has also expanded southward on the west side. This suggests that the development community has confirmed the City's sense that this is an effective way to guide development in this portion of the corridor. Several properties remain that could be developed in a complementary way, though a few have environmental features that may pose challenges to development. The west side in particular is ideal for student housing with reduced parking.



Connections: Pedestrian Accommodations over I-696

This area has good pedestrian pathways linking it to Oakland Community College and the Farmington Hills municipal complex. As noted in the Non-Motorized Plan, pedestrian connectivity across I-696 in the Orchard Lake Road corridor is very poor, due primarily to the employment of slip lanes for vehicles entering the freeway. The Non-Motorized Plan calls for addressing this deficiency to connect this area more completely with the concentration of commercial development on the north side of I-696. Pedestrian crossings on Orchard Lake Road itself could also be improved.

East side of Orchard Lake, south of 11 Mile.

Site Characteristics

14 acres, 6 parcels, 495' wide and 1,223' deep in total

Zoned R1-A (Approx. 25 units with cluster option at 1.8 units per acre, or up to 43 units with a density of 3.1 units per acre)

Future Land Use Category: Flex Residential

This site is currently occupied by six homes, with very unconventional lot configurations. A stream runs from the middle of the southern boundary northwest to the middle of the west half of the site. The area is heavily wooded. Development to the north consists of attached units; development to the south is large lot residential.



Recommendations for Flex Residential Special Planning Areas:

Redevelopment could occur in a variety of formats, from small detached units to attached units built as townhomes, small multiplex buildings, or a mix of multiple styles. This category recommends clustering of units. Where a portion of the site is developed, planning for cross-connections to future redevelopment should be integrated into site design. Increases in density should be tied to deep buffering from adjacent neighborhoods, including preservation of natural features and vegetation to the greatest extent possible.

Metroview Street.

Site Characteristics

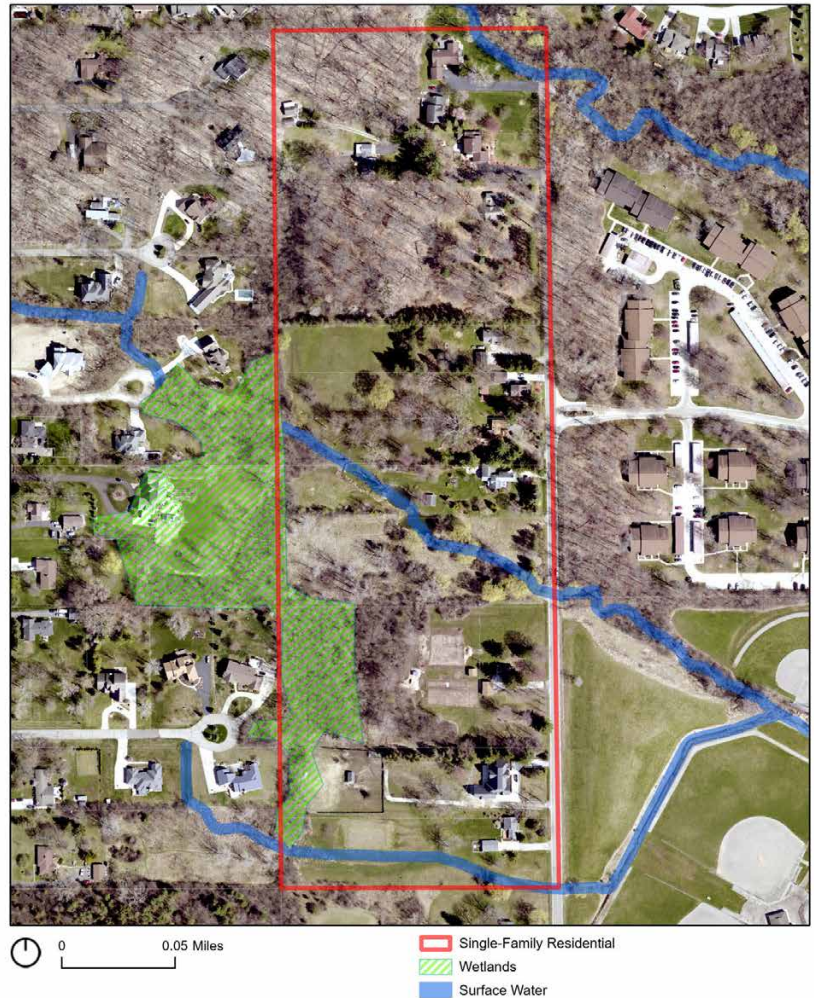
26 acres, 10 parcels

Zoned RA-1 (56 units)

Future Land Use Category: Single-Family Cluster

Parcels all front on Metroview, widths of 110-330', depths of 650'

The site is bisected by a stream, and also contains some regulated wetland in the southwest corner. Development in this area consists of multiple large-lot, detached homes, and each parcel is separately owned. Surrounding development has gradually grown denser, with an attached cluster and public park across Metroview, and new detached single-family development to the west. Comprehensive redevelopment would require land assembly.



Recommendations:

The Single-Family Cluster category has been applied to this area, and the site is pre-qualified for the cluster option. Assuming the land could be assembled, this would permit redevelopment to cluster on a portion of the site; up to 56 units would be permitted under current zoning. Overall, the goal is to achieve a more efficient layout that optimizes the use of the land and preserves the natural features of the site.

Historic Halsted Rd.

Site Characteristics

22 acres remaining to be developed, 7 parcels

Zoned RA-1 (Approx. 40 units)

Future Land Use Category: Single-Family Cluster

This area, which consists of two noncontiguous sub-areas, consists of very large lot development at present, with a total of five homes across 22 acres, all of which front directly on Halsted. A stream cuts through the middle of the larger northern sub-area, and the two sub-areas are separated by the Halsted Hills subdivision.



Recommendations:

This area is designated Single-Family Cluster on the Future Land Use Map. Though the current zoning for this site permits up to 40 units on the acreage, it is unlikely this would be achievable given the fact that the area is not fully contiguous. Land assembly is also necessary within both sub-areas. Clustering units on both sub-areas would permit development that protects and preserves as much of the site's topography and natural features as possible while also reflecting the surrounding development pattern.

12 Mile and Schroeder.

Site Characteristics

21 acres total between the two remaining areas; 10 parcels

Zoned R1-A (approx. 45 units)

Future Land Use Category: Single-Family Cluster

This planning area consists of two separate sites. The western sub-area is crossed by a river that cuts off a chimney-like northward projection. The eastern sub-area has a portion of the same river at its southern end. But the northern section is more conventionally laid out, with roughly 500 feet of lot depth. Property is in multiple ownership and current development consists of detached homes on large lots.



Recommendations:

The Single-Family Cluster category has been applied to this property, and detached, clustered units would be consistent with other development in the area. Land assembly will be required to develop either sub-area. The western sub-area has a challenging layout, and permitting clustering would allow the preservation of the inaccessible projection at the north end. Clustering on the eastern sub-area would permit an efficient redevelopment while also providing for the preservation of high-quality woodland at the site's western edge.

Inkster and 10 Mile Rd.

Site Characteristics

55 acres, 18 parcels

6 parcels facing Ten Mile Road

Zoned R1-A (Approx. 88 units due to steep topography and flood plain)

Future Land Use Category: Single-Family Cluster

This site is currently developed with a handful of large-lot homes. Redevelopment is challenging due to the presence of two streams and their associated floodplains that run north-south through the site. Much of the area is heavily wooded, and there are large changes in elevation within the site as well. Planning across Inkster Road in Southfield allocated land near the 9 Mile/Inkster intersection for mixed use, with the potential for some small-scale commercial development at the corner.



Recommendations:

The Single-Family Cluster category has been applied to this property, and detached, clustered units would be consistent with other development in the area. Land assembly will be required to develop either sub-area. The western sub-area has a challenging layout, and permitting clustering would allow the preservation of the inaccessible projection at the north end. Clustering on the eastern sub-area would permit an efficient redevelopment while also providing for the preservation of high-quality woodland at the site's western edge.

07

TRANSPORTATION PLAN



Transportation Plan

It is essential that residents can access and meet daily needs in their community, such as gainful employment, groceries, medical facilities, and social opportunities. While motorized transportation has long been the predominant way of getting around in the community, there are opportunities to introduce other modes that would increase accessibility for those who do not or cannot drive, reduce pollution associated with motorized transportation, and improve resident health.



The City of Farmington Hills has added bike lanes to 13 Mile Road west of Orchard Lake.



Most travel in the City takes place by vehicle, whether the trip is short or long.



Modes of Transportation

How people decide how they will get from place to place can be influenced by the infrastructure that is available. Without the right infrastructure, residents and visitors may feel unsafe using certain modes of transportation and will tend to choose the method they are most comfortable with. Providing the infrastructure for a range of modes can help all community members feel safe reaching the places they need and want to go. Transportation modes include motorized vehicles, public transit, bicycling, and walking. Bicycling and walking are addressed in the Non-Motorized Transportation Plan sub-chapter.

Trends in Transportation

The internal combustion engine (ICE) vehicle is commonly used in Farmington Hills and throughout Southeast Michigan for trips of all lengths. Following are descriptions of transportation options that are not as common as the ICE vehicle or do not currently exist in Farmington Hills, but are feasible options.

Electric Vehicles (EVs)

Electric vehicles are not a distinct mode of transportation; they function exactly as conventional ICE vehicles do when using a roadway, though they generally produce less engine noise. However, as they use batteries for power rather than fuel, they require different infrastructure to keep them running. Most EV owners charge their vehicles at home, especially overnight, but their growing market share requires consideration of charging networks. Public facilities may choose to offer chargers at a handful of parking spaces, and businesses may also do the same. Charging stations can be a draw to an area, particularly if charging capability is near major roads and other amenities such as dining, retail, or personal services.

As most owners charge their vehicles at home, another key consideration in the future is that tenants of multi-family developments will inevitably begin to need charging facilities where they live. Older developments may struggle to cover the cost of installing EV infrastructure. New development should at a minimum install conduit through which charging station lines can be run in the future without having to dig new trenches through parking areas.





E-Bikes

Electric bicycles are growing in popularity and provide electric assistance to the rider to move faster or handle uphill rides more easily. This capability makes them appealing to commuters and people running errands. Some e-bikes can travel in excess of 20 miles per hour and therefore may not be appropriate to mix with pedestrians on a shared use path.

Home Delivery, Curbside Pick-up, and Rapid Pick-up

Over the last 15 years, vehicles delivering goods ordered online have occupied a growing share of local traffic in neighborhoods, and it is not uncommon for some households to receive multiple deliveries in a day. While it represents a marginal increase in overall levels of traffic in neighborhoods, high levels of home delivery can affect safety in neighborhoods that lack sidewalks, with drivers unfamiliar with the streets frequently passing through. The rise of home delivery has also affected businesses. Restaurants have had to adjust to receiving orders on top of the in-house customers they are serving, and drivers from independent delivery services make frequent, brief stops to pick up orders. Orders placed for pick-up by the customer have also become more common. Are businesses prohibited from doing this now? What about “Curb management for delivery services and pickup customers should address on-site pedestrian and vehicular circulation.”



Ride-Hailing

Ride-hailing apps, such as Uber and Lyft, have matured in the last several years and are now used as a standard mode of transportation by many people. In particular, usage of these services could, in the long-term, drive down demand for parking at multi-family complexes.



Transit in Farmington Hills

The Suburban Mobility Authority for Regional Transportation (SMART) is the only regional transit provider in Southeast Michigan.

Farmington Hills is part of the SMART bus system, which serves the City with six lines. Routes run along Northwestern Highway, Grand River Avenue, 12 Mile Road, and portions of 11 Mile Road and Orchard Lake Road. SMART FLEX service is also available on demand in the City, though within the more limited geography of Farmington and Farmington Hills.

SMART ridership has increased in recent years, and City administration holds regular discussions with SMART personnel regarding service and routes through the City.

Farmington Hills has recently discussed ways to improve its bus stops and make using the system more inviting. Planned Unit Developments along bus routes have been asked to provide bus stop shelters. Bus shelters can potentially be coordinated with larger public arts programs to provide distinctive waiting spaces that help build the City's sense of identity.

Working with SMART to increase the frequency (buses are generally hourly at present) and efficiency of the routes serving the City will also help make the bus system more practical to use for residents and people employed in the City.



Top: SMART bus at a stop in Farmington Hills, extending its accessibility ramp.

Bottom: Artful bus shelter in Scottsdale, Arizona, conveys a sense of investment in transit and provides practical shelter from the elements.

Road Classification

The City of Farmington Hills is served by both a regional corridor as well as local streets. This road inventory describes the system using traditional transportation planning categories known as the National Functional Classification (NFC) system. These classifications were created by the US Department of Transportation Federal Highway Administration and are based on mobility and access provided by certain roads. As roads are modified over time, they may not fall neatly into one classification or another, but their functions for motorized travel can generally be understood. The City currently has roads that fall generally into the following categories:

Principal Arterial

These roadways are the largest roadways in the classification hierarchy. The primary function of such roadways is to carry relatively long distance, through-travel movements. Examples include interstates and other freeways as well as state routes between larger cities.

I-696, I-275, and M-5 serve as principal arterials in Farmington Hills and connect the City to the rest of the region.

Major Arterial

This classification includes roadways that carry major movement throughout the area and provide access to abutting communities. Multi-lane arterials present safety concerns for motorists and non-motorists alike.

Orchard Lake Road is an arterial road that serves as an important commercial and transportation corridor in Oakland County. As it runs through different communities, it varies from two to five lanes. In Farmington Hills, it includes a landscaped median south of I-696 until it nearly reaches 10 Mile Road.

Twelve Mile Road is mostly a five-lane road, although the stretch between Middlebelt and Inkster Roads is a two-lane road with some turn lanes. More activity occurs on the western side of the City as it features a median from halfway between Farmington Road and Drake Road and extends through the western border of the City.

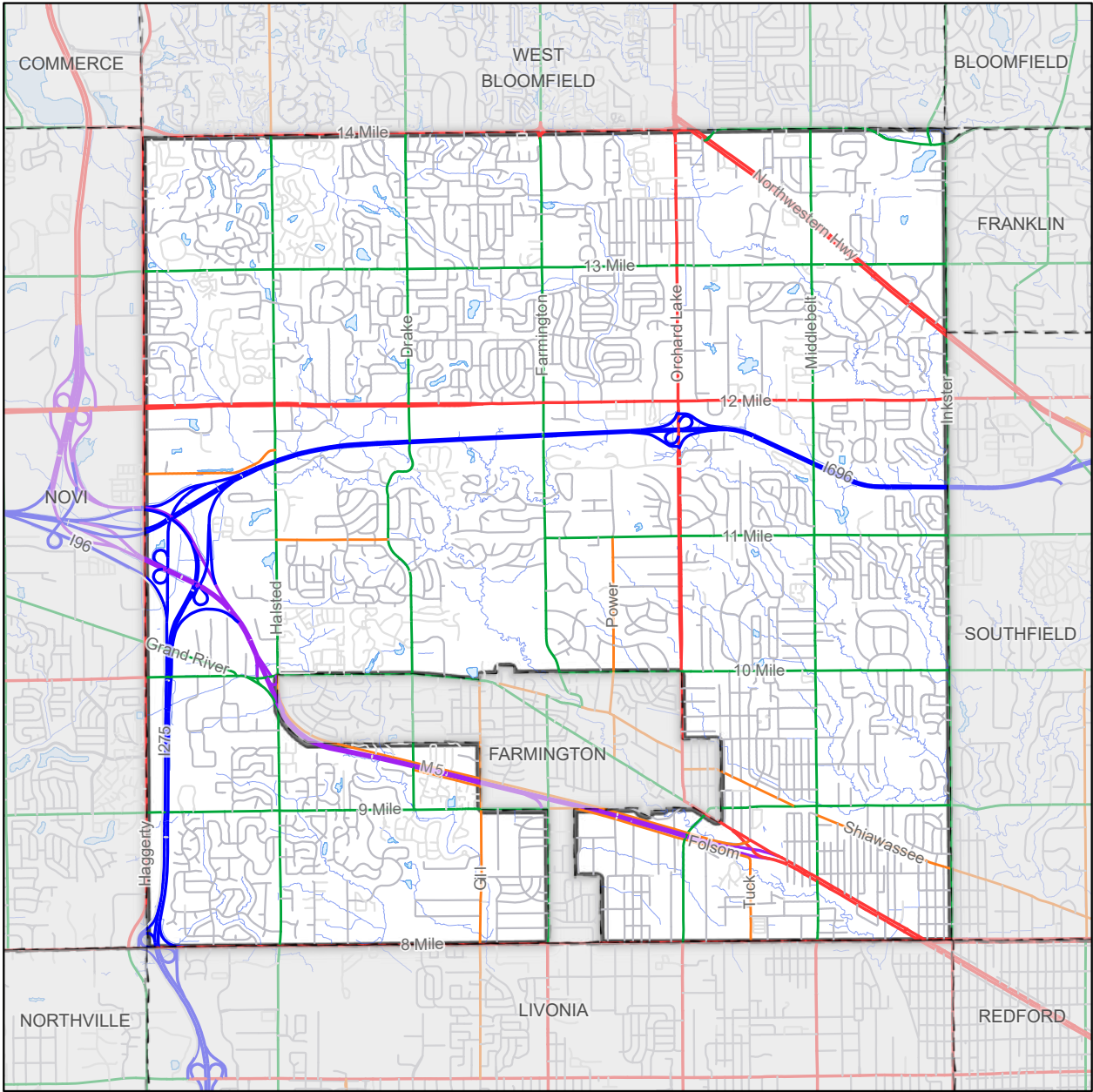
Both roads are under the jurisdiction of the Road Commission for Oakland County (RCOC). Twelve Mile Road had pavement repairs and concrete replacement done in 2017 from Haggerty Road to Farmington Road. During this planning process, the RCOC worked on improvements on Orchard Lake Road between 13 Mile and 14 Mile Roads, including the construction of a roundabout south of 14 Mile Road, removal of road and replacing with asphalt, concrete sidewalk, Americans with Disabilities Act (ADA)-compliant pedestrian crossing upgrades, drainage improvements, and concrete curbs and gutters. Improvements were also made on 14 Mile Road from Farmington Road to Orchard Lake Road. Northwestern Highway (M-10) and Grand River Avenue (M-5) are also prominent arterial roads that eventually converge south and meet in downtown Detroit.

Minor Arterial

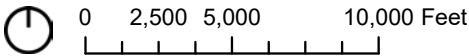
The main function of minor arterial roads is to serve as routes for through traffic while providing access to abutting properties and minor intersecting streets. Minor arterials carry through-travel movements but carry trips of shorter distance and to lesser traffic generators. Arterials are eligible for federal funding.

The RCOC resurfaced Middlebelt Road from 8 Mile Road to I-696 and 8 Mile Road from east of Farmington Road to Grand River in 2022.

MAP 7.1:
NATIONAL FUNCTIONAL CLASSIFICATION



Data Source: Roads: Access Oakland 2022. Map Exported: April 13, 2022. ©2022 Giffels Webster.



- | | |
|--------------------|----------------|
| INTERSTATE FREEWAY | COLLECTOR ROAD |
| OTHER FREEWAY | LOCAL ROAD |
| MAJOR ARTERIAL | PRIVATE ROAD |
| MINOR ARTERIAL | |



NATIONAL FUNCTIONAL CLASSIFICATION
FARMINGTON HILLS

Major Collector

Collector streets primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to minor arterials.

Minor Collector

Minor collectors also provide access amongst varying land uses, but generally have less traffic than major collectors.

Local Roads

Local roads provide access to individual properties and typically have moderate to low speeds.

The City has roughly twenty-one miles of gravel roads. The City budget allocates money each year to convert gravel roads to paved roads if residents petition for a conversion.

Complete Streets

The term ‘Complete Streets’ describes a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities. In 2010, Michigan passed Complete Streets legislation to encourage and justify the development of Complete Streets in communities. At that time, Michigan’s Planning Enabling Act was also amended to require comprehensive plans to address Complete Streets. Communities that adopt Complete Streets policies recognize that:

- Complete Streets provide transportation choices, allowing people to move about their communities safely and easily.
- Complete Streets policies acknowledge the problems with current transportation facilities.
- Implementing Complete Streets strategies will make communities better places to live and work.
- An important element of the Master Plan process is the planning for the overall system of streets and roads in a community that provide for the movement of people and goods from places both inside and outside the community.

BENEFITS OF COMPLETE STREETS

Safety



- Reduce vehicle/pedestrian crash rates.
- Perceptions of the safety of non-motorized travel strongly influence decisions about alternative modes of travel for many.
- Reducing either the width or number of travel lanes to make space for shoulders or bike paths improves safety.



On average, a pedestrian was killed in the US every **72 minutes** in traffic crashes in 2022

Health



- Walking or biking to school reduces child obesity rates.
- Sedentary lifestyles have been shown to be associated with a host of long-term health problems.
- Sidewalks, bike paths and access to transit increases level of physical activity.



In the last 30 years, **child obesity rates** have tripled in the U.S., to 16% of all children, with an additional 16% overweight

Access



- A greater variety of ways to get around benefits economically disadvantaged populations, children, the elderly, and people with physical handicaps by removing the requirement to drive to get around.
- Well-designed non-motorized facilities serve all users.



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

Environment



- Our dependence on the automobile increases air and water pollution.
- Per the National Household Travel Survey, 28% of vehicle trips are less than one mile, and 40% are less than two miles. Many short trips made by vehicle can be instead carried out on foot or by bicycle if safe facilities are available.



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

Economy



- Designing residential and local business districts with traffic calming measures and providing safe pedestrian access increases consumer activity.
- Implementing Complete Streets aids placemaking, economic development, and community revitalization.



Retailers consistently report higher sales in areas with improved walkability.

@Giffels Webster

ELEMENTS OF COMPLETE STREETS



GREEN SPACE

Green spaces encourage community interaction and provide opportunities to rest

SIDEWALKS

Sidewalks for pedestrians to link neighborhoods, schools, civic uses, and other destinations together

STREETSCAPE

Protective streetscape including trees and street lights to provide shade, create buffer and contribute to a sense of safety and security

BIKE LANES

Protected bike lanes increase the level of comfort and encourage more users

CROSSWALKS

Crosswalks, pedestrian pavement markings, and crosswalk signals make it safer for pedestrians to help slow motorized traffic

ROAD DIET

This involves reducing either the width or number of travel lanes to make space for shoulder or bike path

TRAFFIC SIGNALS

Traffic signals with pedestrian signal heads and audible crossing signals for visually impaired pedestrians to safely cross major roadways

TRAFFIC CALMING

Curb extensions or bump-outs and other traffic calming devices slow vehicular traffic, and alert drivers to the presence of pedestrians

TRANSIT STOPS

Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads

WAY FINDING

Wayfinding signs help people on foot or bicycles to identify the route to important destinations and civic spaces

Image Source: Street Mix; Exhibit prepared by: Giffels Webster



Non-Motorized Plan

Trails and Pathways

Sidewalks

Map 7.2 shows the City's non-motorized pathway network, including regional trails, on-street bike lanes, and sidewalks. Sidewalks are required for new development in the City, and the Zoning Ordinance requires commercial uses to provide on-site connections from buildings to the sidewalk network.

Many subdivisions within the City were built in an era of suburban development when it was common not to include sidewalks in neighborhoods and therefore do not have sidewalks. Given the cost of physical improvements, it is unlikely that most of these neighborhoods will acquire sidewalks in the near future. Supporting future walkability in these neighborhoods may therefore require looking at other approaches, including traffic calming.

Bike lanes are currently present on 13 Mile Road between Orchard Lake Road and Halsted Road, 11 Mile Road

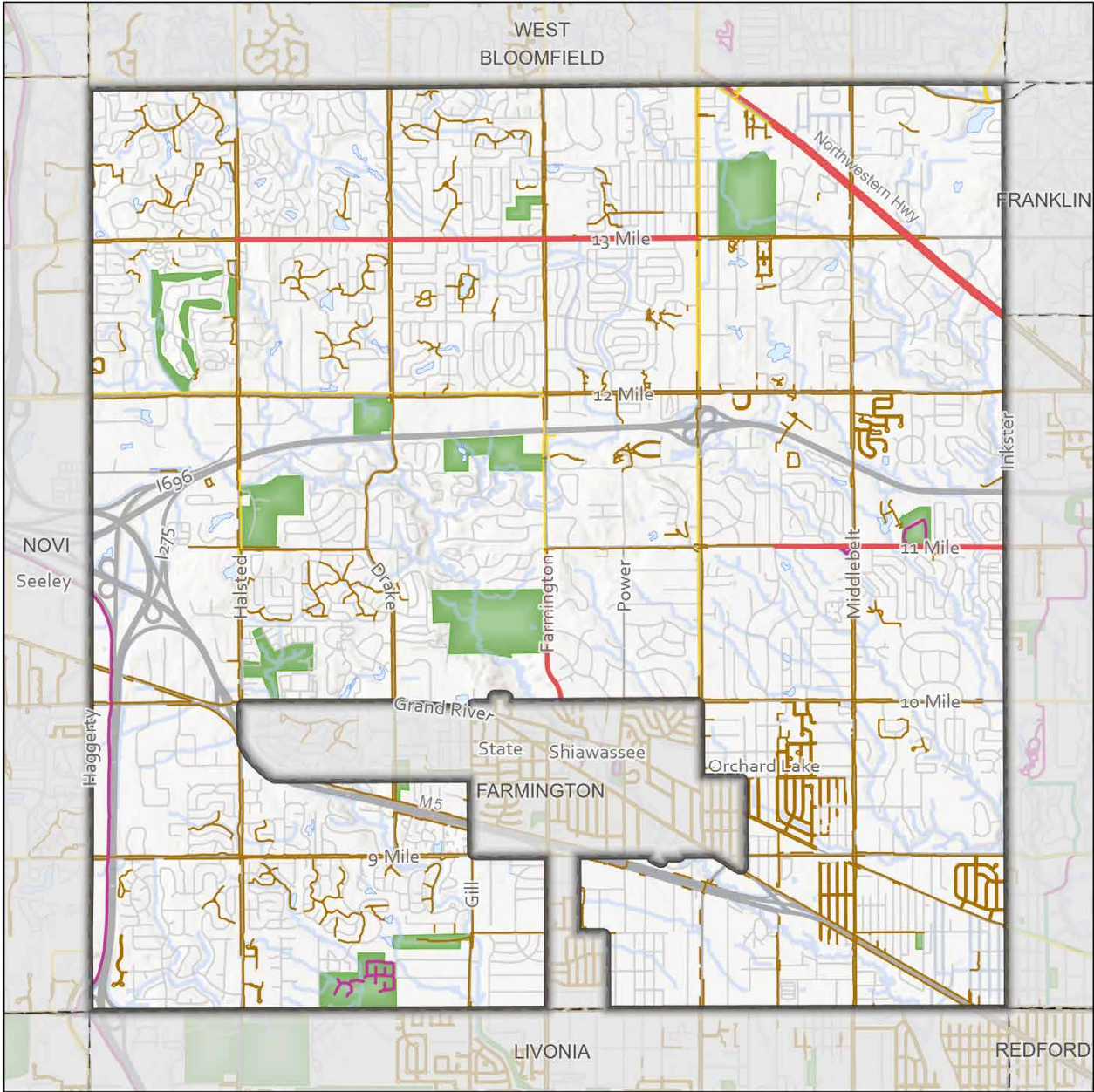
between Inkster Road and halfway between Middlebelt and Orchard Lake, on Farmington Road between 12 Mile Road and the Farmington city limit, and along Northwestern Highway. These bike lanes all utilize excess right-of-way to provide an area for bicycles, but all four sections are unprotected, with minimal separation from vehicle traffic and there are sudden transitions to roadway with no bike lane.

Shared-Use Paths

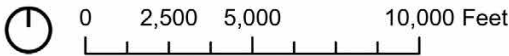
A regional shared use path runs down the west side of I-275 and is connected to a larger regional trail network. The City is not otherwise directly connected to the regional trail network. There are, however, many areas where the sidewalks are 8 feet wide, and can therefore accommodate a mix of pedestrians and bicyclists (these are labeled as sidepaths on the Existing Non-Motorized Pathways Map).

The City's existing network of pathways, sidewalks, trails, and bike lanes provides some mobility through the community but has many gaps, and the mile road pathway network includes a mixture of -foot pathways and five- or six-foot sidewalks that could be made more uniform and predictable.

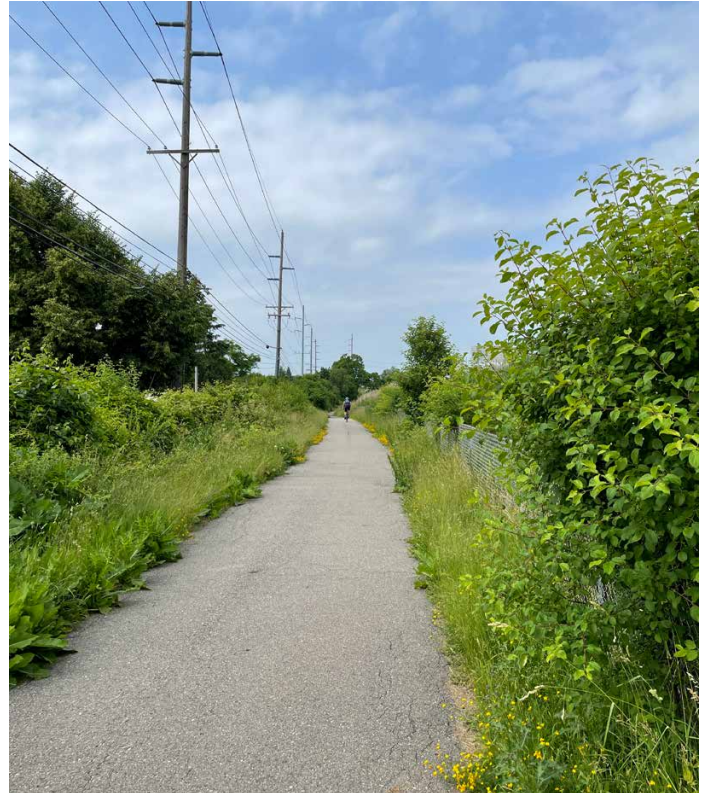
MAP 7.2:
EXISTING NON-MOTORIZED PATHWAYS



Data Source: Esri, NASA, NGA, USGS, FEMA, OC Trails, Parks and Roads: Access Oakland 2023. Map Exported: February 07, 2024. ©2023 Giffels Webster.



- BIKE LANE
- ROUTE
- SIDEPATH
- SIDEWALK
- TRAIL
- PARKS

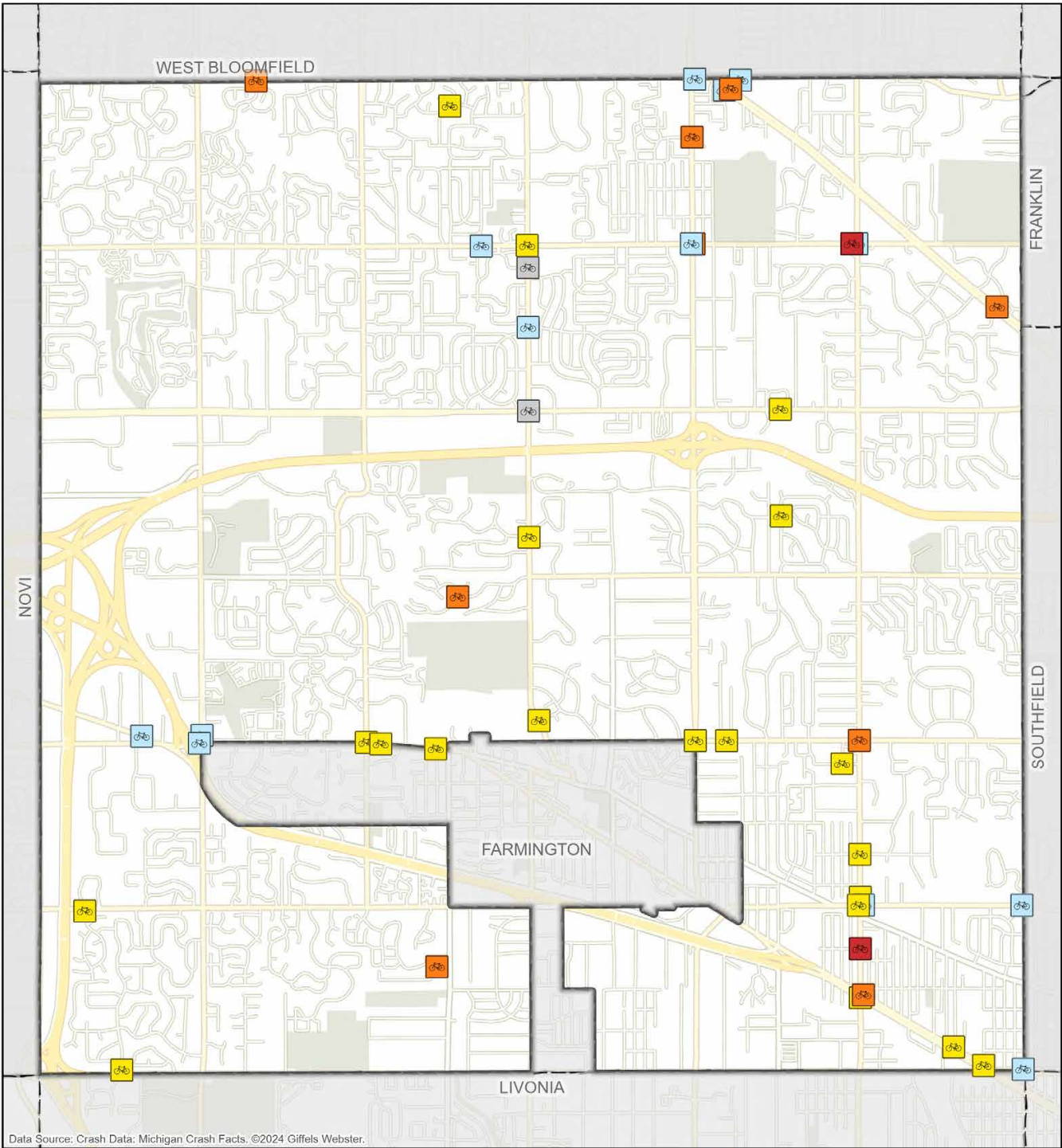


Safety for Non-Motorized Road Users

Our roads are primarily designed to facilitate the movement of motor vehicles, and this is especially true of major thoroughfares, which prioritize the rapid passage of vehicles through an area. At the same time, people attempting to use the right-of-way without the aid of a vehicle, and especially those attempting to cross busy roads, are vulnerable to harm if struck by a vehicle. In 2022, pedestrian deaths in the U.S. hit a 40-year high, with over 7,500 people killed by vehicles. As the size of vehicles has increased, the chance of a crash causing serious injury or death to a pedestrian has risen dramatically.

Farmington Hills saw seven pedestrian deaths and two bicyclist deaths in crashes over the 2018-2022 time period. As shown on the maps, these deaths were concentrated along major roadways, with both bicycle deaths occurring in the Middlebelt Road corridor, and three pedestrian deaths along 12 Mile Road, all away from major intersections. The overall large number of crashes involving pedestrians and bicycles suggests a need to improve safety throughout the City. This plan sets forth several approaches to creating a transportation network that more safely serves all users.

MAP 7.3:
BICYCLE CRASHES 2018 - 2022



- | | | | |
|--|----------------------------|--|------------------------------|
| | No Injury (O) | | Suspected Serious Injury (A) |
| | Possible Injury (C) | | Fatal Injury (K) |
| | Suspected Minor Injury (B) | | |

MAP 7.4:
PEDESTRIAN CRASHES 2018 - 2022

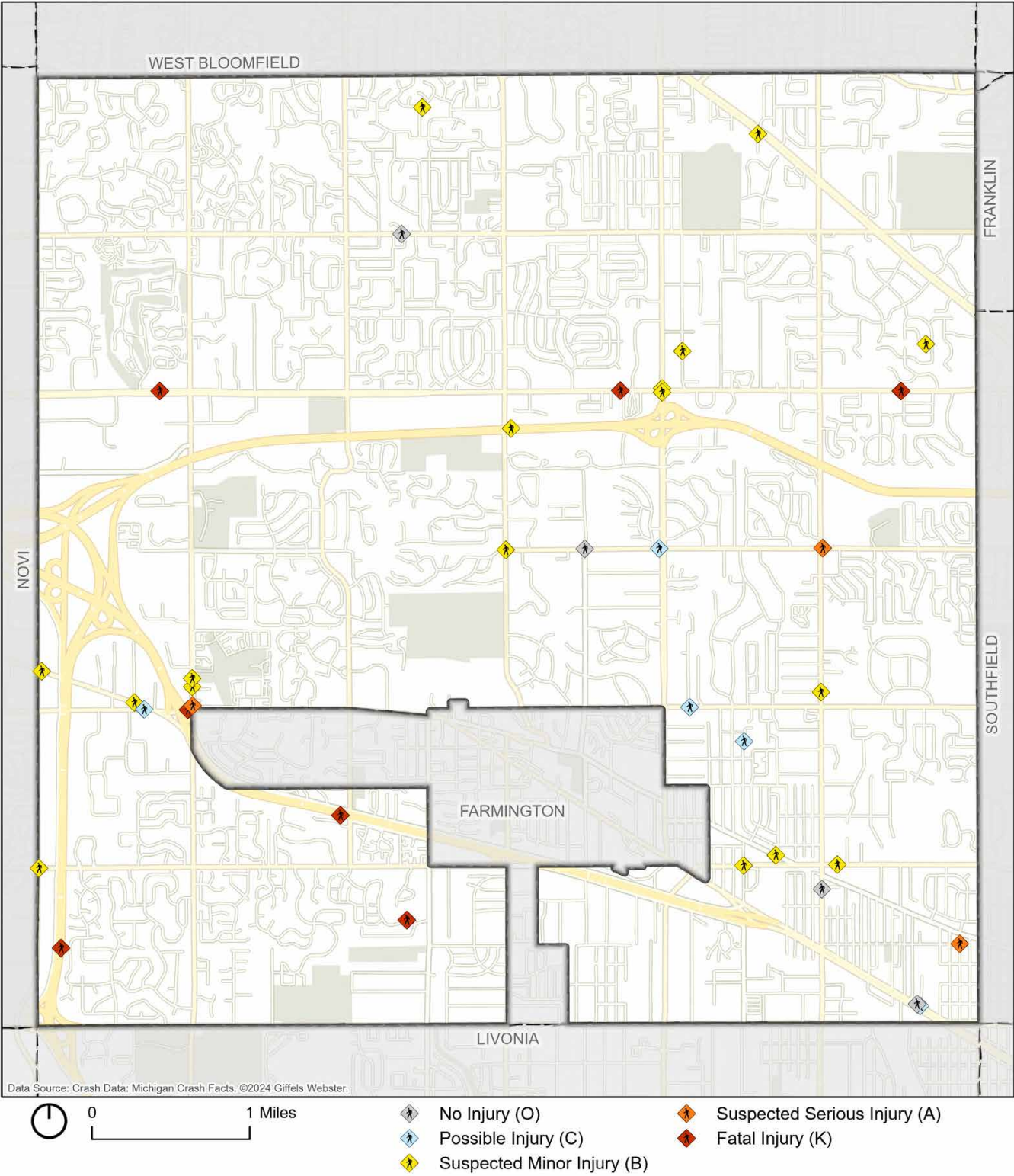


FIGURE 7.1:
BICYCLIST LEVELS OF TRAFFIC STRESS



LTS-1: Interested, But Cautious Riders

- Shared use paths are used by pedestrians as well as bicycle users
- 8 feet min. width with 5-10 feet planted buffer
- Ideal traffic speeds less than 25 miles per hour
- Wider right-of-way widths
- Pavement surfaces should be based on anticipated usage volumes
- **Comfortable for all ages and abilities**



SHARED USE PATHS



LTS-2: Interested, But Concerned Riders

- Bike lanes separated by buffers defined by pavement markings and parallel parking
- 8 feet min. two-ways or 5 feet min. one-way with 5 feet painted buffer
- Ideal traffic speeds from 20-25 miles per hour
- Limited right-of-way widths
- Add vertical delineation such as candlestick bollards for increased level of perceived protection
- **Comfortable for most adults**



BUFFERED BIKE LANES



LTS-3: Enthused and Confident Riders

- Dedicated bike lanes that are adjacent to traffic lanes 8 feet min. two-ways or 5 feet min. one-way with painted buffer
- Ideal traffic speeds more than 25 miles per hour
- Limited right-of-way widths
- Reduce curbside and intersection conflicts through access management
- **Comfortable for confident bicyclists, who prefer not to share with the vehicles**



BIKE LANES



LTS-4: Strong and Fearless Riders

- Identifying a specific route as a 'Bike Route' is the simple alternative when immediate infrastructure improvements to roadway network are not feasible
- Wayfinding signage such as 'share the road' or directional signage can be installed to guide the users to destinations or other connections
- Traffic calming measures are required to manage speeds
- **Uncomfortable for most users**



BIKE ROUTES



Bike Infrastructure

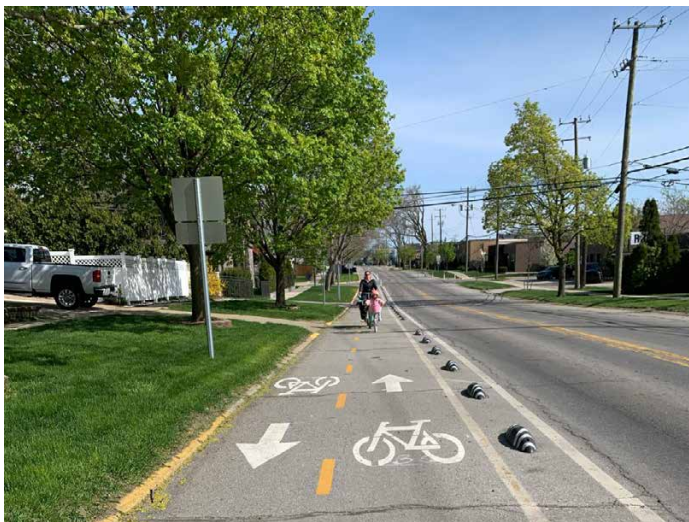
Level of Traffic Stress

The Level of Traffic Stress rating system is used to rate the stress levels users of various modes of transportation experience. The ratings range from 1 (lowest stress) to 4 (highest stress and discomfort) and are based on factors such as the speed and volume of vehicle traffic, the number of travel lanes, the size and complexity of intersections, and the type of bicycle facilities provided. Four user/bicyclist types have been identified that correlate with the four levels of stress described above.

Bicycle infrastructure comes in many forms, from fully separated pathways, to mixed use pathways shared with people running and walking, on-street bike lanes, sharrows, and signed bicycle routes. It should also be understood to include bicycle parking facilities.



Separated 8-Foot Pathway



Protected Bike Lane



Pedestrian Island with Signal



Pedestrian and Bike Signals



Traffic Calming: Chokepoint



Traffic Calming Speed Table



A Flexible Approach to Building a More Expansive and Inclusive Transportation System

Our streets and roads form a network that serves every part of the community. Our goal is to make that network serve the community well. The City can build out transportation options using a variety of approaches, blending public spending with investments by private developers to create a robust network. Depending on the roadway, coordination with the Road Commission for Oakland County (RCOC) or Michigan Department of Transportation (MDOT) may be necessary.

Incremental Additions with Development

When sites are developed or redeveloped, the City can require certain improvements to infrastructure. This may include:

- Closing excess driveways to reduce the number of points where vehicles enter and exit the road. This reduces the number of potential conflict points between vehicles, and also reduces the number of interruptions to the sidewalk and pathway network.
- Requiring 8-foot sidewalks helps build out multi-use pathways. Installation or improvement of public sidewalks and connections to the sidewalk from buildings.
- Installation of conveniently-located, visible bicycle parking at major destinations, including shopping centers.

Proactive City Maintenance and Installation

Farmington Hills annually funds maintenance, repair, and replacement of public sidewalks on major roads, and addresses sidewalks in neighborhoods through special assessment district funding. The City also invests money from its capital improvement fund into sidewalk construction and the installation of shoulder bike lanes on major roads.

The Targeted Improvements Map (Map 7.5) highlights places in the City where targeted improvements would improve the overall connectivity of the sidewalk and pathway network. These include several routes over or under freeways where the connection itself may be lacking, or where the route across the freeway functions well but does not connect well to the overall network (such as the pedestrian bridge over M-5, which is not served by a sidewalk).

The City may also consider the feasibility of winter maintenance of its major pathways, including the acquisition of equipment for clearing snow and salting to prevent ice build-up. Such an effort may at first be focused on high-priority areas, such as pathways leading to major public institutions such as City Hall, the HAWK, and the Farmington Community Library. The program could be expanded from there.

Preferred Network

The Non-Motorized Plan map (Map 7.6) identifies priority corridors for building out the non-motorized network. Most of these corridors have full sidewalks, and the long-term goal is to create a complete network of eight-foot or ten-foot pathways, on both sides where possible, to accommodate pedestrians and bicyclists with full separation from the roadway. Full separation is especially important on the busiest of these identified corridors, including 12 Mile Road. On other roads, shoulder bike lanes can provide a route and a degree of safety for cyclists until the City is able to build out wider sidepaths.

Our preferred final network includes signed bike routes through neighborhoods with connections linking currently disconnected street networks, 8-foot separated pathways along all thoroughfares to accommodate both walking and biking, improved bus service and bus stops, and lower speeds on local streets.

The Potential Pedestrian Connections map illustrates locations where a pedestrian/bicyclist-only connection might be able to be made from one neighborhood to another where the street networks do not currently connect. Making these connections would result in a safe, connected network on local streets that provides more direct routes of travel for people not using motor vehicles, but would also require coordination with homeowners' associations and some private property owners. Creating these connections can be done on an incremental basis over time, with community outreach as the first step to gain support for this idea.

On the southern portion of Grand River Avenue, consideration could be given to placing a cycle track in the boulevard median to provide separation between bicycles and traffic.

Long-term, the goal is for most facilities to operate at Level of Traffic Stress 1 and 2. Existing bike lanes will ultimately evolve into separated facilities.

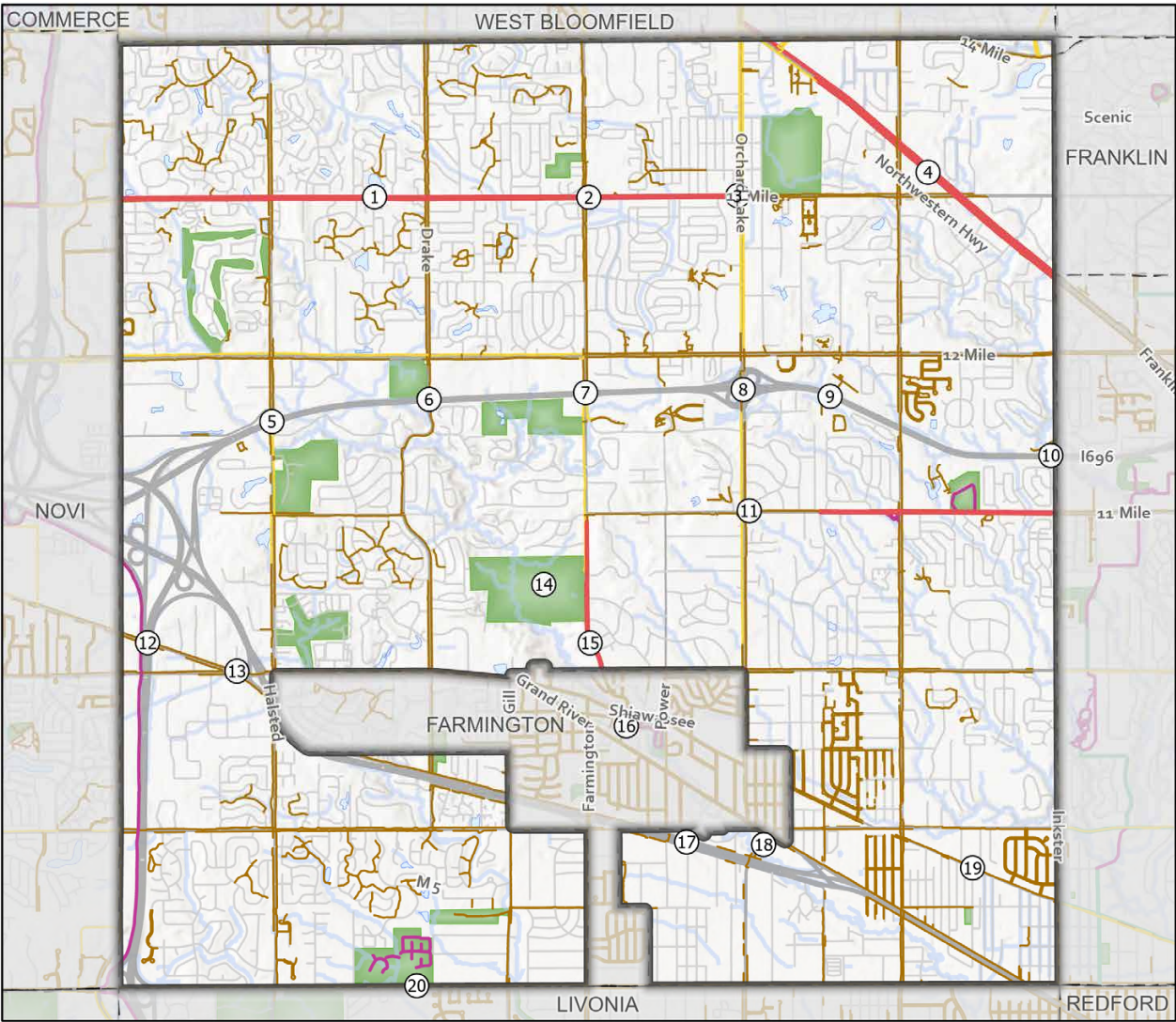
Prioritization

The funding is not available to immediately build out a network of 8-foot sidepaths. Because municipal resources are limited, it is necessary to prioritize. Prioritization should consider a mix of need and ease of completion.

High Need

- Safety for children walking or biking to school. This could include installation of sidewalks in neighborhoods where they are missing the connection of neighborhoods as noted previously, and/or traffic calming measures to lower speeds. The City could consider working with the Michigan Fitness Foundation's Safe Routes to School program.
- Crossing safety at major intersections. This could include signal prioritization for pedestrians, refuge islands, and more crossing opportunities away from major intersections and roundabouts. The intent here is also to reduce crossings away from signals.
- Wider array of mobility options for underserved neighborhoods. Areas where households own fewer vehicles per resident should be prioritized for sidewalk construction in any proactive sidewalk construction program.
- Cross-town connections (east-west and north-south). While an 8-foot pathway network is built out over time, east-west connections can be made with bike lanes on the odd-numbered mile roads to complement existing sidewalks, while Drake, Farmington and portions of Halsted and Middlebelt Roads offer similar opportunities for north-south connections. Middlebelt is also a prime target for improved bicycle safety and separated paths, and may benefit from a reduced speed limit (currently 45 mph).
- Farmington Hills has been working with Oakland County and its neighbors to study the Nine Mile Road corridor and identify critical gaps in pedestrian and bicycle facilities. Nine Mile is a crucial corridor for non-motorized mobility in Farmington Hills, and any priorities identified by this study should be pursued by the City.

MAP 7.5:
TARGETED IMPROVEMENTS



Data Source: Esri, NASA, NGA, USGS, FEMA. OC Trails, Parks and Roads: Access Oakland 2023. Map Exported: May 02, 2024. ©2024 Giffels Webster.

ID	Comment
1	Provide end transitions to bike lanes.
2	Provide end transitions to bike lanes.
3	Provide end transitions to bike lanes.
4	If keeping bike lane, considering separating from traffic. Work with MDOT.
5	Standard pedestrian sidewalk, 2 sides.
6	Sidewalk, 1 side under.
7	Bridge walk, 1 side.
8	Poor pedestrian sidewalk, 1 side.
9	Pedestrian bridge.
10	No pedestrian walk under bridge.

ID	Comment
11	Add on-road bike lanes when resurfacing 11 Mile.
12	Walks over 275.
13	Add north to south connection.
14	Add path through park to apartments to the west.
15	Widen 3' bike lanes on shoulders to 5' & extend to Shiawassee.
16	Improve trail through park & bridge over river.
17	Improve pedestrian bridge landings & crossings.
18	Alignment & bridge walk issues to correct.
19	Consider 2-way cycle track on one side.
20	Widen walk to sidepath.

○

NON-MOTORIZED IMPROVEMENTS

—

EXISTING NON-MOTORIZED INFRASTRUCTURE

—

ROUTE

—

SIDEWALK

—

BIKE LANE

—

SIDEPATH

—

TRAIL

giffels

webster

○

0

0.5

1 Miles

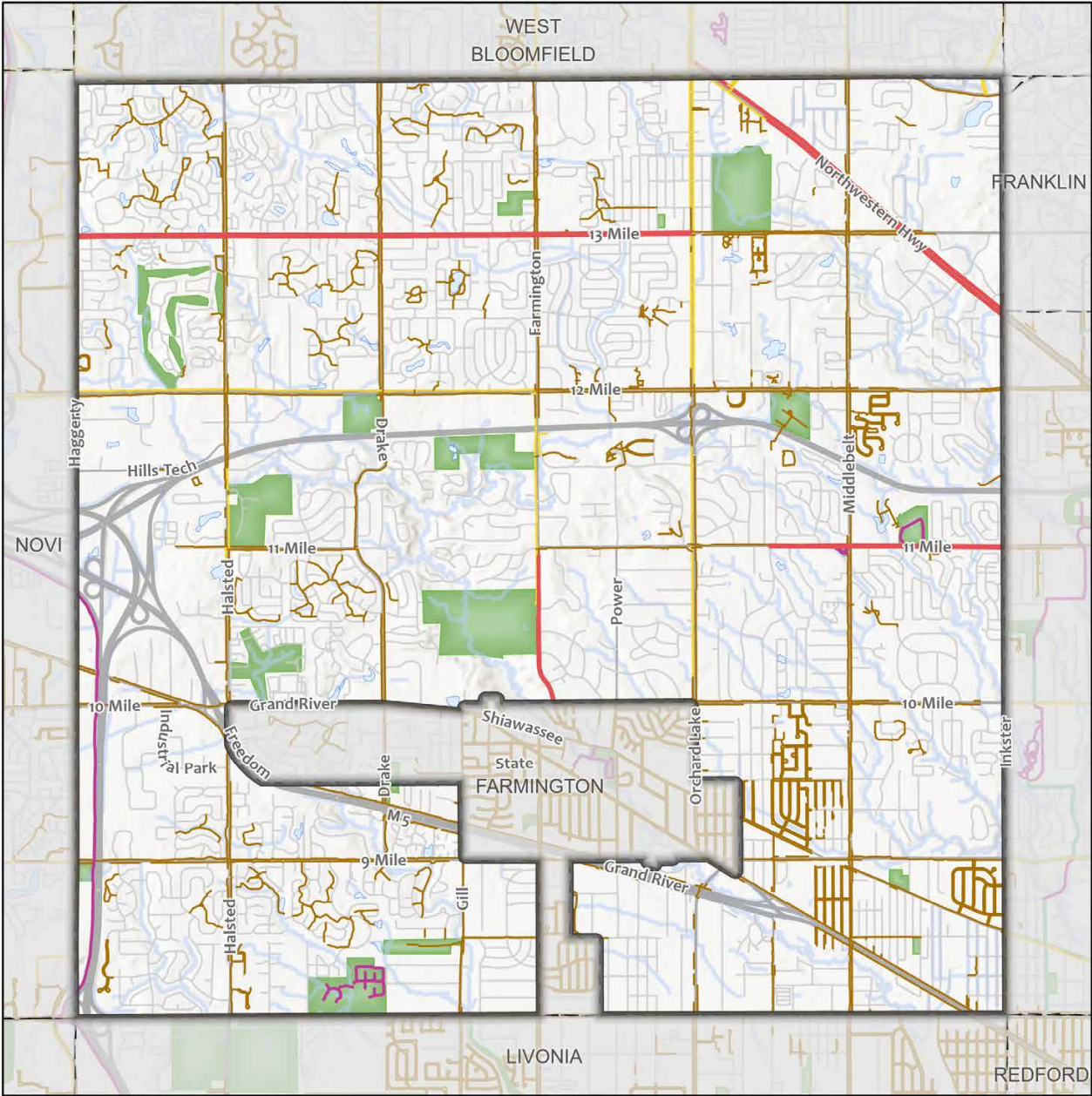
TARGETED IMPROVEMENTS

FARMINGTON HILLS

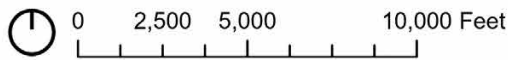
2024

115

MAP 7.6:
NON-MOTORIZED PLAN



Data Source: Esri, NASA, NGA, USGS, OC Trails, Parks: Access Oakland 2023. Roads: SEMCOG. Map Exported: August 05, 2024. ©2024 Giffels Webster.

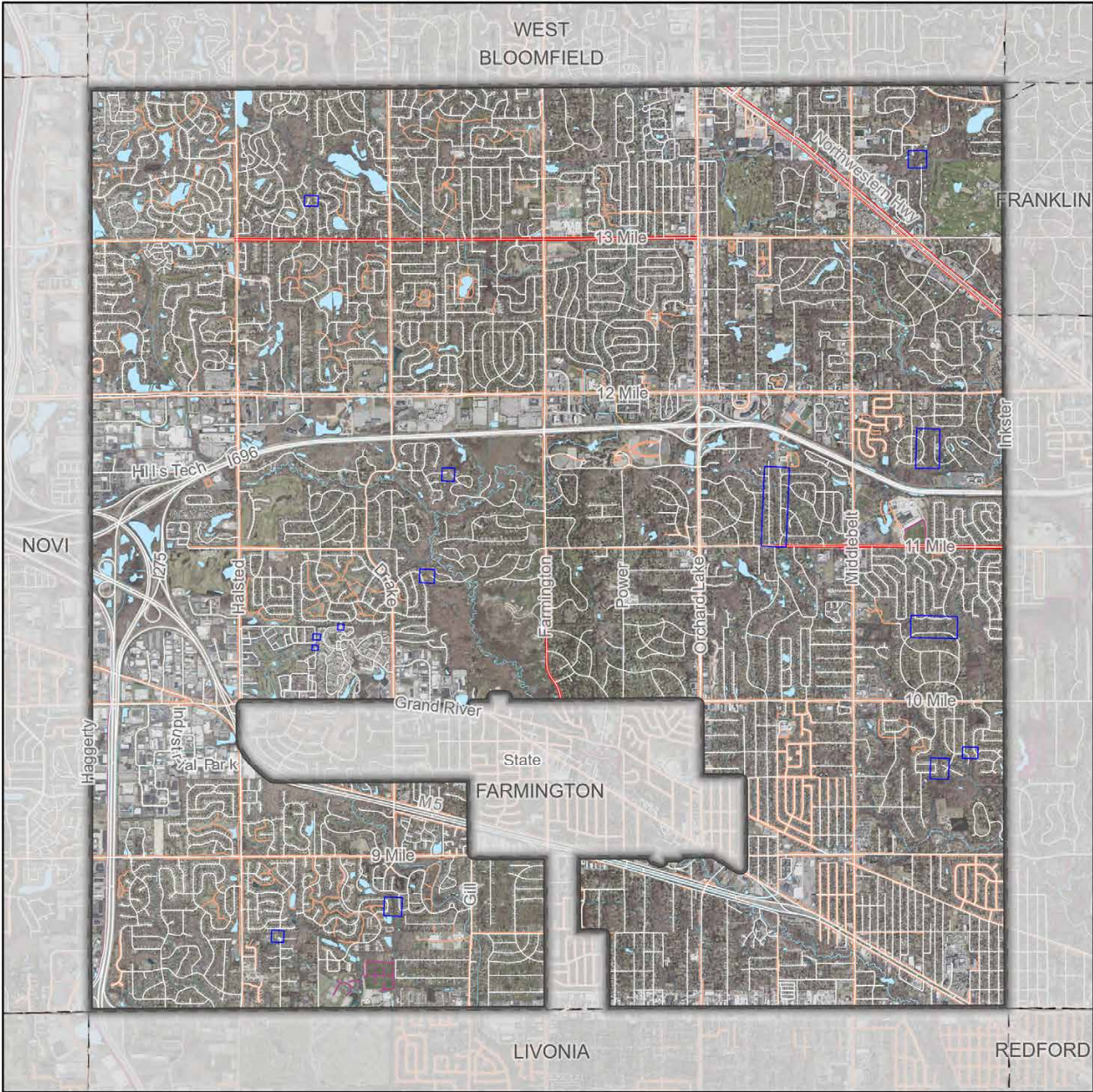


- BIKE LANE
- ROUTE
- SIDEPATH
- SIDEWALK
- TRAIL
- PARKS

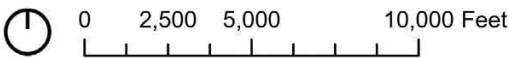


EXISTING NON-MOTORIZED PATHWAYS
FARMINGTON HILLS
2024

MAP 7.7:
POTENTIAL NEIGHBORHOOD-TO-NEIGHBORHOOD PEDESTRIAN
AND/OR BICYCLE CONNECTIONS



Data Source: . OC Trails, Parks and Roads: Access Oakland 2023. Map Exported: February 08, 2024. ©2023 Giffels Webster.



- | | | | |
|--|----------------------|--|-----------|
| | PROPOSED CONNECTIONS | | BIKE LANE |
| | WATERBODIES | | ROUTE |
| | WATERWAYS | | SIDEWALK |
| | | | TRAIL |

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08

HOUSING

Building Block: Housing

Provide a variety of home and lot sizes that complement existing single-family neighborhoods in the City. Transform 12 Mile Road, Orchard Lake Road and Grand River Avenue from serving primarily as transportation and commercial corridors to vibrant, mixed-use areas by adding new housing options, including quality options for renters.



Attainability

Thriving communities provide a wide spectrum of housing options to support all residents. The availability of “attainable” housing helps accommodate everyone from young adults who are just beginning to live on their own, to older residents looking to downsize while staying in the community.

While there is no universal definition of “attainable housing,” The term was recently defined by the Urban Land Institute as “nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).”

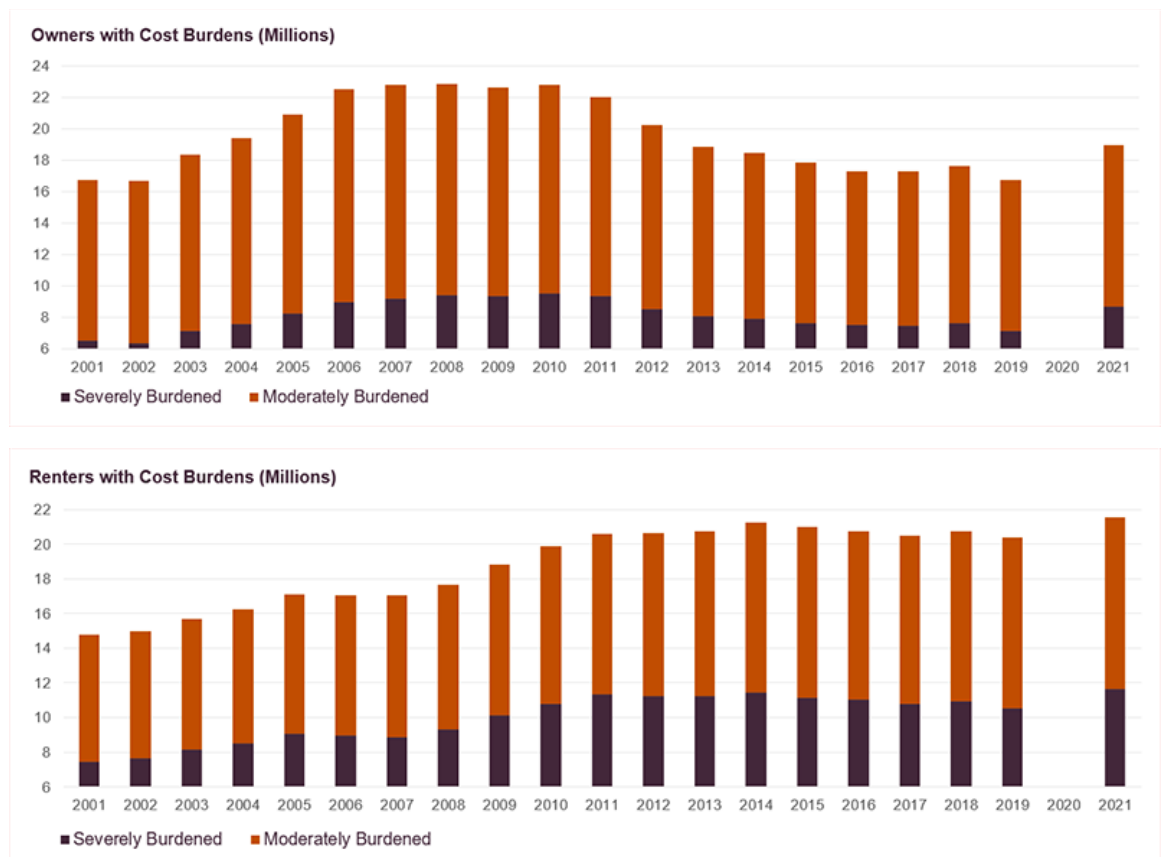
Overview

In many communities, young adults and the elderly have limited housing options due to a combination of their lower income levels and the cost and availability of housing. This kind of financial challenge can, however, impact people of all ages.

Guidance from the U.S. Department of Housing and Urban Development indicates that a household should spend a maximum of 30% of its income on housing costs, yet many people find themselves spending more on housing, leaving less of their income available for other expenses. Finding attainable housing can be challenging.

Figure 8.1 shows the national number of cost-burdened households over time, for both renters and owners. In 2021, 19 million owner-occupied households were considered to be cost-burdened, comprising 22.8% of all owner-occupied units. In the same year, 21.6 million renter-occupied households were found to be cost-burdened, making up nearly half (49%) of all rental units. Cost burdened households are those that spend more than 30 percent of their income on housing, while severely cost-burdened households spend more than 50% of their income on housing.

FIGURE 8.1:
NATIONAL
COST-
BURDENED
HOUSEHOLDS



Source: Joint Center for Housing Studies at Harvard University, 2021

Who Needs Attainable Housing?

The market segment in need of attainable housing represents important demographic groups that contribute to the City's health and vibrancy, including:

- Young professionals and skilled workers, who may choose to locate elsewhere, even out of state.
- Young families and first-time home buyers looking to rent or purchase a first home, build roots and establish longevity in the City.
- Retirees and empty nesters looking to downsize and stay in Farmington Hills, creating new opportunities within the City for families with more intensive housing needs.
- Workers who would otherwise commute long distances and exacerbate congestion challenges.

These populations are often excluded from participation in the housing market even when there are attainable listings due to the competitive advantages posed by cash offers from wealthier individuals or investors.

Housing costs have risen sharply in the late 2010s and early 2020s. According to the National Association of Home Builders and U.S. Census data, the median price of a new home was \$436,700 in March, 2022, up from \$359,600 in March, 2021 (a 21.4% increase), and up from \$238,400 in 2012. The median price for existing homes in February, 2022, was \$363,800, up from \$315,100 in February, 2021. The cost of new construction is driving the overall cost of housing higher.

The supply of multi-family for-sale housing is decreasing. Multi-family for-sale housing has historically represented about 20 to 25 percent of total multi-family permits. This type of housing is often more attainable because of its lower cost. In the past 8 years, multi-family for-sale housing has represented 6 to 7 percent of total permits, reflecting a significant post-Great Recession decline.

New construction has delivered larger homes with more bedrooms even though household size was dropping. "Although one- or two-person households make up more than 60 percent of total households, nearly 50 percent of the homes delivered are four bedrooms or more. Less than 10 percent of the homes offer fewer bedroom options like one and two bedrooms," as noted by ULI.

The same ULI report notes that small housing, under 1,400 square feet, has historically represented about 16 percent of new construction, but in the last cycle, it has averaged closer to 7 percent. When combined with the next size category, 1,400 to 1,800 square feet, the overall distribution of "small homes" has declined from just under 40 percent to 22 percent. Homes over 2,400 square feet have increased from 32 percent to 50 percent of new construction since 1999, according to the ULI¹.

¹ https://americas.uli.org/wp-content/uploads/sites/2/ULI-Documents/ULI_Attainable-Housing_F2.pdf

What does this mean for Farmington Hills?

As noted above, attainable housing has been defined as nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).” The Detroit metropolitan area median family income for 2022, which is used by the U.S. Department of Housing and Urban Development for housing reports, was \$89,800.00.

80% of the median family income = \$71,840.00. With 30% of income spent on housing, \$1,796 per month is available. A home valued at about \$265,000 is attainable at this income level.

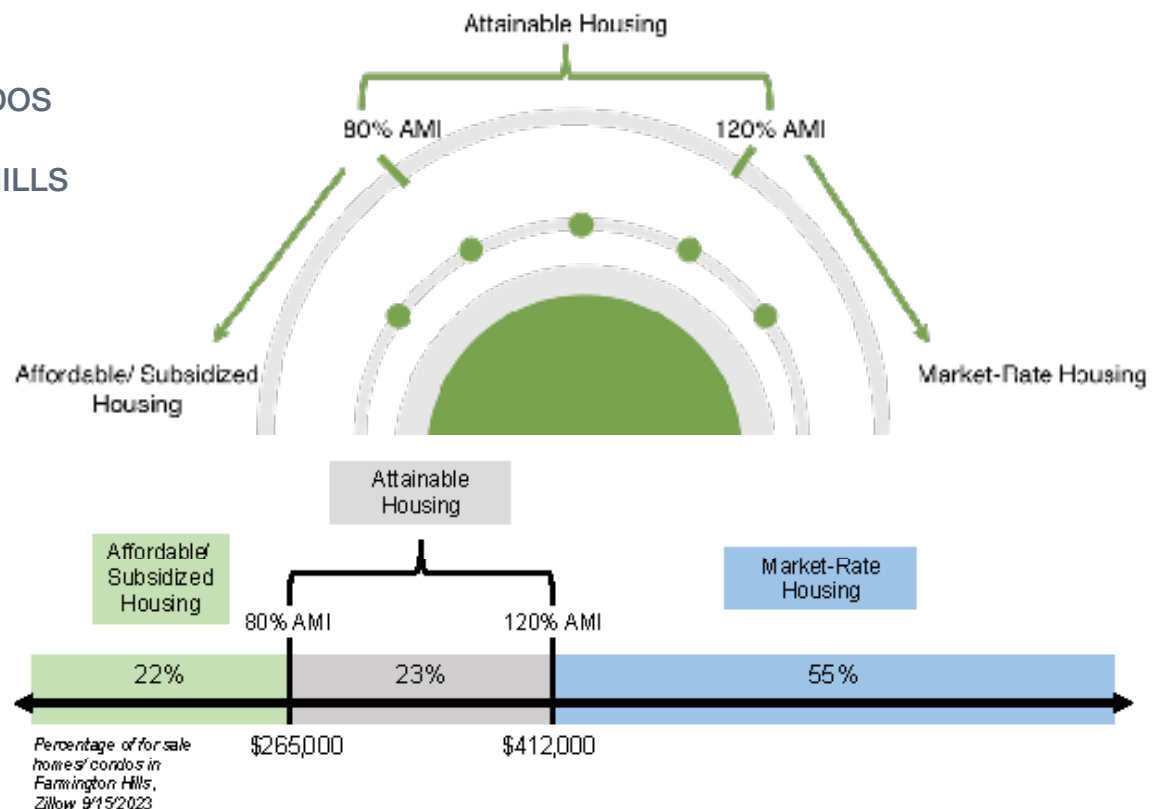
Median family income = \$89,800.00. With 30% of income spent on housing, \$2,245 per month is available. A home valued at about \$339,000 is attainable at this income level.

120% of the median family income = \$107,760.00. With 30% of income spent on housing, \$2,694 per month is available. A home valued at about \$412,000 is attainable at this income level.

Figure 8.2 shows the breakdown of for-sale homes/condos in Farmington Hills by listing price using Zillow data collected on September 15, 2023. The majority of homes on the market in Farmington Hills were listed beyond the “attainable” price range, with 55% of listings priced higher than \$412,000. Furthermore, it is also important to note that the listing price does not take into consideration whether properties are move-in ready or if additional improvements will be necessary.

Median family income is typically higher than median household income. A family consists of two or more people, whereas a household may consist of one person.

FIGURE 8.2:
NUMBER OF
HOMES & CONDOS
FOR SALE IN
FARMINGTON HILLS



For the Detroit metro 7-county SEMCOG region, the 2019 median household income was \$61,926. For Farmington Hills, the 2019 median household income was \$83,268.

The median sales price for an existing home in the metro Detroit real estate market in March 2021 was \$277,225.00². With 10 percent down, a household income of about \$74,000 is necessary for a home of this median price³.

The average price for a single-family home of new construction in Southeast Michigan was \$400,000, which is substantially higher than the median home value⁴. It is less than the national average of about \$498,800 (Nov. 2021 NAHB). To buy a new construction home valued at \$400,000, a household income of about \$105,400 is required.

In addition to housing costs, transportation costs can also be a substantial economic burden. For the southeast Michigan region (SEMCOG), 29 percent of income is spent on housing and 23 percent is spent on transportation (52 percent total.) In Farmington Hills, the combined total is higher (57 percent), with 35 percent spent on housing and 22 percent spent on transportation.

Housing Types

The type of housing available plays a crucial role in determining who can and wants to live in a community. Places that allow a range of diverse housing options cater to the varying needs and preferences of residents, promoting greater inclusivity. People have different family sizes, lifestyles, income levels, and priorities that may shift over the

course of their lifetimes. A housing market that can meet a broad spectrum of needs will result in neighborhoods with enriching socioeconomic and generational diversity.

Considering ways to permit and encourage a range of housing is an important component of responsible and sustainable land use. Communities with mostly single-family residential options face inefficiencies in the delivery of public services and design of infrastructure, as fewer people are served in a given area. Furthermore, primarily single-family neighborhoods often promote auto-dependent lifestyles that increase demand for the roads and exacerbate the already high costs of infrastructure. Alternatively, neighborhoods that include a range of housing types are generally more walkable and have density to achieve efficiencies in service delivery. Finally, housing variety not only fosters inclusivity, but also contributes to the City's overall resiliency and adaptability by accommodating shifts in societal trends as well as the dynamic changes in residents' lives. With the projected growth in senior populations, it is imperative for communities to consider how the changing needs and preferences of residents will impact the built environment.

This section of the plan includes information on different housing types, considering the unique qualities and characteristics of each. Corresponding policy and zoning recommendations needed to promote or allow the different uses are also contemplated.

² <https://www.dbusiness.com/daily-news/report-covid-19-stalls-regional-home-sales-in-march-median-sales-price-rises-3-5/>

³ Assumes 30 year fixed, 4.25%, 10% down, \$400 in property taxes monthly and \$125/month in insurance via nerdwallet.com.

⁴ <https://www.theoaklandpress.com/2021/11/07/michigan-residential-construction-at-14-year-high-but-increased-costs-and-unpredictable-supply-chain-hampering-industry/#:~:text=The%20average%20price%20of%20a,September%202020%2C%20according%20to%20Realcomp.>



Detached ADU



Attached ADU



Above-the-garage ADU



Accessory Dwelling Units (ADUs)

An accessory dwelling unit is a residential unit built on the same lot as a single-family home that serves as a separate living quarters with independent kitchen or bathroom. These units may be attached to the primary home or detached, and can also be integrated into other accessory structures, such as a unit built over a detached garage. While ADUs have gained new currency in housing discussions in recent years, it is important to note that in some ways, they are actually a traditional type of housing, and “granny flats,” “in-law suites” or “carriage houses” were once fairly common prior to being zoned out in the mid-to-late 20th Century. ADUs uniquely provide a mechanism to offer additional housing choices in already developed areas without substantially altering neighborhood character and are commonly used to accommodate multi-generational households or the care of elderly relatives.

As the housing shortage continues, ADUs can serve as a viable strategy to provide infill housing that is harmonious with existing neighborhoods. Whether they are attached or detached, ADUs are typically required to be smaller in size than a principal residence. Design standards can be used to reduce their visual impact and ensure they are complementary to the site and neighborhood. In Farmington Hills, this may require reconsideration of the minimum ground floor area assigned to housing units.

Communities can also incorporate standards to ensure that at least one unit must be owner occupied when there is an ADU present. This type of regulation is intended to prevent ADUs from being developed by outside investors who lack community ties, only allowing those with a stake in the neighborhood to capitalize on additional density. In addition, requirements preventing principal structures and ADUs from being split or sold separately help maintain the accessory nature of the units and the intent of the ordinance.



Cottage Courts

Cottage court homes are small (1 to 1.5 stories, typically) detached single-family homes that are arranged around a shared court. The compact and intimate design of cottage court housing encourages social interaction among residents, while reducing sprawl by maximizing land efficiency. The shared open spaces between the houses often include amenities that foster social activities, such as recreational spaces or gardens. Although Cottage Courts provide a setting for greater social connectivity, this is balanced with individual privacy, and cottage courts are designed in a manner that grants residents their own entrance, private living areas, and some private outdoor spaces. Units are often owned from the walls in, and common space is maintained by an association.

This housing type may serve as a transitional land use, buffering single-family homes from more intensive land uses, offering a harmonious middle ground. The shared common area is visible from the street and is where the unit entrances are located. The court replaces the front yard, reducing maintenance responsibilities and increasing social connectivity with neighbors.

To fully realize the benefits of this housing type, the City may consider opportunities to allow smaller lots than those currently allowed in the Farmington Hills ordinance. One effective strategy is the clustering of homes, allowing for greater density in exchange for the preservation of open space, which may be inclusive of the central courtyard.

Connections: Cottage Courts in Our Special Planning Areas

Where this plan calls for cluster housing to serve as infill in the special residential planning areas, the cottage court model could offer a way to provide housing that is well-suited to empty nesters still living active lifestyles, with a physical form that is complementary to surrounding single-family neighborhoods.

Adaptive Reuse

Adaptive reuse is the reuse of an existing structure to satisfy the needs of a different use. While pursuing alternative housing types and additional variety, encouraging adaptive reuse can result in innovative housing solutions.

It has historically been viewed as a best practice in planning to restrict first floor residential in central business or commercial districts to preserve valuable storefront real estate for commercial businesses that draw foot traffic and provide interesting streetscapes. However, as demand for retail space declines, communities have become susceptible to unexpected vacancies or high turnover, leading some to consider alternative uses. In addition, office districts have become especially vulnerable to vacancy as markets continue to shift towards remote work. Office vacancies often make up entire buildings without similar uses to fill the empty space. In these circumstances, housing may serve as an alternative use to activate vacant spaces while helping to fulfill a critical need.

Other buildings initially constructed for a non-residential use may also be re-envisioned as housing. Vacant community buildings, such as churches or schools, may also be amendable to new opportunities for redevelopment, if and where zoning allows for residential uses.

While these types of adaptive reuse may present a potential opportunity, there are often challenges to consider with changing uses. Some buildings are better prepared than others for housing with adequate plumbing, natural light, and utilities. The City may consider which buildings have the greatest potential for adaptive reuse as a part of an economic development or housing strategy to help encourage these types of transitions. Corresponding zoning changes that allow residential uses where they were previously not permitted may be required. When adaptive reuse is done successfully, it can result in unique, interesting, and unexpected places for residents to live in.



	MIN LOT AREA	MIN FLOOR AREA	MIN. GROUND FLOOR AREA
RA-1A	29,700	1,250	650
RA-1B	23,400	1,250	650
RA-2B	23,400	1,250	650
RA-1	18,000	1,150	650
RA-2	15,000	930	600
RA-3	10,000	850	500
RA-4	8,500	700	500
RC-1	8,000	600	300
RC-2	8,000	600	300
RC-3	8,000	600	300

Reconsideration of minimum lot sizes and dwelling unit sizes may result in new opportunities for housing. The chart above outlines the current requirements in the Farmington Hills Zoning Ordinance.



Micro-Units

Micro units are typically small apartments with an open floor plan between 300-600 square feet in area; they can be efficiency or even one-bedroom units. Minimum size regulations for residential dwelling units are common zoning restrictions that are intended to ensure adequate living space and prevent structures that are significantly out of character and scale from the rest of the neighborhood. In Farmington Hills, dwelling unit size is limited for both single-family and multi-family buildings, with restrictions that vary based on the Zoning District. Not all people require the same amount of space, and micro-units, studios, and even “tiny houses,” can provide an affordable alternative for individuals who do not require as much space as what is minimally required. As the City works to address housing needs and considering alternative types of housing, structures with micro-units or efficiencies may provide one strategy to help to increase options and overall housing supply.



Smaller Lot Minimums

The way that communities regulate lot size requires a delicate balance between creating new opportunities for density, while maintaining neighborhood character. While smaller lot minimums enhance housing affordability and density, some communities opt for larger lot sizes to maintain and protect a consistent aesthetic and preserve open space.

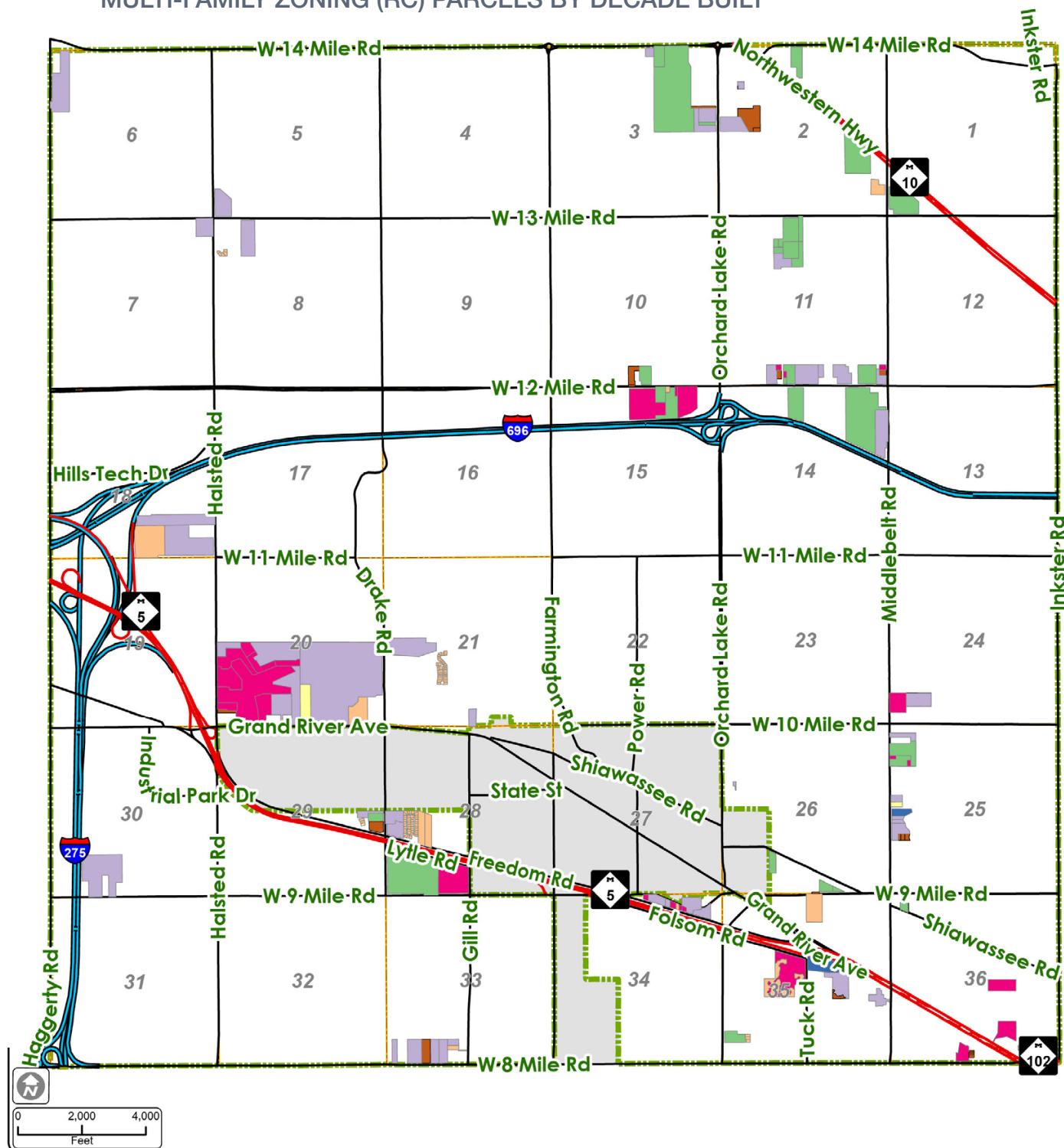
In Farmington Hills, lot size reductions could result in greater opportunities for new construction and infill residential, while generating new economic opportunities for landowners on excessively sized lots. Smaller lot minimums result in more compact housing options, creating opportunities that are often more affordable. This can help to attract a diverse range of residents, including first-time homebuyers and young families.

In addition to the benefit of increased affordability, reduced lot sizes contribute to more efficient and sustainable land use. Not only are compact developments inherently more walkable, but they also contribute to more efficient infrastructure utilization and reduce pressure for construction on undeveloped land outside the City limits. Changes to lot minimums can enable land divisions that would not otherwise be possible, serving as an infill strategy in circumstances where lots are substantially larger than what is minimally required.

Currently, the City's single-family residential districts range in required minimum lot size from 33,000 SF (0.75 acres) in the RA-1 District to 8,500 SF (.19 acres) in the RA-4 District. The Planning Commission may consider whether smaller lots could help achieve housing goals without disrupting neighborhood character. This type of change would be consistent with market trends in housing, which show that lot sizes have become increasingly smaller in the Midwest, decreasing in median lot size by 20% in the last 10 years (Census Bureau, Characteristics of New Housing).

Crucially, changes to permitted lot size can be introduced in a variety of ways and do not necessarily have to impact existing neighborhoods. A small lot size designation could, for instance, be developed to facilitate targeted infill.

MULTI-FAMILY ZONING (RC) PARCELS BY DECADE BUILT



SOURCE: City of Farmington Hills GIS, 2024
Oakland County GIS, 2024

LEGEND

Year Built by Decade

Pre-1970 (26)	1990's (102)	Vacant-Unknown (22)
1970's (29)	2000's (3)	
1980's (47)	2010's (2)	

**Duplex****Townhouse****Triplex or Quad****Courtyard Building**

The “Missing Middle”

Missing middle housing is a term for a range of different house-scale unit types that fall between detached single-family housing and mid-rise apartment buildings. In general, the housing market in most American suburban communities is heavily concentrated in the detached single-family and mid-rise spaces, and short on the type of small attached units that fall in between. While the Farmington Hills Zoning Ordinance permits a range of housing, including missing middle types, it is worth considering what is currently present in the City and where there may be opportunities for additional options.

When considering the City’s current stock of multi-family and attached housing, it is important to consider both the form and context of what has already been built. Much of this stock is older, is a maximum of three stories, and is often located far from walking distance of goods and services. It is essentially multi-family development in a car-oriented,

suburban, low-density format. When considering townhouses, multiplexes, and new multi-family, the City should consider the context and work toward placing these new developments in areas where access to services is or could be made proximal. A fourth multi-family district that permits greater height and unit density, and/or mixed use districts that do the same are necessary to meet modern demand. This plan identifies several special planning areas where this may be appropriate. In other districts, some additional, gentle density achieved with townhomes or small multi-plexes may also help attract new opportunities for redevelopment and infill, especially in circumstances where single-family is not financially feasible to build.

Connections: Missing Middle in Our Special Planning Areas

The 12 Mile, 14 Mile, Grand River, and M-5 special planning areas all call for greater housing opportunities, including mixed use development. Special residential planning areas identified as flex Residential/Office or Flex Residential could also achieve infill with attached housing or small multi-plex development.

Age-Friendly Housing

Communities that are age-friendly have residents that are well-connected to a range of transportation options, recreational opportunities, community facilities, medical care and social assistance, and commercial goods and services. Being age-friendly not only ensures that seniors have access to these fundamental resources but also recognizes that by creating environments that are inclusive and accessible, a high quality of life can be achieved for all generations. A broad spectrum of housing options is an essential component of this goal; age-friendly housing is not only well-connected to key community amenities, but it also considers the safety, mobility, and comfort of all residents. This inclusive community approach not only enhances opportunities for multi-generational living, but also cultivates intergenerational interactions and strengthens social cohesion.



Aging-in-Community vs. Aging-in-Place

As people age, many share a desire to age in their communities, or live in a place where they will not need to move to meet their needs over time. While this is a common aspiration, many homes are not well-suited to help seniors maintain independence as they are isolated from goods, services, and social opportunities. Aging-in-community is the idea that, while it may be difficult to remain in the same home while aging, communities should have many different housing options for seniors, whether that is assisted or independent living facilities, smaller housing units, or single-story/visitable homes. Residential facilities that serve many seniors in a central location make it easier to deliver key resources and services.

The benefits of aging-in-community are multi-generational; strategies to increase opportunities for seniors to downsize or join a communal living environment can have a positive effect on the supply of highly sought-after single-family housing. This type of shift may make it easier for others to participate in a highly competitive market, including young families seeking features such as yard space or multiple bedrooms.



Visitability and Universal Design

To accommodate aging populations, homes may need to be altered or residents may need to move to places that match their physical abilities. As housing costs have risen and the share of multi-generational households has begun to increase after many decades of decline, demand for housing that is adaptable to all needs has grown. Two popular movements in design have surfaced to promote more accessible residential development: visitability and universal design. The City may consider ways to incentivize or require components of these accessible design strategies through zoning regulations or other strategies.

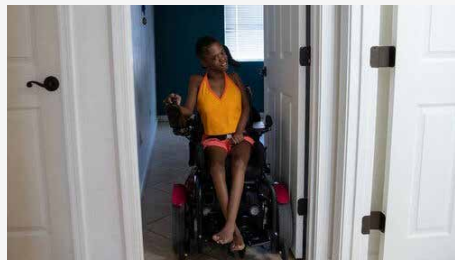
Visitability is a term used to describe the idea that housing should be designed in a manner that is welcoming and comfortable for not only homeowners but all visitors, regardless of physical limitations or needs. To qualify as visitable, a home should contain a zero-step entry, first-floor bathroom, and wheelchair accessible doorway (32 inches wide). Other characteristics, such as accessible outdoor pathways, first floor bedrooms, and accessible light switches,

have also been adopted as markers of visitability. These strategies are not only good for those with limited mobility, but also make spaces safe for moving large objects or strollers.

Similar to visitability, universal design promotes residential design that accommodates all individuals. However, while visitability primarily focuses on first-floor enhancements, universal design considers accessibility of the entire structure. The fundamental “Seven Principles of Universal Design” were established in 1997 by a working group of architects, product designers, engineers, and environmental design experts and serve as a blueprint that defines and guides universal design.

The City may consider ways to incorporate accessible design features into the zoning ordinance as a desired community benefit when zoning flexibility is provided. In addition, design considerations that pertain to the site or exterior of a structure can be included as ordinance requirements, such as an accessible front pathway or additional garage width.

VISITABILITY EXAMPLES:



At least one zero-step entry
(does not need to be front
entrance)



Doors and hallways of
accessible width



At least one first floor
bathroom

The Seven Principles of Universal Design

As people age, many share a desire to age in their communities, or The Seven Principles of Universal Design:

1. Equitable Use.

The design should be useful and marketable to those with diverse abilities.



2. Flexibility in Use.

The design accommodates a wide range of individual preferences and abilities.



3. Simple and Intuitive.

Use of the design is easy to understand, regardless of experience, knowledge, language skills or current concentration level.



4. Legibility.

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.



5. Tolerance for Error.

The design minimizes hazards and the adverse consequences of accidental or unintended actions.



6. Low Physical Effort.

The design can be used efficiently and comfortably with minimum fatigue.



7. Size and Space for Approach and Use.

The design provides appropriate size and space for approach, reach, manipulation, and use, regardless of body size, posture, or mobility.





Senior-Focused (Age-Restricted) Housing

Senior-focused housing is often designed to serve a greater need than simply offering a residence, with amenities to help seniors live independently. This type of housing comes in many shapes and sizes (and prices too) with units ranging from large multi-family structures to small scale bungalows or cottages. Typically, there is a community center or space for socializing and connecting with other seniors and visitors. By creating facilities that serve seniors in a central location, it is easier to distribute key resources and services.

As senior populations continue to grow, so will market demand for senior-focused housing. The City should identify and market adaptive reuse, redevelopment, and infill opportunities that are amenable to senior housing, leveraging resources to advance local development goals, while addressing the growing needs of Seniors.



The Future of Senior Housing

While demand for senior housing will grow as the senior population increases over the next decade, demand will ultimately fall with generational turnover. For this reason, it is important that senior housing be convertible to less age-focused in the future so that it can accommodate other populations when it is no longer needed to house seniors.

09

ARTS & PLACEMAKING





Art in Farmington Hills

In today's increasingly mobile world, individuals and businesses have the freedom to choose where they live and work. This presents both a challenge and an opportunity for any community. To thrive today and into the future, the City of Farmington Hills needs more than just infrastructure and development; as stated by officials, residents and business owners throughout the planning process, the City needs to intentionally focus on creating a community where people choose to be. This is where the transformative power of art and placemaking comes into play.

Integrating arts, culture, and placemaking within this master plan is not just about beautification; it's about strategically crafting an environment that resonates with the desires and aspirations of the community. These desires and aspirations are evident with the City's rich tradition of connecting residents with visual and performing arts:

- The City's Cultural Arts Division coordinates cultural arts programs for the Farmington Hills/Farmington community through classes, events and activities. The CAD provides programming and arts instruction for community members of all ages at the Hawk Community Center. This facility has two performance spaces, classrooms and the Hawk Makerspace. The Makerspace allows the public access to quality technical resources and includes a woodshop, computer software and a craft lab. The CAD also works with the area's various community organizations, Art Commission, Community Arts Council, media and citizens in order to enhance and support the presence of the arts in the community by means of strategic planning, information and sharing of resources.
- The Farmington Area Arts Commission (FAAC) consists of individuals appointed by the City Councils of Farmington and Farmington Hills. Established in 1976 by the City governments, it was formed to promote and support the arts in our community. The Cultural Arts Division Supervisor serves as the City's liaison to the FAAC. The FAAC sponsors several activities throughout

the year, including the Farmington Area Artist in Residence Awards and the High School Student Art Awards.

- The Farmington Art Foundation, previously known as the Farmington Art Club, was founded in 1965 with membership including regular and associate members. The first Senior Painting Classes were started in 1975 through a grant from the Michigan Council for the Arts. The Art Smart Program began in 1974 as "The Picture Lady Program" at Longacre School.
- Farmington Hills is home to several performing arts organizations, including the Farmington Hills Youth Theatre (based at the Hawk Community Center), the Farmington Chorus, the Farmington Concert Band, the Chamber Soloists of Detroit, the Detroit Metropolitan Youth Symphony, the Smith Theatre at Oakland Community College, and the Farmington Players.

One of the most robust displays of art in the community is the Public Art Program, an evolving exhibit at City Hall. In early 2024, the seventh phase in the City's program was installed and features work from 64 artists from Farmington Hills and surrounding communities. These artworks are on loan to the City and are available for sale.

These efforts, individually and collectively, contribute to a thriving arts culture in the City of Farmington Hills. And yet, these cultural influences are largely invisible in the built environment.



Vision and Identity

When people describe what they like about the City of Farmington Hills, they generally cite the community feel, safety and access to goods and services. Input during this planning process revealed interest in providing more things to do, improving the appearance of public and private spaces, and being more inclusive and welcoming to the City's diverse population.

This feedback supports the vision of the Master Plan:

Farmington Hills will be an innovative, attractive, livable, safe, and financially stable community that embraces the diversity of its people and provides housing and economic opportunity for all residents.

During the master planning process, the community and local officials talked about their desires for improved aesthetics in the City, more things to do and strengthening inclusion for all. Several of the building blocks created at the outset of the process that evolved into Master Plan goals point to strengthening arts and cultural opportunities for the City:

- Making Places that Matter: Strengthen the identity of the City by encouraging more activities and destinations that are available year-round, focusing on Orchard

Lake Road between 12 and 14 Mile Roads and along 12 Mile Road, between Farmington Road and Halsted Road. Add central plazas with flexible seating that supports opportunities for dining, public gatherings and events, with character-defining elements, such as street furnishings, to reinforce a sense of place.

- Quality Redevelopment: Enhance development and redevelopment in key areas of the City, including Orchard Lake Road, Grand River, 12 Mile Road and 14 Mile/Northwestern Highway. Encourage a mix of residential and commercial uses to fill in empty parking lots, creating new building forms and site designs that are walkable, made of high-quality design and materials, and that utilize low-impact development techniques. Incorporate usable outdoor spaces that support a variety of activities and tap into redevelopment financing tools, including the Grand River Corridor Improvement Authority.
- Economic Development: Diversify business and development activities in the City to strengthen the market and make the City a regional destination. Utilize a variety of tools, such as Redevelopment Ready Communities, tax increment financing, commercial



rehabilitation districts and property tax offsets, to improve and maintain infrastructure.

- **Community Wellness:** Support active lifestyles for residents of all ages by making walking and biking more convenient, safe and accommodating for older residents. Expand and enhance opportunities, including programming and facilities, for active recreation, particularly in underserved areas and for older and disabled residents.
- **Diversity:** The people of Farmington Hills are diverse in terms of race, ethnicity, creed, background, income, and thought. This diversity is a primary strength of the City, and Farmington Hills will work to ensure that all residents and businesses have equal access to opportunity and public resources, that all communities are heard, and that planning and capital improvements strive to meet the needs of all neighborhoods.

In addition to the discussion of arts and culture in the long-term health of the City, several meaningful development and redevelopment projects were reviewed by the City during the planning process (2023-2024), where the incorporation of public art was desired. However, decision-makers had no tools or process by which art could be more sufficiently encouraged and/or required.

The section that follows discusses how arts and cultural offerings can contribute to a community's sense of place in a variety of ways, while being more inclusive for all City residents. Following that section, goals and objectives offer meaningful steps toward turning the City's arts and cultural offerings "inside out" to demonstrate to residents, businesses and visitors the ways in which the arts are valued in the community.

Arts, Culture and Placemaking

The earliest human experiences include expressions of art and the creation of cultures that define a group of people. There is no one definition of art; expressions of art include the visual, such as painting, drawing, photography or sculpture, as well as the performed, such as music, theater, dance and film. Art includes the spectrum from the written word and storytelling to animation and textiles. It includes industrial design, architecture and graphic design industries. The definition of "culture" is "all that is fabricated, endowed, designed, articulated, conceived or directed by human beings, as opposed to what is given in nature. Culture includes both material elements (buildings, artifacts, etc.) and immaterial ones (ideology, value systems, languages)."¹

According to the American Planning Association (APA), planners in the past have used art and culture as a "community revitalization tool," but today, there is recognition that arts and cultural opportunities have tremendous potential to contribute to broader social, economic, and environmental aspects of community life.² The APA states that arts and culture provide a medium to:

- Preserve, celebrate, challenge, and invent community identity;
- Engage participation in civic life;
- Inform, educate, and learn from diverse audiences; and
- Communicate across demographic and socioeconomic lines.

Arts & cultural activities – vast and innumerable – support individual health and wellbeing, promote community identity through placemaking and catalyze economic development.

¹ United States Department of Art and Culture (2018). Art & Well-Being: Toward a Culture of Health: Arlene Goldbard.

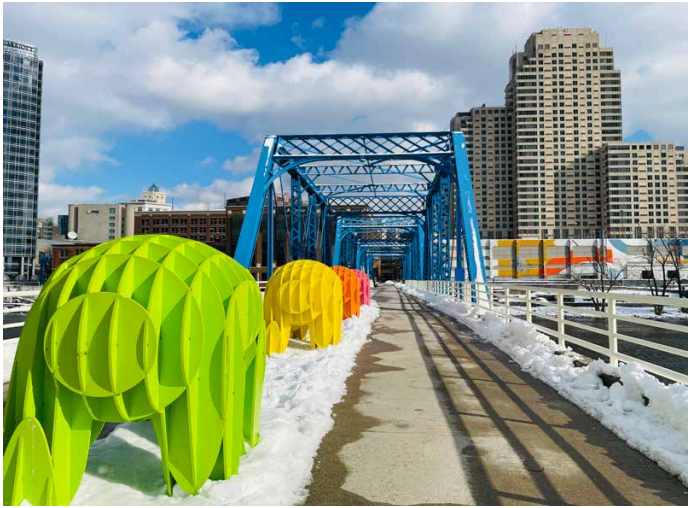
² American Planning Association (2011). The Role of Arts and Culture in Planning Practice (Briefing Papers), p. 4.



What are the benefits of public art?

The benefits of public art are wide-ranging. Some broad benefits are noted below; additional information on health and wellbeing, placemaking and economic impacts follow.

- **Aesthetic Improvement:** Public art can enhance the visual appeal of public spaces, making them more attractive and inviting. It can transform otherwise mundane areas into vibrant and engaging spaces.
- **Economic Development:** Public art can attract visitors and tourists, boosting local businesses and the overall economy. It can also increase property values in the area, benefiting property owners and the local tax base. Public art can be a draw for tourists and locals alike, encouraging exploration and outdoor activities. Public art trails and installations can make a city or neighborhood more appealing to walkers and cyclists.
- **Sense of Place:** Public art can define and enhance the character of a place. It helps create unique and memorable spaces that encourage people to gather, socialize, and build a sense of community.
- **Social Engagement:** Public art often serves as a focal point for community events and gatherings. It can bring people together, stimulate conversations, and facilitate cultural exchange. Inclusive public art programs can promote diversity and address social issues. They may involve underrepresented groups, encouraging broader participation and representation in the arts. Public art contributes to the City's cultural identity and can celebrate its history, values, and diversity. It can help foster a sense of pride and connection among residents.
- **Education and Inspiration:** Public art can educate and inspire the community. It may convey important messages, provoke thought, and introduce people to new ideas, artists, and cultural traditions.
- **Civic Pride:** A well-executed public art program can instill a sense of civic pride and ownership among community members. People often take pride in art that reflects their values and tells their stories. Public art projects can be designed to reflect the unique character and history of a community, reinforcing a sense of identity and belonging.
- **Creative Expression:** Public art provides a platform for local artists to display their work and can serve as a source of support and recognition for artistic talent within the community.
- **Crime Reduction:** Studies suggest that well-placed public art can deter vandalism and graffiti by making spaces feel cared for and watched over.



Health and Wellbeing

There are specific connections between art and health. Over the past several years, studies throughout the world have shown the value of art and culture on individual and community health. The positive impacts of art can be seen at all ages, from art education in schools to the participation in arts activities by older adults, the arts can lead to improved social, emotional and physical health.

In a 2018 report, the United States Department of Art and Culture (USDAC), a non-governmental grassroots action organization, cites several of these studies that include wide-ranging data to support the power of art on health and wellness. The report concludes, “we understand human connection, meaning-making, creativity, and purpose as key contributions to individual and collective well-being and therefore as powerful modes of prevention.”³ The report concludes with the following findings:

- The arts can help keep us well, aid our recovery and support longer lives better lived.

- The arts can help meet major challenges facing health and social care: aging, long-term conditions, loneliness and mental health.
- The arts can help save money in the health service and social care.

Another public health study showed that public art has “clear public health impacts” due to its ability to “decrease stress, elicit awe, develop shared identity, reinforce self-efficacy, and promote positive health behaviors.”⁴

Improved safety is another healthy outcome from public art. In 2019, Bloomberg Philanthropies created an “Asphalt Art Initiative,” that promotes the installation of artwork in streetscapes, sidewalks and crosswalks. A 2002 study of 17 diverse sites over a two-year period found “significantly improved safety performance across a variety of measures during periods when asphalt art was installed.” Measures included a 50% decrease in the rate of crashes involving pedestrians or other “vulnerable road users,” a 37% decrease in the rate of crashes leading to injuries and a 17% decrease in the total crash rate.⁵

³ United States Department of Art and Culture (2018).

⁴ Cameron M, Crane N, Ings R, Taylor K. Promoting well-being through creativity: how arts and public health can learn from each other. *Perspectives in Public Health*. 2013;133(1):52-59. doi:10.1177/1757913912466951

⁵ <https://assets.bbhub.io/dotorg/sites/43/2022/04/Asphalt-Art-Safety-Study.pdf>

Placemaking

Placemaking means intentionally creating quality places that people seek out to live, work and play. It is a process of creating and nurturing quality places that have a strong sense of place. As it becomes increasingly easier to live and work anywhere, people will choose quality places that are:

- Safe
- Connected
- Welcoming
- Conducive to authentic experiences
- Accessible; people can easily circulate within and to and from these locations
- Comfortable; they address cleanliness, character, and charm
- Sociable; they have a physical fabric that encourages people to connect with one another
- Able to promote and facilitate civic engagement.⁶

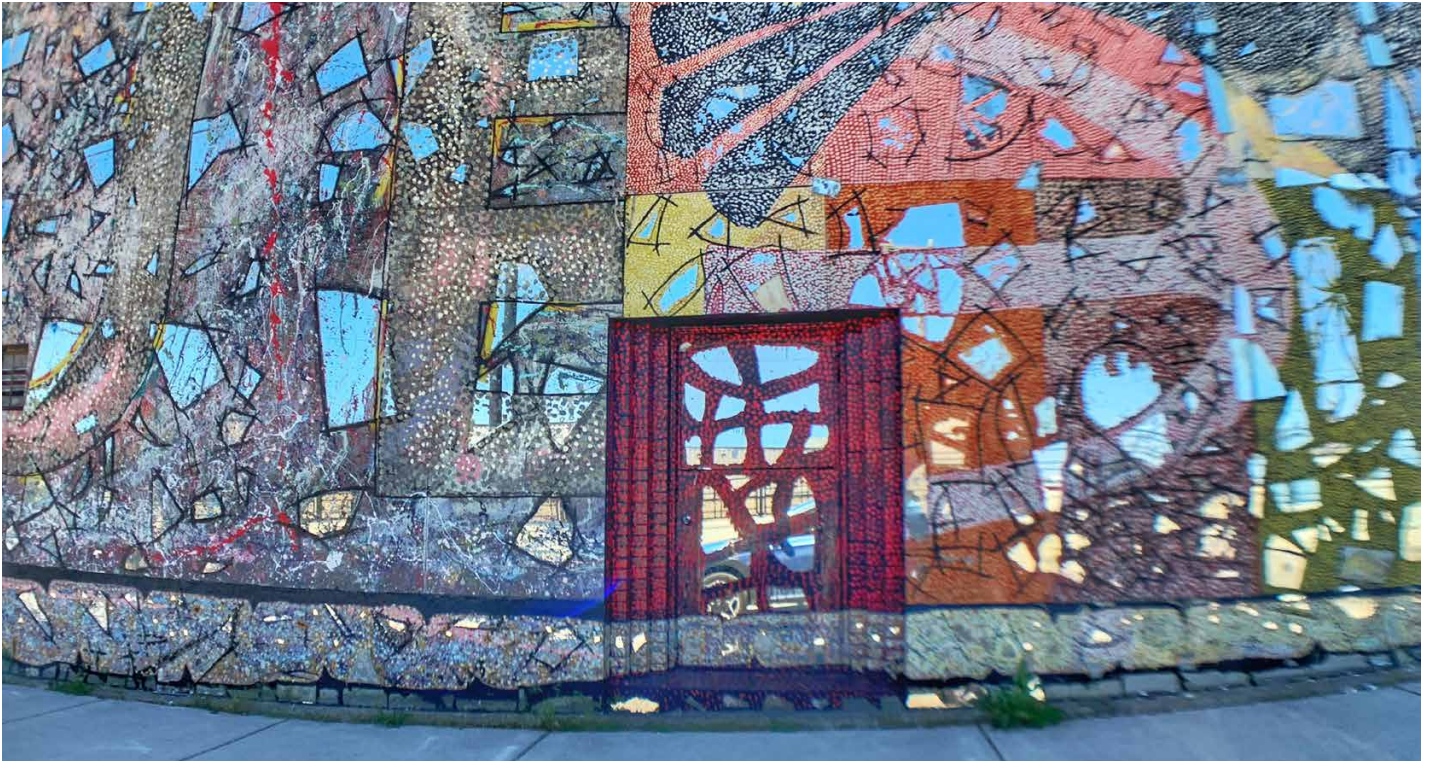
Placemaking is important to connect people to communities; residents, business owners, employees and visitors are drawn to places with a strong sense of place and identity. Typically, communities focus placemaking activities in public spaces – streets, sidewalks, plazas, parks and civic buildings. Placemaking initiatives that encourage people to gather and celebrate together can help to create a sense of belonging and identity. Public spaces provide opportunities for people to meet and interact with each other, which can help to build stronger communities.



Top: Integrated art and landscaping, Brazil.

Bottom: Sculpture by Mike O'Reilly, Dexter, Michigan.

⁶ Steuteville, R. (2014) "Four Types of Placemaking," Congress for the New Urbanism
<https://www.cnu.org/publicsquare/four-types-placemaking>



Because authenticity is a critical component of placemaking, arts and culture unique to a community are key ingredients in creating quality places. The Kresge Foundation is a strong advocate for placemaking in communities and focuses on the role that art and culture play. They establish the following guiding premises⁷:

- Creativity, aesthetic expression and the impulse to create meaning are evidence of our humanity and serve as community assets from which to build.
- Participation in arts and culture takes many forms and occurs in a wide range of venues—parks, community centers, churches and public spaces. People attend art events and buy art. But they also make, teach, learn and support arts and culture in myriad ways, from the amateur to professional realms.
- Our societal tendency is to focus on art products, but it is also imperative to recognize and appreciate the creative process. Process can be as important as, or in some cases, more important than art product.
- Artists have many kinds of relationships with communities, often helping people find their voice and expression or lending a different perspective when framing or devising solutions to community issues.
- Arts-and-culture activity is intrinsically important and contributes to a wide range of community dynamics, conditions and issues.
- Arts-and-culture activity in communities relies on supports inside and outside of the cultural sector.

⁷ The Kresge Foundation (2018). Creative Placemaking and Expansion of Opportunities: Observations and Reflections: Jackson, Maria Rosario, Ph.D.

Economic Impact of Arts and Culture

The nonprofit organization Americans for the Art provides research data on the impact of arts and culture in communities. Their 2023 report on the economic impact of the arts (supported by the US Bureau of Economic Analysis) found that nonprofit arts and culture industries generated \$151.7 billion in total economic activity and supported 2.6 million jobs in 2022.⁸ The report notes that findings show that the arts are an “industry that supports jobs, generates government revenue and is a cornerstone of tourism.”

The economic impacts are substantial in Michigan. In 2023, the arts and culture industries added 2.7% or \$15.5 billion to the state’s economy and employed 109,943 workers (about 2.6% of Michigan’s employment). These workers earned wages and benefits totaling over \$8.5 billion.⁹



Euclid Avenue, Cleveland, Ohio.

⁸ Americans for the Arts (October 2023). Arts & Economic Prosperity 6 https://aep6.americansforthearts.org/resources/media/user/1696872054-AEP6_National_Findings_Full_Report-Proof_final-web.pdf

⁹ https://www.artsactionfund.org/sites/artsactionfund.org/files/2023-04/Michigan%202023_1.pdf

Strategies for Communities

To support community health and wellness, placemaking efforts and the local economy, communities should look for ways to support local arts and cultural activities. Farmington Hills can pursue the following strategies:

- Understand the community's arts and cultural assets: identify arts-related organizations and for-profit businesses as well as cultural organizations.
 - In Farmington Hills, there are likely many more organizations and businesses than noted at the start of this chapter. Understanding who, what and where they're located can strengthen the cultural network of the City.
 - Consider tapping the Cultural Arts Division to serve as the "hub" of information on activities and events, as well as learning and volunteer opportunities.
 - Public art: Support temporary and permanent public art projects; explore creating a public art fund tied to new development
 - Leverage community connections of the Farmington Hills YMCA; youth enrichment and family activities at the Y can be directly tied in with City-wide arts initiatives.
- Promote community arts and cultural assets: Leverage assets to attract and retain residents and businesses.
 - Reaching out to realtors, the Greater Farmington Area Chamber of Commerce, the Farmington Public Schools can spread the word of the existing and future arts offerings in the City.
 - Continue to encourage and support civic celebrations including as festivals and farmers markets; tap into the social, ethnic, and economic diversity found in the community.
 - Encourage youth in the community: Provide opportunities for young people to create and participate in arts and cultural events and activities. Keep in mind that engaging the youth of the community also often engages adults.
- Support arts-related businesses: Tap into the skill sets and synergies of local arts-related businesses; facilitate discussions with businesses to identify opportunities for support.
 - Promoting the City as welcoming to the arts and arts businesses as well as fostering connections between businesses already in the City can enhance the City's profile and tax base.
 - The HAWK is starting to serve as an incubator space for the arts through education, programming and the makerspace. Explore other ways to incubate and support organizations and for-profit businesses as well as cultural organizations.
- Promote interaction in public space: design, manage and program public space with people in mind. Include citizen participation in these elements to ensure buy-in and ongoing support.
 - Tap into the expertise of planning, engineering and recreation professionals to incorporate art into public spaces.
 - Add standards for public art in private development.



Installation in Paris, France

Public Art Program Framework

A public art program is a strategy of placemaking that focuses on creating vibrant, welcoming, and meaningful places within a community. The goal of placemaking is to transform ordinary spaces into vibrant, engaging, and memorable areas where people want to gather, interact, and connect. The City of Farmington Hills has been actively engaged in cultivating an arts culture for many years; a more robust public art program can support and lift up those activities through making art more visible, inclusive and accessible in public and quasi-public spaces, such as within retail plazas, mixed use spaces and shared outdoor spaces.

This section provides a framework to creating a public art plan that strives to address concerns and risks associated with a public art program, including outlining a balance between work that is thought-provoking and work that is acceptable to the broader community, considering the limited financial resources to implement and maintain projects, potential strain on staff time and how to address the potential for negative response to selected artworks.

Long-Term Objectives

Objectives help move the goals of a plan to reality. The objectives below are not necessarily in any order; however, one of the common concerns when considering a public arts program is how to get started and create a support system that ensures viability and success. Another is to identify priority areas and public art focus for the community. Those two objectives are listed first.

Objective 1: Establish a Sustainable and Efficient Public Arts Administration System

The City is fortunate to have the Cultural Arts Division within its structure. Expanding the mission for this division and linking it to other divisions, including economic development and planning, could lead to enhanced support for local businesses as well as a visible impact on the built environment. A more broad-based public arts program will be able to consider the long-term impact of art installations (inside and out), including maintenance and sustainability. Once a program is started, long-term efforts are needed to ensure that art remains a valuable and relevant part of the community. Creating an Arts and Culture Plan can be based on the framework of this Master Plan and be filled out through the following:

Stakeholder Engagement. Engage with various stakeholders, such as artists, cultural organizations, City residents, businesses, and government officials through surveys, focus group discussions and other meetings conducted to gather input and insights. Identify overarching themes or narratives within the City that come from individual stories and locations.

- Conduct interviews with community members of different ages and backgrounds to collect personal stories and memories.
- Partner with local historical societies and archives to identify historical narratives and events.
- Organize storytelling events and workshops to encourage personal narratives and shared experiences.

Budget and Funding. Potential funding sources include general fund contributions, government grants, corporate sponsorships, private donations, or public-private partnerships. Establish a protocol to create a budget for art projects, secure funding, and determine the most strategic locations for installations. Options may include:

- Diversify funding sources: Implement a “percent for art” program, collaborate with private foundations, corporations, and local businesses. Explore partnerships with cultural institutions, community development initiatives, and crowdfunding platforms.
- Develop funding proposals: Equip staff with skills to write compelling grant proposals tailored to specific funding opportunities. Create a database of past proposals for reference and best practices.
- Offer sponsorship opportunities: Develop tiered sponsorship packages with benefits like public recognition, logo placement, and event participation.
- Organize fundraising events: Host art auctions, benefit dinners, or community-driven initiatives to raise awareness and generate funds.
- Establish a dedicated public art fund with contributions from various sources.
- Implement a transparent funding selection process with clear criteria and community involvement.
- Regularly update location criteria and selection protocols based on evolving community needs and trends.



Implementation Timeline. As with any plan, there will be a clear timeline for the implementation of the arts and culture plan with a breakdown into short-term, medium-term, and long-term goals, milestones, and checkpoints for monitoring progress.

Evaluation and Performance Indicators. The plan will outline the metrics and indicators that will be used to evaluate the success of the plan. This could include attendance at cultural events, community engagement levels, economic impact, artist satisfaction, and more. The methods for data collection and analysis will be explored.

- **Quality Control:** Develop guidelines and standards for public art will help ensure that the art is of high quality and fits within the overall aesthetic of the community.
- **Conflict Resolution:** Provide a framework for addressing conflicts and making decisions based on established criteria.

Sustainability and Legacy. The plan will consider how the arts and culture plan will be sustained beyond the initial implementation phase. Opportunities to ensure its long-term impact and legacy within the City's cultural landscape.





Objective 2: Create a cohesive and intentional network of public art installations that celebrate the City's unique identity and stories.

Building on the stakeholder engagement and program development of Objective 1, identify priority areas and focused strategies for public art.

Priority Areas and Strategies. The plan will identify key priority areas for the arts and culture plan based on the input gathered from stakeholders. For each priority area, specific strategies and action plans could be proposed – see objective 2.

- **Accessibility and Inclusivity:** Address issues of accessibility, making sure that art installations are inclusive and available to everyone in the community, regardless of age, ability, or background.
- **Consider existing infrastructure:** Utilize underused spaces like parks, plazas, bus stops, non-motorized transportation routes, or building facades for installations. Prioritize areas seeking revitalization or improved livability.
- **Identify opportunities,** such as through zoning amendments, to encourage and/or require public art in private development throughout the City.

Whether considering “showcase” areas in highly visible and prominent locations, other factors are important too, including:

- **Comfort and Image:** What makes the area look and feel inviting and safe? What makes it feel uninviting?
- **Access and Linkages:** What makes it easy or difficult to get to and around this area, in particular on foot or by bicycle?
- **Uses and Activities:** What kinds of activities happen here? What makes it feel vibrant? What makes it feel lackluster? Which places have the most potential and opportunity, but aren't quite there yet?
- **Sociability:** What makes it feel like a welcoming, social place? What might make someone feel unwelcome? How are locations for art known to the community and accessible to multiple segments of the population in order to ensure project relevance.
- **Create a map** documenting existing public spaces, traffic patterns, and accessibility.



Trail art, Elk Rapids, Michigan.



Objective 3: Support the City’s goals of sustainability and community resilience by integrating public art installations that encourage physical activity, environmental awareness, and community engagement along public spaces, sidewalks, and non-motorized routes.

- Promote physical activity through interactive elements and play, encouraging walking, cycling, and other forms of non-motorized transportation (e.g., augmented reality fitness games, sculptures encouraging movement).
- Raise awareness about the City’s sustainability framework and promote strategies for sustainability and environmentally friendly practices (e.g., murals depicting renewable energy sources, installations utilizing recycled materials).
- Strengthen community connections and foster a sense of ownership through collaborative art projects (e.g., community-designed bike racks, public spaces for gatherings).
- Integrate sustainable and resilient design principles into public art and public spaces (e.g., rain gardens, solar-powered lighting).
- Encourage walking and cycling by creating visually appealing and engaging routes (e.g., interactive light installations, storytelling murals).



Gum wall in Pike Place Market, Seattle, Washington.

Objective 4: Leverage public art to attract visitors, boost local businesses, and stimulate economic development in specific areas.

- Partner with businesses to sponsor art installations or create art districts with walking maps and guides. Develop public art-themed events and festivals to attract visitors.
- Review the zoning ordinance to ensure that zoning standards for new and renovated buildings are aimed at a vibrant, cohesive, and pedestrian-oriented downtown.
- Create opportunities for art throughout the downtown area on both public and private property. Consider ways in which art can serve a function, such as for seating, bicycle parking, screening, and wayfinding.
- Develop a plan to strategically place visually impactful landscape improvements, such as greenwalls and decorative planter boxes, at locations throughout the downtown districts.
- Encourage unique signage that expresses business character while respecting the building upon which it is located.

Objective 5: Support the existing arts and cultural organizations in the City by promoting inclusion and intergenerational public art experiences.

- Develop a diverse range of art installations: Include interactive elements, sculptures, murals, performances, and digital media suitable for various ages and abilities. Encourage local artists to incorporate themes and stories relevant to all generations.
- Facilitate intergenerational workshops and art creation programs: Partner with schools, senior centers, and community organizations to offer collaborative art creation workshops across different age groups.
- Organize interactive tours and educational programs: Design age-appropriate tours highlighting the meaning and history behind the art installations. Partner with educators and artists to develop interactive activities and learning materials.
- Create accessible platforms for engagement: Incorporate digital tools like augmented reality experiences and audio guides to enhance accessibility and interactivity for visitors with diverse needs.
- Feature artwork celebrating diverse generations and stories: Commission and showcase artwork that reflects the experiences and perspectives of different age groups within the community.
- Organize age-specific and intergenerational public art events and festivals: Host family-friendly festivals, youth art showcases, and senior art appreciation events to encourage engagement across generations.



Program Funding

Finding and maintaining funding is also a critical component of a public art plan. One approach that many communities use is to dedicate a “percent for art” program. This is a funding mechanism where a specific percentage of the budget for a public construction project is set aside for the acquisition, commissioning, and installation of public art. This percentage can vary depending on the specific program, but typically falls between 0.5% and 2%.

Even with this dedicated source, the allocated percentage might not always be sufficient for complex projects. A similar principle can be applied to private development. In this case, a portion of the development budget, typically between 0.5% and 2%, is allocated for public art integration. Communities may take different approaches on this. In some cases, municipalities enact ordinances requiring art inclusion in private development above a certain size or value. Others offer incentive programs or zoning allowances for voluntary participation. Programs that offer flexible approaches allow developers to integrate artwork directly into the project (e.g., sculptures, murals), contribute to a public art fund used for community projects and offer in-kind support like providing a dedicated space for artwork.

Examples of Percent for Art Ordinances

Burlington, Vermont (population: 44,595):

Program: Percent for Art Ordinance¹⁰

Requirement: 1% of public project costs exceeding \$250,000 dedicated to public art for public infrastructure; private development projects are encouraged to participate.

Fort Collins, Colorado (population: 176,220):

Program: Public Art Program Municipal Code¹¹

Requirement: 1% of public project costs exceeding \$250,000 dedicated to public art for public buildings and parks. Smaller projects also have requirements to incorporate art.

Ashland, Oregon (population: 21,939):

Program: Public Art Program¹²

Requirement: One-half percent (0.5%) of the total cost of a qualifying city project shall be dedicated to the public art account;

Santa Fe, New Mexico (population: 84,070):

Program: Art in Public Places program (1985)

Requirement: 2% of the cost of capital construction projects is set aside for the acquisition of art.

Agoura Hills, CA (population: 19,825)

Program: Art in Public Places

Requirement: 1% of private development projects greater than 30,000 sf or the alteration/repair of 50% or more of floor area.¹³

East Lansing, MI (population: 47,741)

Program: Public Art Fund¹⁴

Requirement: 1% of the cost of public improvement projects; private projects are required to be designed and developed to contain public art as defined by the ordinance.

While the scale of public art projects in smaller cities might differ compared to larger urban centers, these examples demonstrate that “percent for art” programs can foster vibrant and enriching artistic experiences communities of all sizes. Tailoring the program to the specific context and resources of the City is crucial for its success. Further, celebrating measurable success will help demonstrate the long-term value of the program.

¹⁰ <https://www.burlingtoncityarts.org/sites/default/files/2022-10/Art%20in%20Public%20Places%20Guidelines%20FINAL%209.12.22%20%282%29.pdf>

¹¹ https://library.municode.com/co/fort_collins/codes/municipal_code?nodeId=CH23PUPR_ARTXIIARPUPL

¹² <https://ashland.municipal.codes/AMC/2.29.020>

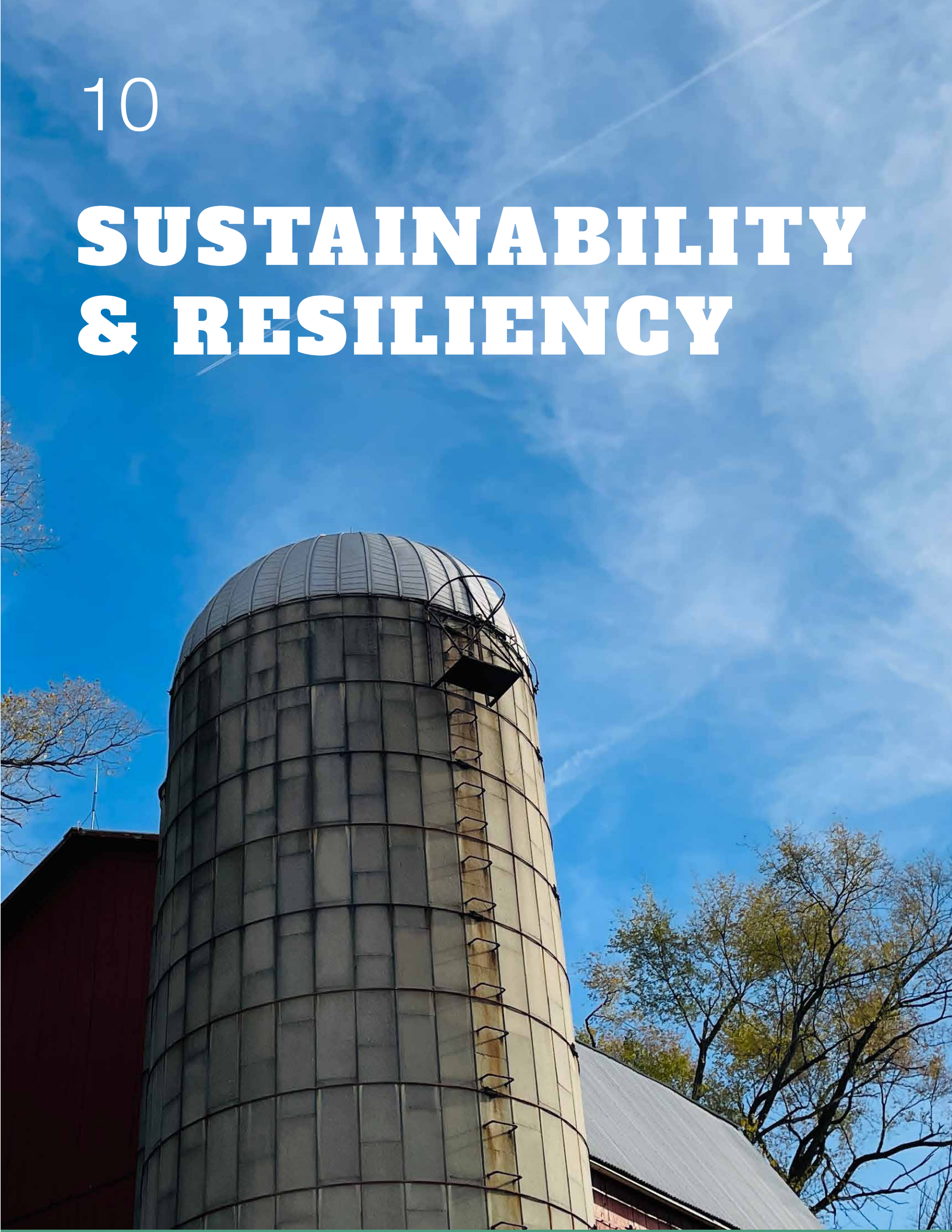
¹³ https://library.municode.com/ca/agoura_hills/codes/code_of_ordinances?nodeId=ARTIXZO_CH6REPR_PT2SPRE_DIV9EXAEIM

¹⁴ https://library.municode.com/mi/east_lansing/codes/code_of_ordinances?nodeId=PTIICOOR_CH2AD_ARTVBOCO_DIV4ARCO



10

SUSTAINABILITY & RESILIENCY



SUSTAINABILITY AND RESILIENCY

As we plan for the future, it is important to note that many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man-made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive even in the face of the most severe challenges. We may think of these challenges in terms of sustainability and resiliency, both of which are defined in the sidebar at right.

Boards and Commissions

Farmington Hills has several Boards and Commissions that residents can be involved in as volunteers. Some of these boards have connections to the health of people, the planet, and the environment, and are working on initiatives and goals that will help the City and its residents thrive, even when disruptions to daily life occur. These initiatives will help the City be sustainable and resilient, now and in the future. Some Boards and Commissions that could serve as potential partners in achieving the goals outlined in the plan are highlighted below:



WHY IS THIS IMPORTANT?

Michigan is affected by our changing climate in many ways, some of which may seem counterintuitive. For instance, as average annual temperatures rise, the chance of prolonged deep freezes such as those experienced in the 2013-2014 and 2014-2015 winters may increase, as warming elsewhere on the planet destabilizes the jet stream, allowing Arctic air that would normally be trapped further north to descend into the Upper Midwest.

A changing climate has far-reaching implications for Michigan's agricultural and tourism economies, waterfront development, and communities with older storm-water management infrastructure.

Though they are related, resiliency and sustainability are not the same.

Sustainability is the more familiar, well-established concept, and focuses on decreasing or eliminating the detrimental future impacts of our current activity.

Resiliency recognizes that our built environment will be subject to stresses and is the practice of designing that environment in a way that can endure those stresses. Planning for resiliency must consider that some threats are ongoing, persistent stresses, while others are sudden shocks, single events that disrupt the day-to-day functioning of the community.

- **Brownfield Redevelopment Authority.** Brownfield sites are areas that have or may have been contaminated by a hazardous substance, pollutant, or contaminant which makes it difficult to safely redevelop, reuse, or expand uses on the property. Many of these sites are old manufacturing, industrial, or resource extraction sites. There is a sizeable amount of federal funding available to clean up these sites and incentivize redevelopment. The goals of this group are “to facilitate the redevelopment of eligible properties, to provide new jobs and/or tax base, to foster development in areas that are already served with utilities, and to prevent urban sprawl.”
 - **Economic Development Corporation (EDC).** The EDC encourages the establishment of businesses beneficial to the City, and works to support new and existing industries. One of its main goals is to create an environment that allows for industry growth while balancing the interests of the entire community. A recent project is the HAWK Innovation Center, a business incubator within the City.
 - **Emergency Preparedness Commission.** This Commission works to “support and enhance the efforts of local safety organizations in helping ensure that residents and business owners have the information, education, and skills necessary to protect themselves, their families, homes and businesses in the event of a local emergency.” They have done things to prepare the community for emergencies such as offer monthly CPR classes, conduct educational events in the community, and purchases emergency supplies.
 - **Grand River Corridor Improvement Authority.** The purpose of this group is to “correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to authorize the levy and collection of taxes; and to authorize the issuance of bonds and other evidences of indebtedness.” They are currently working on an update to their vision plan.
 - **Housing Rehabilitation Loan Board.** This board consists of a lending institution representative, a representative of a construction profession, and three residents. The Board reviews applications submitted by low-income families for low interest home repair loans. Funding is prioritized based on repairs that improve the health, safety, and sanitary conditions of the home. Eligible repairs include those for septic field replacement, roof repair, and window replacements, among others.
 - **Parks and Recreation Commission.** This commission serves in an advisory role to City Administration and City Council regarding the parks and recreational needs of residents. The main responsibilities of this commission are to review the parks, programs, services, facilities, and policies that currently exist and plan for long-term park and recreation needs.
- Currently Inactive, May Be Revived**
- **Innovation Energy and Environmental Sustainability Committee (IEESC).** The IEESC supports the City’s environmental sustainability efforts by researching, studying, and relaying findings on innovative programs to the Mayor and City Council. The Committee will also create sustainability goals and work to develop partnerships and funding sources to meet these goals
 - **Multicultural/Multiracial Community (MCMR) Council.** The MCMR Council is “dedicated to promoting awareness and acceptance of diversity” in Farmington Hills. Their goal is to create a community where all residents feel welcome and comfortable and can enjoy a harmonious, healthy environment.



Climate change and the resulting changes to local weather and seasons has made it critical to integrate concepts of resiliency and sustainability into land use plans. Though they are related, resiliency and sustainability are distinct concepts.



Sustainability is a concept that allows individuals and communities to meet their current material, financial, and social needs without compromising the ability of future residents to meet their needs. It includes three components (the environment, financial, and social). Sustainable solutions should provide value in all three realms, and the solutions proposed in this plan do support environmental, social, and financial needs.



Resiliency is being able to meet the basic needs of all residents even in the face of short and long-term threats, difficulties, and stressors, and to quickly recover from disruptions. Some threats that test resiliency are ongoing, persistent stresses, while others are sudden shocks or single events that disrupt the day-to-day functioning of the community.

Resilient communities are not only preparing for weather and climate-related shocks, but are also preparing for economic and health shocks as well.

Because communities are only as strong as their most vulnerable residents, it is crucial in resiliency and sustainability planning to identify vulnerable groups and work with them to develop and implement solutions to existing or potential threats. This helps ensure that solutions provide social value and will be supported by the community most affected and helps create a mentality of “all boats rise” when choosing and implementing policies. Additionally, planning for those with the fewest resources to overcome stressors helps everyone individually, and therefore the community, recover faster. Fortunately residents of Farmington Hills are already working on solutions to sustainability and resiliency challenges in many ways, including through City **Boards and Commissions** as described on [page 158](#).

Sustainability and Resiliency as a Lens

Sustainability and resiliency planning are often thought of as something extra to plan for, separate from the traditional aspects of a community that are planned for during the master plan process. In reality, sustainability and resiliency can and should be embedded in the planning processes for housing, transportation, community facilities, natural resources, and any other component that the community wants a plan for. Instead of viewing it as something extra, evaluating solutions to address these issues through a sustainability lens (i.e. the solution’s economic, environmental, and social impacts) can help gain supporters for these long-term solutions and create momentum for more sustainable and resiliency planning.

This chapter will discuss likely threats to Farmington Hills, starting with environmental challenges, followed by financial and social challenges. Action items that work toward creating a more sustainable and resilient community are provided at the end of this chapter.

Addressing Resiliency: Identifying Vulnerable Populations

Resilient communities anticipate likely shocks, understand trends in stressors, and prepare for potential worst-case scenarios. Understanding where a community is physically most vulnerable to specific events and understanding which members of the community are likely to be most vulnerable in each case is key to effective planning. Vulnerability assessments have been used across Michigan to identify vulnerabilities within a community and to develop tools communities can use to foster resiliency in their policy decisions. A vulnerability assessment looks at exposure to risk and sensitivity to risk.

Exposure demonstrates the land, property, and neighborhoods that are most likely to be impacted by a specific threat. For example, areas located near industrial sites, major roadways, or areas with previous contamination are likely to have higher levels of exposure to pollution. Low lying land, land near bodies of water, areas with large swaths of pavement, neighborhoods with few trees, and sections with older homes may have higher exposure levels to flooding. Determining the areas, and the people there, who are most likely to be exposed to a threat is one way to identify vulnerable populations.

Evaluating exposure to risk asks:

Where is the environmental risk the greatest?
Who in my community is most likely to experience the adverse effects from that risk?

Sensitivity is the degree to which members of the population and/or the community as a whole are likely to be impacted by an adverse event. On an individual level, the most sensitive populations tend to be the elderly, young children, people with medical conditions, those living in poverty (especially the homeless) and those with occupations that could be affected by the event. People who live alone, regardless of their economic status, also tend to be more sensitive to adverse events and can exhibit more vulnerability than those who live with others.

Evaluating sensitivity to risk asks:

Who in my community is most likely to be more effected, have worse outcomes than others, and experience more challenges when recovering from an adverse event?



Hazard Mitigation

The Federal Emergency Management Agency (FEMA) defines hazard mitigation as, “the effort to reduce loss of life and property by lessening the impact of disasters.”

Farmington Hills Emergency Services has prepared an emergency preparedness response plan for a variety of natural disasters whose frequency may increase with climate change.

Oakland County Hazard Mitigation Plan

Oakland County first developed its hazard mitigation plan in 2005, and most recently updated it in 2023. The plan makes the County eligible to receive funding from FEMA if a disaster were ever to occur. It takes a regional approach to hazard mitigation for natural and man-made hazards across the county, placing hazard mitigation efforts into three categories:

1. Those that keep the hazard away from people, property, and structures.
2. Those that keep people, property, or structures away from the hazard.
3. Those that reduce the impact of the hazard on victims, e.g., insurance.

The City of Farmington Hills should consider adoption of the Oakland County Hazard Mitigation Plan as one element of its own preparedness planning.

Oakland County's Top Hazards

The plan identifies the following events as those with the highest risk hazards (in order from most risk to least):

- Flood (Flash/Urban Flooding)
- Winter Storm and Blizzards
- High Winds/Severe Winds
- Flood (Riverine/Creek)
- Public Health Emergencies: Pandemic/Epidemic
- Tornadoes
- Ice and/or Sleet Storms
- Structural Fire
- Extreme Cold
- Transportation Accidents: Highway

Environmental Threats

Effects of Climate Change

A changing climate has far-reaching implications for Michigan's communities, including Farmington Hills. Locally, within the last decade, Oakland County has experienced multiple heavy rain events that have led to property damage and decreased mobility. The County and the communities within it must anticipate that more flooding will occur in the future, damaging property, impairing access throughout, and creating financial distress for local residents and businesses.

According to the United States Environmental Protection Agency, climate change is already impacting many sectors of our communities. Weather data tracked over time indicates that precipitation and average monthly temperatures are increasing in Michigan (see Fig. 10.1). Regional climate trends indicate that southeast lower Michigan is poised to see stronger and more frequent storms, in addition to higher temperatures. As the frequency and intensity of severe weather events continues to increase, communities will experience economic disruption. These changes, combined with other factors, have caused impacts in the Great Lakes region

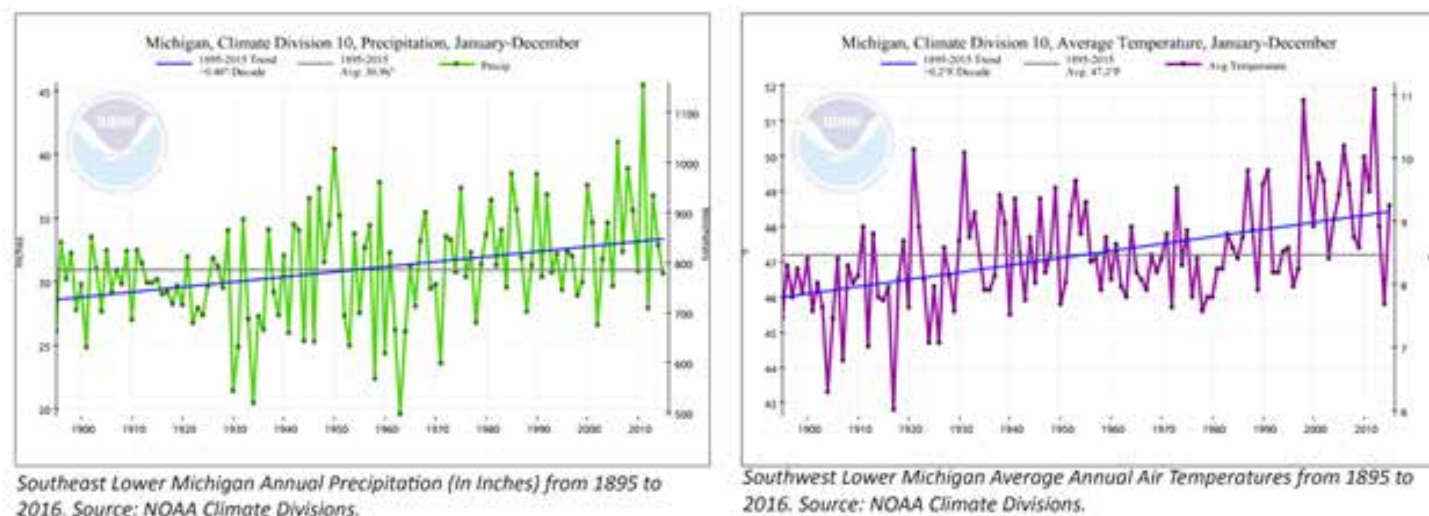
including:

- Increased risk of heat-stress to equipment, infrastructure, and people, especially those who work outdoors or are otherwise vulnerable.
- Increased flooding and coastal erosion.
- Reduction in water quality due to increased occurrences of toxic algae blooms.
- Changes to the usability of water infrastructure like docks and piers.
- Economic impact to industries like forestry, fishing, crop production, tourism, manufacturing, energy production, and recreation.
- Expanded commercial navigation season as ice coverage continues to decline on the Great Lakes.

Given these threats that are predicted to become more frequent and intense, communities should be studying what this means locally and how their most vulnerable populations are situated to survive.

The following pages provide a short description of some threats that are a result of climate change and some broad suggestions to mitigate and adapt to their effects.

FIGURE 10.1: PRECIPITATION AND AVERAGE MONTHLY TEMPERATURE, 1895 - 2016





Heavy Rain and Flooding

Heavy rain events are already more common in Michigan than they were in the mid-to-late 20th Century, having increased by 35 percent from 1951 to 2017, as total annual precipitation increased by 14 percent. They are anticipated to become even more common in the future.

Flood Risk in Farmington Hills

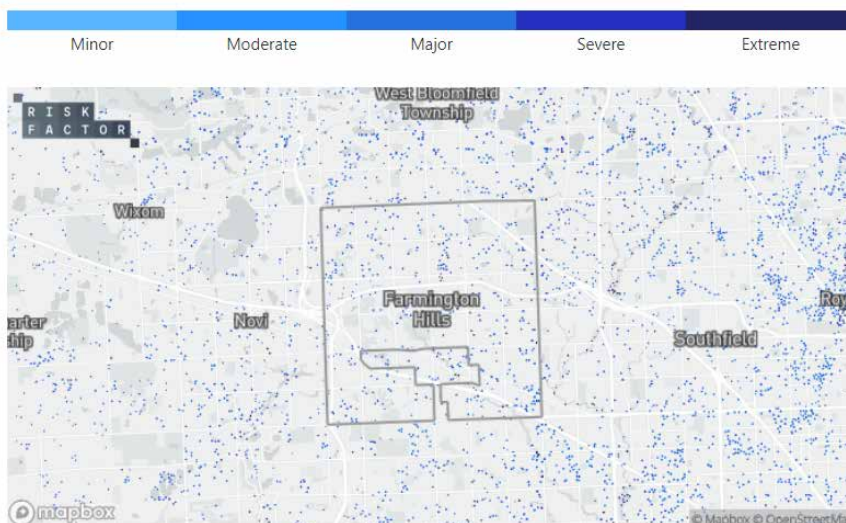
One flooding risk assessment tool is Riskfactor.com. Based on their modeling, the City has a minor risk of flooding over the next 30 years, which means that flooding is likely to impact day-to-day life at some point during that time. Below is a map of the City that shows the 1,083 properties (9% of properties in the City) that have a greater than 26% likelihood of having severe effects from flooding within the next 30 years, most of which are homes. In addition to personal property, four critical infrastructure sites, nine social facilities, and 156 out of 515 miles of roadway in the City have a minor risk of flooding. The number of properties likely to be affected by flooding is expected to increase over time with changes in the climate creating more severe and intense storms.



Severe Winter Storms

As temperatures rise, winter precipitation levels are anticipated to rise as well, and mixed precipitation events with more heavy ice may become more common. Severe winter storms can result in power outages, impeded mobility, damage to structures and trees, and lost economic productivity. Municipal costs for snow removal should be included in budget planning. While storms are the primary focus of future concern, communities also benefit from planning for extreme cold—locations designated as cooling stations in the summer can become warming stations in the winter.

MAP 10.1: SITES AT RISK OF FLOODING IN THE NEXT 30 YEARS

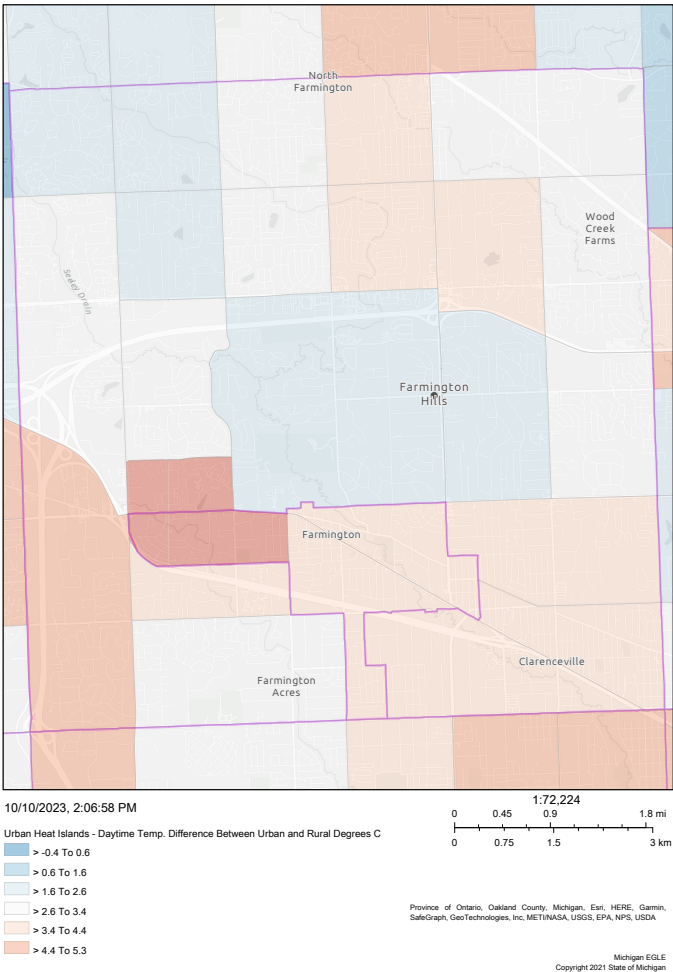




Extreme Heat

Average temperatures in the Great Lakes region rose 2.3 degrees Fahrenheit from 1951 through 2017. Extreme heat is dangerous for vulnerable populations and can also tax electrical infrastructure, leading to power outages, which in turn can increase the risk for the people most prone to heat-related illnesses such as the elderly, young, impoverished, and those who work outside. Designating specific locations with backup power sources (such as municipal halls, libraries, and schools) as cooling stations can provide vulnerable residents with an essential escape from the heat. There may be a need to provide transportation to cooling stations for those with limited mobility options. The Costick Center has previously been used as a cooling station; more may be needed.

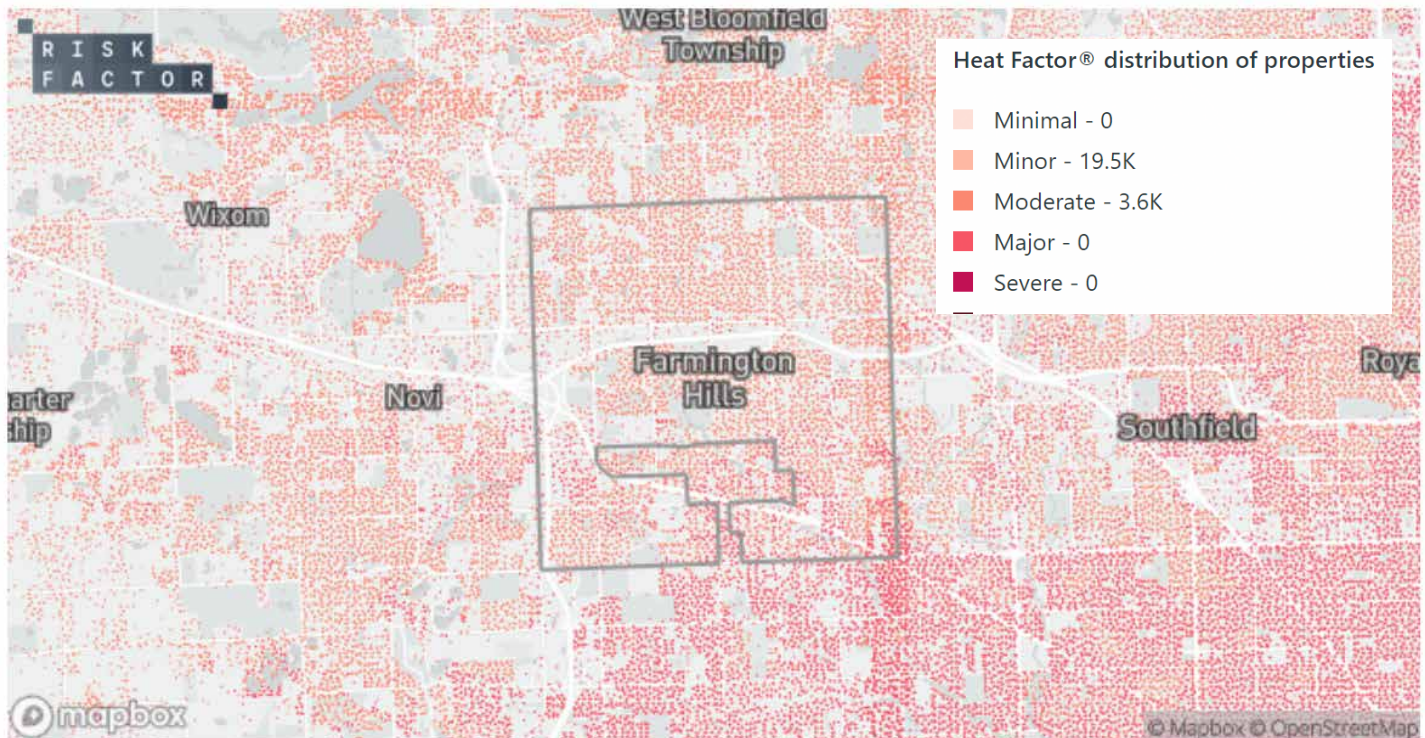
MAP 10.2: IMPERVIOUS SURFACES



The Urban Heat Island Effect

Farmington Hills likely suffers from the urban heat island effect, a situation where urban areas have higher air and structure temperatures than those found in more rural areas due to natural cover and vegetation being replaced with pavement, buildings, and other surfaces that absorb heat (see [Map 10.2: Impervious Surfaces](#)). Below is a map showing the urban heat island effect, the difference in daytime temperatures between the census tracts in the City and those in rural areas. All of Farmington Hills has at least somewhat elevated temperatures compared to rural areas, with some tracts having daytime temperatures up to 11 degrees Fahrenheit higher.

FIGURE 10.2: HEAT RISK IN FARMINGTON HILLS



Heat Risk in Farmington Hills

Modeling done by RiskFactor.com shows that the City has minor risk from heat due to increasing “feels like” temperatures and the high percentage (85%) of homes that have a minor heat factor. The heat factor is a relative measure of heat in the area compared to the rest of the country. This measure considers how shade, greenspace, and proximity to water impact heat risk. This model shows that there are about 19,500 and 3,600 properties at minor and moderate risk for heat, respectively.

A “hot day” is defined as the lowest daily high temperature on the hottest seven days of a year. The current threshold for a hot day temperature in Farmington Hills is a “feels like” temperature of 97 degrees Fahrenheit. In 30 years, the City is predicted to experience 15 days above 97 degrees Fahrenheit each year, more than twice the number of hot days it experiences now. The number of cooling days, or days when air conditioning is used, is expected to increase 12 days in the next 30 years, from 139 days to 151 days annually resulting in a 20% increase in electricity usage for cooling.



Drought

Drought is most frequently thought of as a prolonged period without precipitation. While this kind of drought is certainly possible in the future in Michigan, the more likely effects of climate change in Michigan will be changes in seasonal distribution of storms with precipitation. Winter rainfall will become more common, snowpack overall may decrease, and stream levels will peak earlier in the year, affecting water availability and the timing of groundwater recharge. Drought is exacerbated by higher temperatures due to increased evaporation rates; even with higher average rainfall, land may become drier, and as rain becomes less frequent in the summer months, mid-summer drought could become a regular challenge. Dry conditions add to the possibility of wildfires, which are not uncommon in rural Michigan but could grow in scale and intensity. Understanding the local water sources and how extended periods of drought might affect them is a key first step.



Food Systems

Based on the U.S. Department of Agriculture, Economic Research Service (ERS), Food Access Research Atlas, Farmington Hills does not have any areas that are food deserts. Lower income areas, as well as higher income areas, have access to grocery stores and restaurants within a short distance.

However, having access to places to get food is only part of the puzzle to ensuring people can eat. As the climate changes and weather patterns shift accordingly, planting and harvesting conditions become less predictable, and the potential for crop losses increases. In 2019, unusually heavy rains across much of Michigan made planting during the typical time difficult for many farmers. While the number of frost-free days has increased by an average of 16 days across the Great Lakes region from 1951 to 2017, the timing of those extra days has not uniformly added to the growing season. In recent years, unexpected late freezes after earlier-than-usual warm weather lead to the loss of large portions of fruit crops such as apples and cherries.

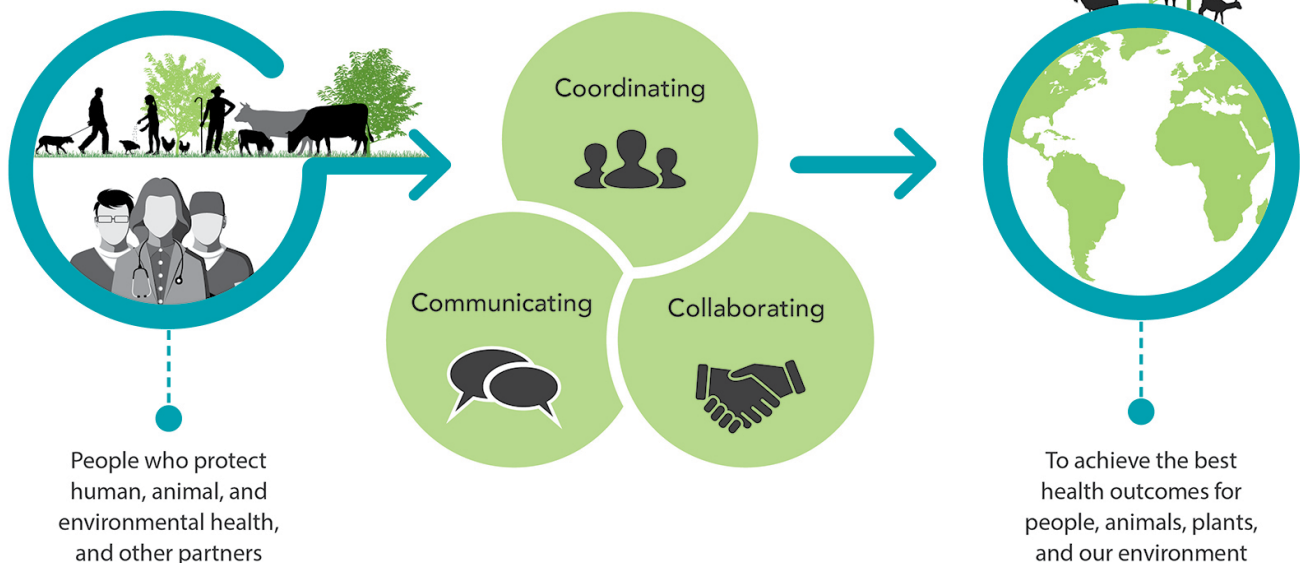


Vector-Borne Disease And Public Health Emergencies

Changes in climate are changing what diseases are found in different parts of the country and their prevalence. Diseases previously only found in tropical regions have been found in regions further north in recent years, and it is expected that these will continue to spread as conditions allow the diseases to survive. Higher temperatures and more rain support the growth of mosquito populations, which can serve as vectors for various diseases such as West Nile Virus and Eastern equine encephalitis. Surveillance and monitoring is necessary to understand where diseases are spreading to. Public education on new diseases not previously common in an area may be needed, particularly how to prevent exposure and signs to watch for. Other possible public health emergencies related to climate change include algal blooms that pollute water and make it undrinkable and days with unsafe air quality.

One Health

One Health is an approach to health that recognizes that human health is connected to the health of animals and our shared environment with them. This approach has become increasingly important recently because interactions between people, plants, animals, and our environment have changed, putting people in contact with animals and providing opportunities for passing diseases between animals and humans. These changes include rapidly growing and sprawling populations, land use changes and climate change, and increased global travel and trade. One Health issues include addressing antibiotic resistance, vector borne diseases such as West Nile and Lyme Disease, water contamination, and the human-animal bond as a way to improve mental health. Successful interventions include the cooperation of many partners often from the fields of medicine, animal health, the environment, law enforcement, policymakers, and communities.



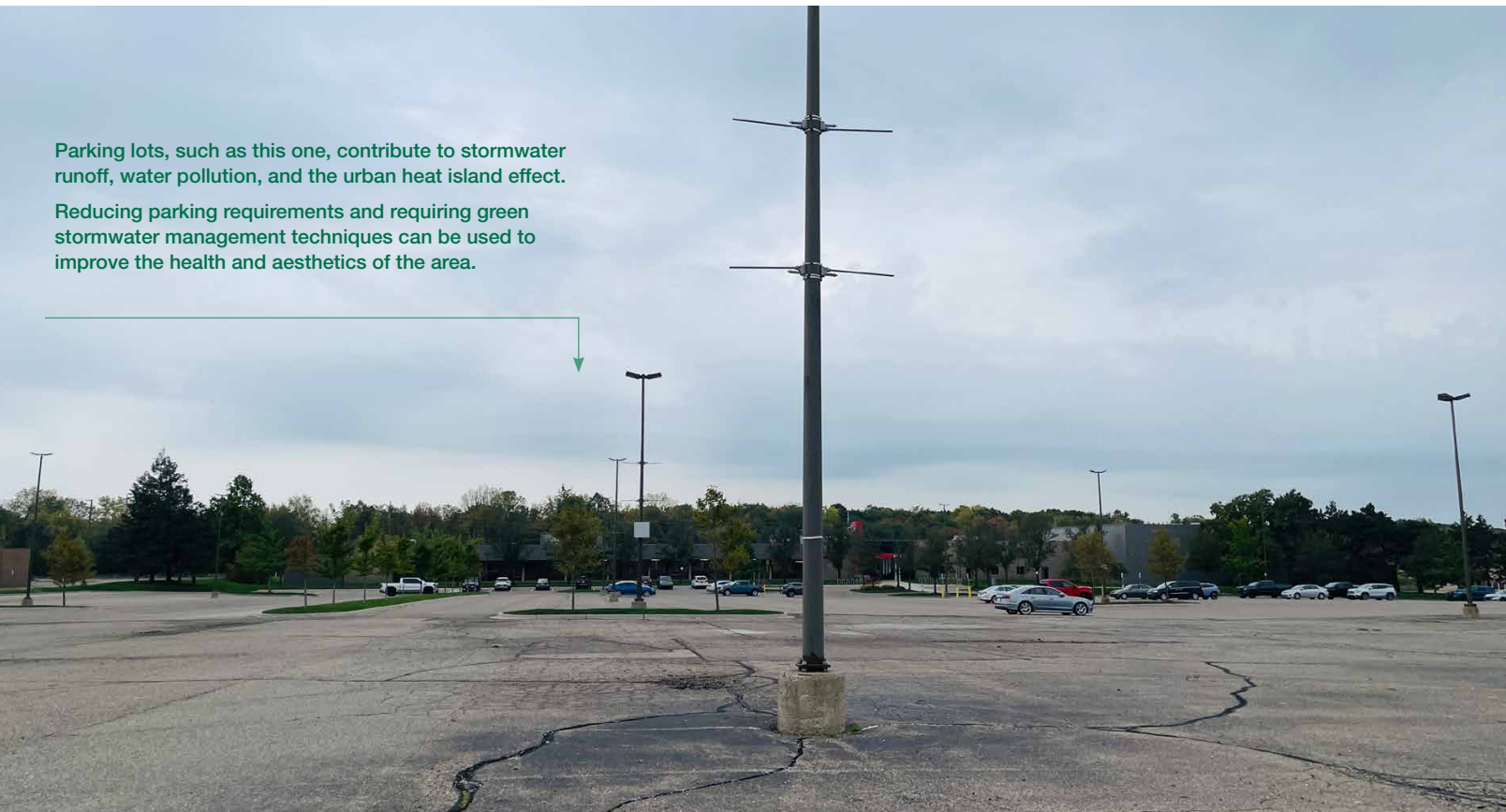
Impervious Surfaces, Stormwater Runoff and Water Pollution

According to SEMCOG, in 2020 almost one-third (32%) of the City was impermeable (see [Map 10.2: Impervious Surfaces](#)). When development replaces permeable ground with impervious pavement and buildings, water runs off the surface rather than filtering naturally through the ground. As stormwater drains across pavement, it picks up pollutants such as automobile fluids, fertilizers, and sediment and conveys them into a storm drain. If a storm drain is directly connected to a body of water, the body of water receives polluted water which, in turn, can degrade water, stream quality and wildlife habitat.

There are several other problems associated with impervious surfaces. One is that stormwater heats up as it sits on hot, impervious surfaces, negatively impacting aquatic organisms that depend on cool or cold-water habitats. Secondly, surface stormwater has an increased volume and speed, causing it to reach the stream much faster, eroding stream banks and impairing the stream's ability to support aquatic vegetation and wildlife. Finally, runoff is one of the primary concerns regarding the shoreline dynamics and water quality of inland lakes. Runoff can carry fertilizer and other undesirable substances into the water, some of which can cause an overgrowth of aquatic plants and alter the natural ecosystems in bodies of water. This is a particularly important problem as portions of Southeast Michigan receive their drinking water from surface water sources, and the pollutants that are washed away from runoff on impervious surfaces can find their way into drinking water.

Parking lots, such as this one, contribute to stormwater runoff, water pollution, and the urban heat island effect.

Reducing parking requirements and requiring green stormwater management techniques can be used to improve the health and aesthetics of the area.



As discussed above, impervious surfaces also contribute to the heat island effect, raising temperatures in the City and providing little relief at night after hot days.

Since the City's share of impervious cover (32%) is higher than that for the County as a whole (19.2%), efforts to keep portions of developed land pervious should remain an important environmental and stormwater management consideration. The City's existing water features play an important role in managing storm water so maintaining and improving the health of the existing streams and wetlands will provide a myriad of benefits, including robust stormwater management.

Low impact development (LID) is another strategy to reduce the impacts of stormwater runoff. It is an approach to development that focuses on mimicking the natural water cycle and flows to manage stormwater runoff and related adverse effects. The overarching goal of LID is to reduce the amount of impervious surfaces to allow water to move and filter naturally through the environment. Creating guides of approved materials and designs for managing stormwater can increase developer willingness to implement these approaches into their projects.

Regulations such as parking maximums, which limit the amount of pervious surface on a site and the option to include use permeable surfaces can reduce excessive paving and resulting runoff. Some communities incentivize the use of pervious pavement by offering additional spaces or other bonuses if pervious material is used. However, it is important that a maintenance agreement be required to ensure the pavement remains pervious over time since particles of clay and dirt settling in can impede infiltration.

Other stormwater management and LID strategies include bioretention areas such as bioswales and rain gardens (areas that are designed to capture and treat stormwater runoff by allowing it to filter through layers of soil and

vegetation), constructed wetlands, erosion control, green roofs, rainwater harvesting, and using native plants in landscaping.

Air Pollution

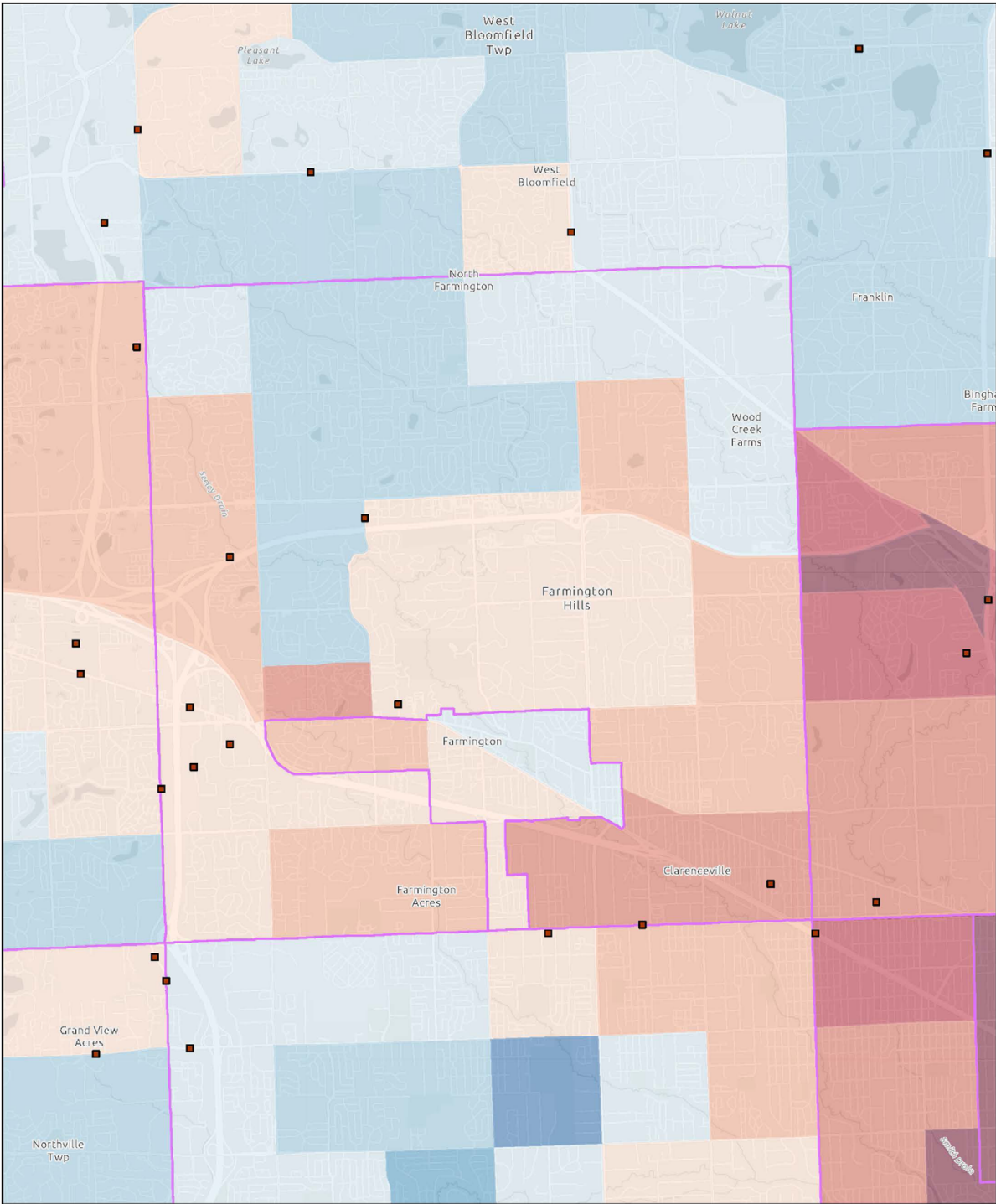
Air pollution, a majority of which is created by automobile exhaust and industrial emissions, is a health concern. We saw the impacts of air pollution due to the Canadian wildfires during the summer of 2023, resulting in summer camp closures for children, reduced visibility, and increased hospitalizations for exacerbations of asthma, chronic obstructive pulmonary disease (COPD, and other respiratory illnesses. Air pollution can cause damage to structures as it contributes to acid rain, as well as habitat and wildlife populations.

Map 10.3 shows several sites (black squares) in and around Farmington Hills that report air pollution to the Environmental Protection Agency as part of their compliance and permitting for stationary sources of air pollution (i.e. electric power plants, steel mills, factories, and universities). Darker colored census tracts (higher score) have a higher burden of pollution and vulnerability than census tracts that are lighter colored (lower score). The score is based on measures of environmental exposures, environmental effects, sensitive populations, and socioeconomic factors. More information about the scoring can be found at online.¹

Cities can be leaders in reducing air pollution. Switching City fleets to electric vehicles (EV) that pollute less and prioritizing the addition of EV charging stations throughout the City is one strategy. Increasing the energy efficiency of buildings and using renewable energy sources such as geothermal, solar, and wind can also reduce air pollution while saving the City money. Simply planting more trees and requiring buffers and greenbelts on roadways and around industrial areas can mitigate the impact of pollution that does occur.

¹<https://www.michigan.gov/egle/-/media/Project/Websites/egle/Documents/Maps-Data/MiEJScreen/MiEJScreen-Factsheetpdf?rev=626af950b12349e499657e243b93af31>

MAP 10.3:
SITES
REPORTING
AIR
POLLUTION
TO THE
EPA IN
RELATION
TO THE
MICHIGAN
EJSCREEN
SCORE



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- Sites Reporting to EPA: Air pollution

□ Cities

MiEJScreen Overall Score

> 10 – 20

> 20 – 30

> 30 – 40

> 40 – 50

> 50 – 60

> 60 – 70

> 70 – 80

> 80 – 90

> 90 – 100 (Highest Scores)
- 1:72,224

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Tree Canopy

Trees provide myriad benefits (see sidebar), and are a cost-effective way to help mitigate many of the challenges discussed previously. The City of Farmington Hills is currently 44.6% covered according to SEMCOG's GREEN Dashboard, exceeding the regional goal of 40% coverage. However, tree coverage among census tracts within the City varies from 28.6% coverage to 58.2%.

The Tree Equity Score provides a rating that can help prioritize where tree planting should occur at the Census block group level. It provides a score based on the percentage of people in the area that are in poverty, unemployed, persons of color, young, elderly, and are linguistically isolated, in addition to a measure of heat disparity and health burden. Identifying the areas that are more vulnerable and lacking trees compared to the rest of the City can be one strategy to maximize the benefits of tree canopy.

Siting of trees is also important; as the City strives to improve the reliability of its electrical grid, care should be taken to protect electrical lines from falling limbs.

FIGURE 10.3: TREE CANOPY VS. PEOPLE OF COLOR

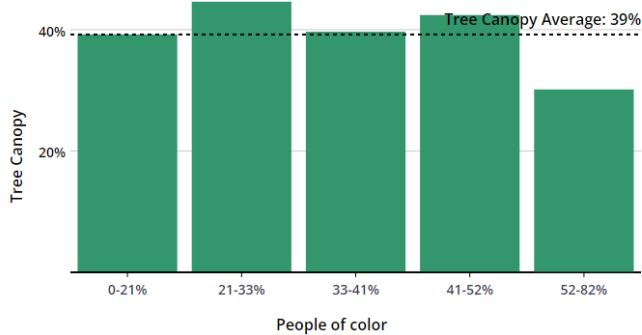
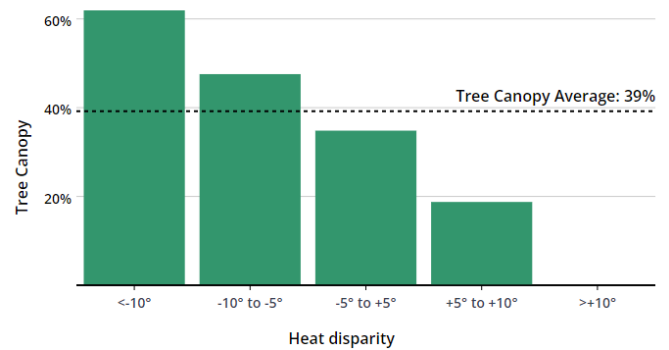


FIGURE 10.4: TREE CANOPY VS. HEAT DISPARITY

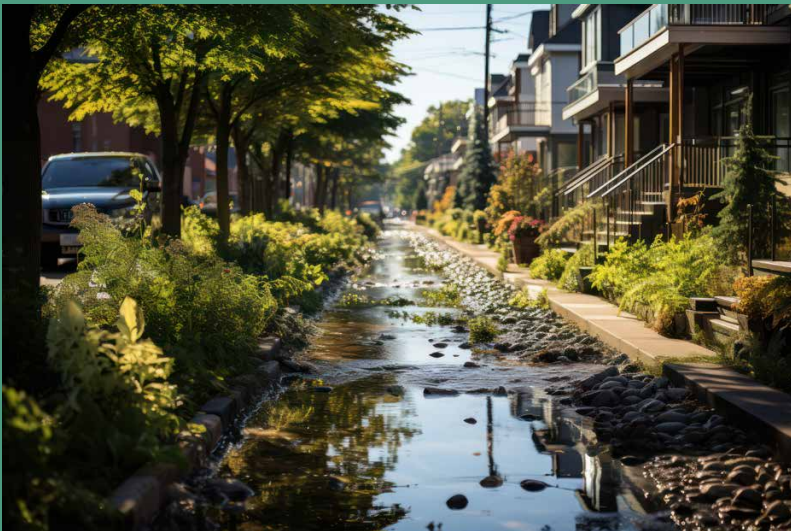




Benefits of Trees

It is common knowledge that trees provide clean air to breathe, shade and animal habitats. Some trees bear edible fruit, provide building material and firewood. Here are some ways trees serve communities:

- Measurably improve air quality.
- Cooling sites/structures resulting in building energy savings. Studies have found that mature trees can reduce the heat island effect created by the 3-7 degree rise in urban temperatures due to asphalt and concrete surfaces that retain heat.
- Provide sense of place or as a landmark .
- Property value increases when landscape is present and in healthy condition. A study found that property values increased between 5 and 20%. When taking walkability to nearby businesses into account, economists reported in 2010 that walkability raised Portland, OR home values by \$3,500 in a treeless neighborhood, but by more than \$22,000 in a tree-lined ones.
- Tree canopies and roots mitigate stormwater runoff in an urban environment.
- Specific urban tree placement protects pedestrians and cyclists from precipitation as well as reducing flooding on sidewalks.
- Improve the general aesthetics of a location.
- Increase the desire to walk and exercise.



More Benefits of Trees

- A single tree contributes to local biodiversity at its planting.
- Can assist with maintaining a comfortable scale of a built environment.
- Reduce car crashes up to 20% along urban roads.
- Reduce crime, road rage, stress and anxiety, and higher rates of civil behavior when planted in the public right-of-way. One study in particular found that crime was 11.8% less in areas with 10% more deciduous tree canopy compared to areas with similar characteristics.
- Reduce carbon dioxide, a greenhouse gas that causes climate change and extreme and unpredictable weather events such as our increasing number of extreme heat days and excessive precipitation events.
- Entice shoppers to travel further, stay longer, pay more for parking, and pay 9-12% more for products and services. Provide effective screening of utility poles, light poles, and other features of an urban area .
- Extended pavement life by 40-60% due to a reduction in daily temperature fluctuations resulting in expansion and contraction of asphalt.
- Reduced perception of time spent in travel.

¹Burden, D. (2006). 22 Benefits of urban street trees.

²ReLeaf Cedar Rapids. (Feb 2022).

³Dumbaugh, E. (2005). Safe streets, livable streets. *Journal of the American Planning Association*, 71(3).

⁴Wolf, K.L. (2005). Business district streetscapes, trees, and consumer response. *Journal of Forestry*, 103(8).

Invasive Species and Non-Natives

The preservation and incorporation of native plants plays a pivotal role in fostering resiliency; native plants provide a wide variety of benefits including soil stabilization, nitrogen fixation, carbon sequestration, food and habitat (especially for beneficial insects and pollinators), reduced soil compaction, increased water holding capacity in soil, and promotion of biodiversity. Because they have evolved and adapted to the area they are native to, native plants require less water to grow and are resilient to pests, droughts, and other local stressors.

An important tool in measuring and monitoring the health of ecosystems is an inventory of native and non-native plants in an area. Farmington Hills could conduct invasive species inventories to monitor the growth and prevalence of invasive species. Some communities worried about invasive species have regulations for site plan review that require applicants to document the native plant community types and invasive

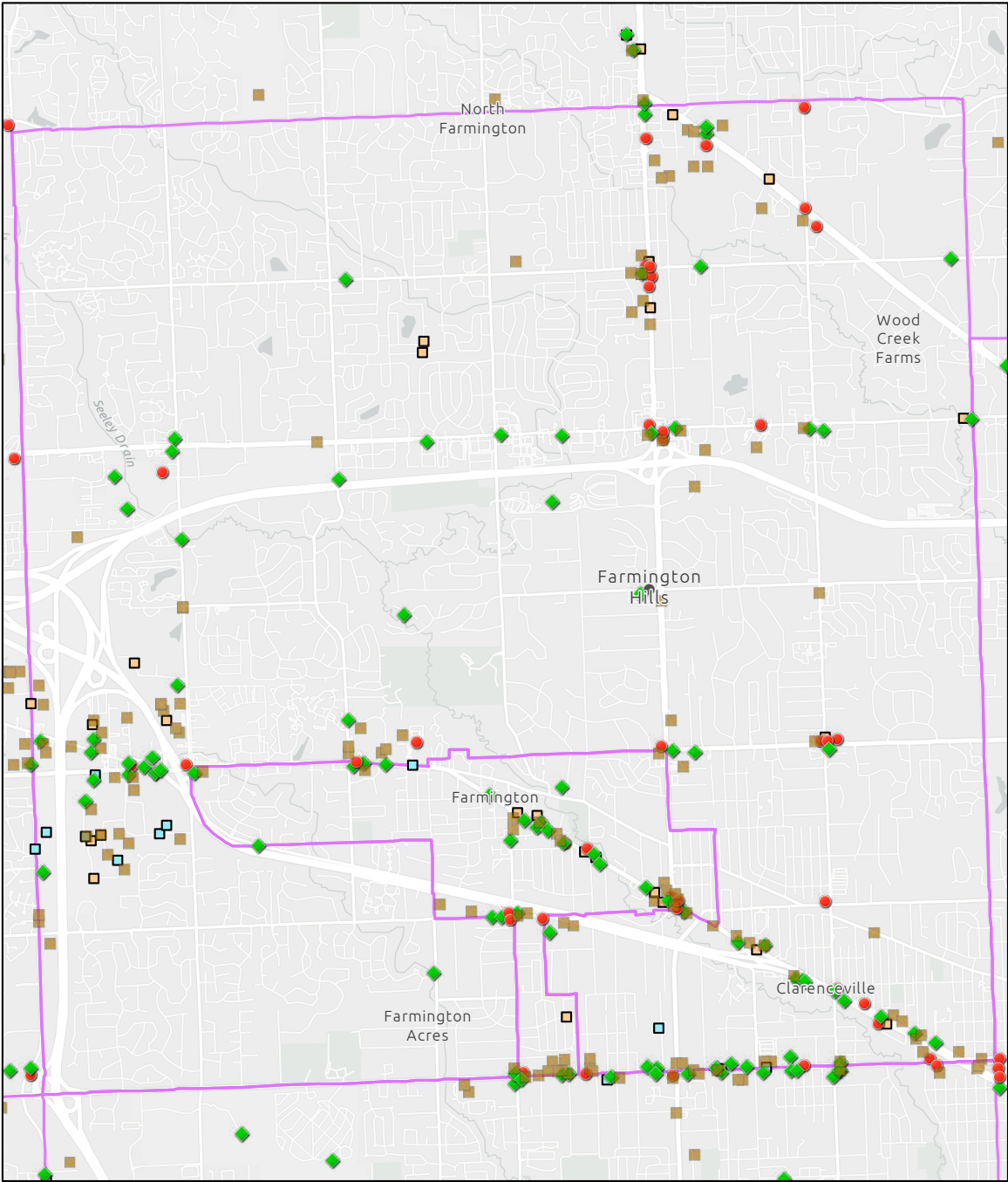
species on-site, and establish a plan for removal and control of invasive species. Cooperative Invasive Species Management Areas (CISMA) through Oakland County can provide resources and support for managing non-native and invasive species.

Land Contamination

Understanding the history of land throughout the community is important in thinking about how it may be used in the future and what will be required to make it safe and usable. [Map 10.4](#) shows sites throughout the City that currently exist and have known or probable environmental contamination. With proper management, these sites can safely coexist with other uses in the community and many can be remediated for future use. Fortunately, federal and state funds exist to support clean up and remediation efforts of sites with a history of contamination, and the City has a Brownfield Redevelopment Authority to clean up and explore future uses on these sites.

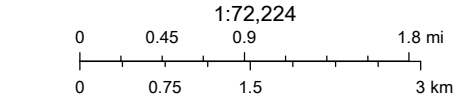


MAP 10.4:
SITES WITH
POSSIBLE LAND
CONTAMINATION



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- *Sites of Environmental Contamination (Part 201)
- *Leaking Underground Storage Tanks (Part 213 Closed & Open)
 - Closed
 - Open
- Sites Reporting to EPA: Toxic releases (TRI)
- Sites Reporting to EPA: Brownfields
- Cities



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Building Design and Materials

Buildings are an integral part of the feel and character of a community. Additionally, we spend about 90% of our time indoors. The construction, design, and materials used in new builds can say a lot about what the community values. Many resources go into creating structures, especially when considering the resources used in the extraction, processing, manufacturing, transporting, and actual construction. The sum of the energy required to complete all of these processes and create a building (or any other product) is often referred to as the “embodied energy” of the building. This measure is an indicator of the overall environmental impact of building materials and systems.

Upgrading, weatherizing, preserving, reducing water and energy usage, and repurposing materials are important pieces of the sustainability puzzle for communities due to the high level of embodied energy in our buildings. Weatherization techniques are important, particularly in old buildings, for sealing air leaks and decreasing the use of heaters and air conditioners, thereby saving money. Upgrading lights to LED and putting lights on timers can also reduce electricity use and save money. Adding aerators to faucets and installing dual flush systems for toilets can reduce water use and costs. These are small, relatively inexpensive ways to improve buildings throughout the City that will bring cost savings and reduce the environmental impact of the built environment. Larger investments to building upgrades include things such as rooftop solar, geothermal and gray water systems, and new windows, roofs, and insulation. When a building is determined to have

reached the end of its life, salvaging any materials that are still usable for future projects and properly disposing of the various other materials is needed.

New builds have the opportunity to implement environmentally and socially-supportive designs and materials from the start. Leadership in Energy and Environmental Design (LEED) certification is a commonly known sustainability rating system for buildings, focusing on creating healthy, energy efficient, and cost-saving buildings. Several cities throughout the country now require some buildings (for example, residential, commercial, municipal, or those over a certain size) to be LEED-certified to a certain level. Other communities provide incentives, such as density bonuses, height variances, expedited permits, and reduced or rebated permit fees if buildings are seeking LEED certification. The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability rating system for residential and commercial buildings that is used worldwide. Other programs include the National Green Building Standard, the Living Building Challenge, the WELL Building Standard, and EnergyStar. The community may consider if one or more of these standards should be required or incentivized through zoning and building code updates.



The City Hall is LEED-certified gold, indicating that the City is committed to environmental stewardship.

Health Impacts of Buildings

Poor Indoor Air Quality

According to the EPA, indoor air quality can be worse than that outside. Some pollutants found indoors are often at levels two to five times higher than their typical outdoor concentrations. The average American spends about 90% of their time indoors, but this share of time tends to increase for those most susceptible to being negatively impacted by pollution such as the very young, the elderly, and those with cardiovascular or respiratory diseases. Some pollutant levels have increased in recent decades due to insufficient ventilation in energy-efficient buildings and the increased use of synthetic materials. Sources of indoor air pollutants include:

- Combustion within appliances such as stoves and ovens can create byproducts such as carbon monoxide and particulate matter
- Natural origins such as radon, pet dander, and mold
- Lead in paint
- Asbestos
- Ozone from some air cleaners
- Cleaners
- Tobacco smoke

Sick Building Syndrome (SBS)

SBS describes scenarios where building occupants experience acute health and comfort effects that appear to be related to time spent in a building, but no specific illness or cause can be identified. With SBS, most of the complaints regarding health and discomfort subside and go away soon after leaving the building. SBS is most likely due to inadequate ventilation, chemical contaminants from indoor and outdoor sources, biological contaminants such as molds, pollen, and bacteria.

Building Related Illness (BRI)

BRIs occur when symptoms of a diagnosable illness are identified and can be attributed directly to airborne building contaminants. A common example of this is Legionnaires' disease, which is caused by a bacterium that grows well in moist areas such as old air conditioners and untreated swimming pools. Unlike those suffering from SBS, those who have a BRI may require more recovery time and support after leaving the building for their symptoms to resolve.



Waste Creation and Management

According to Environment America Research and Policy Center, the average American produces 4.9 pounds of trash each day, resulting in 1,800 pounds of material per person each year going to either a landfill or incinerator. Once there, the materials are thrown away essentially forever, and are difficult to recover, taking up valuable land. If incinerated, the materials can contribute to air pollution and water pollution. Reducing the amount of waste generated is an important consideration for communities striving for sustainability.

The 2016 report on the Economic Impact Potential and Characterization of Municipal Solid Waste in Michigan¹ found that “other inorganics” was the largest contributor to municipal waste at 14.7%, followed by food waste (13.6%), mixed paper (12%), and other organics (9%). It’s estimated that the value of all municipal solid waste material in Michigan is \$368 million per year. If all of this material was recovered and sold, it could have an economic impact of almost \$400 million per year and create up to 2,619 jobs¹. Farmington Hills is a leader in this area, with weekly pick up service for not only trash, but also recycling and yard waste.

Recycling rates for commercial uses in Farmington Hills are low, and the City should work to increase recycling by businesses. Permitting one parking space to be eliminated in exchange for an enclosure capable of hosting a recycling container in addition to a trash container could help accommodate more recycling facilities on commercial properties; a similar approach could help increase recycling in multi-family developments.

Further economic benefits can be immediately achieved for households if food waste is addressed. With 40% of all food purchased in the United States being wasted and households being the leading contributor to this waste stream, it’s estimated that \$450 per person per year could be saved simply by not wasting food that was purchased². Reducing food waste has been identified by Project Drawdown as the number one solution to climate change, and would help protect many of our resources while feeding people, as Figure 10.5 shows on the following page.

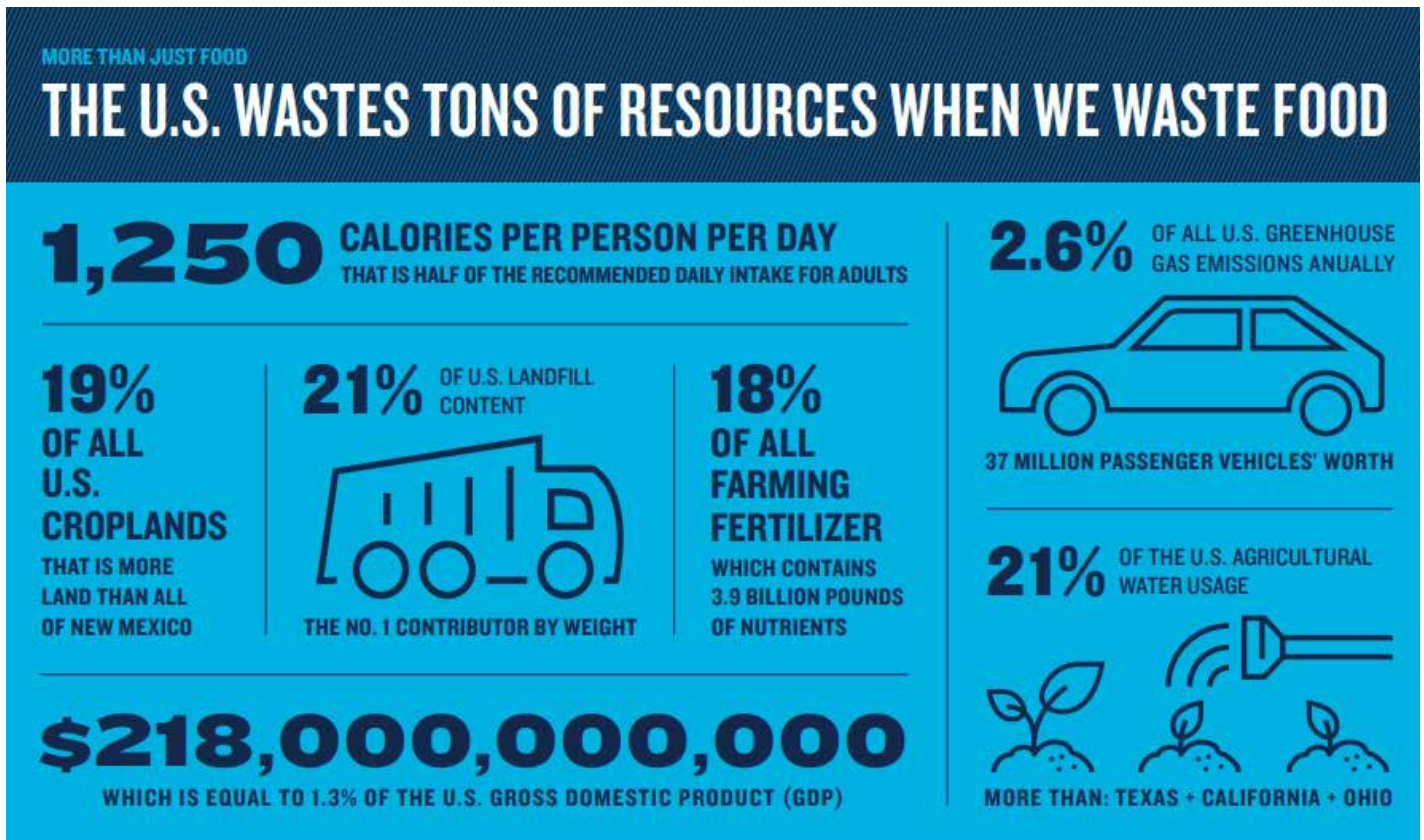


The City contracts with GFL for curbside refuse, recycling, bulk item pickup, and yard waste collection.

¹<https://www.michigan.gov/-/media/Project/Websites/egle/Documents/Programs/draft/480236-14-WMSBF-waste-characterization-report.PDF?rev=ae29ca79e78e4b93861ecc9efc34cd08>

²National Resource Defences Council, 2017. Wasted: How America is losing up to 40% of its food from farm to fork to landfill. <https://www.nrdc.org/sites/default/files/wasted-2017-report.pdf>

FIGURE 10.5: IMPACTS OF FOOD WASTE

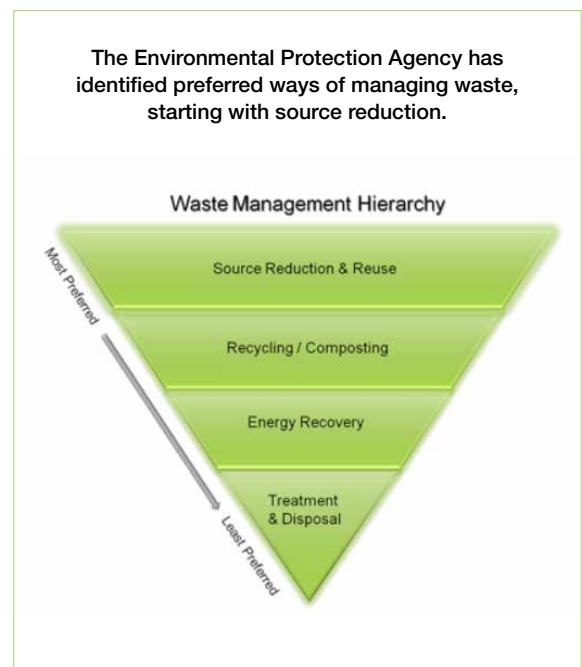


Source: National Resource Defense Council report, 2017

The National Resource Defense Council Report² calls on local governments to reduce food waste by:

- Partially or fully banning food from being sent to landfills or incinerators, with a dual goal of reducing food waste generation
- Set targets for food waste reduction and establish a baseline
- Educate and inspire the public to waste less food
- Provide technical assistance and recognition programs for local businesses and community members
- Incentivize food donations and expand capacity of food recovery organizations

Especially considering all of the food-based businesses in Farmington Hills, the City may wish to consider what it can do to reduce food waste, particularly if emissions reduction is a City-wide goal.



²National Resource Defences Council, 2017. Wasted: How America is losing up to 40% of its food from farm to fork to landfill. <https://www.nrdc.org/sites/default/files/wasted-2017-report.pdf>



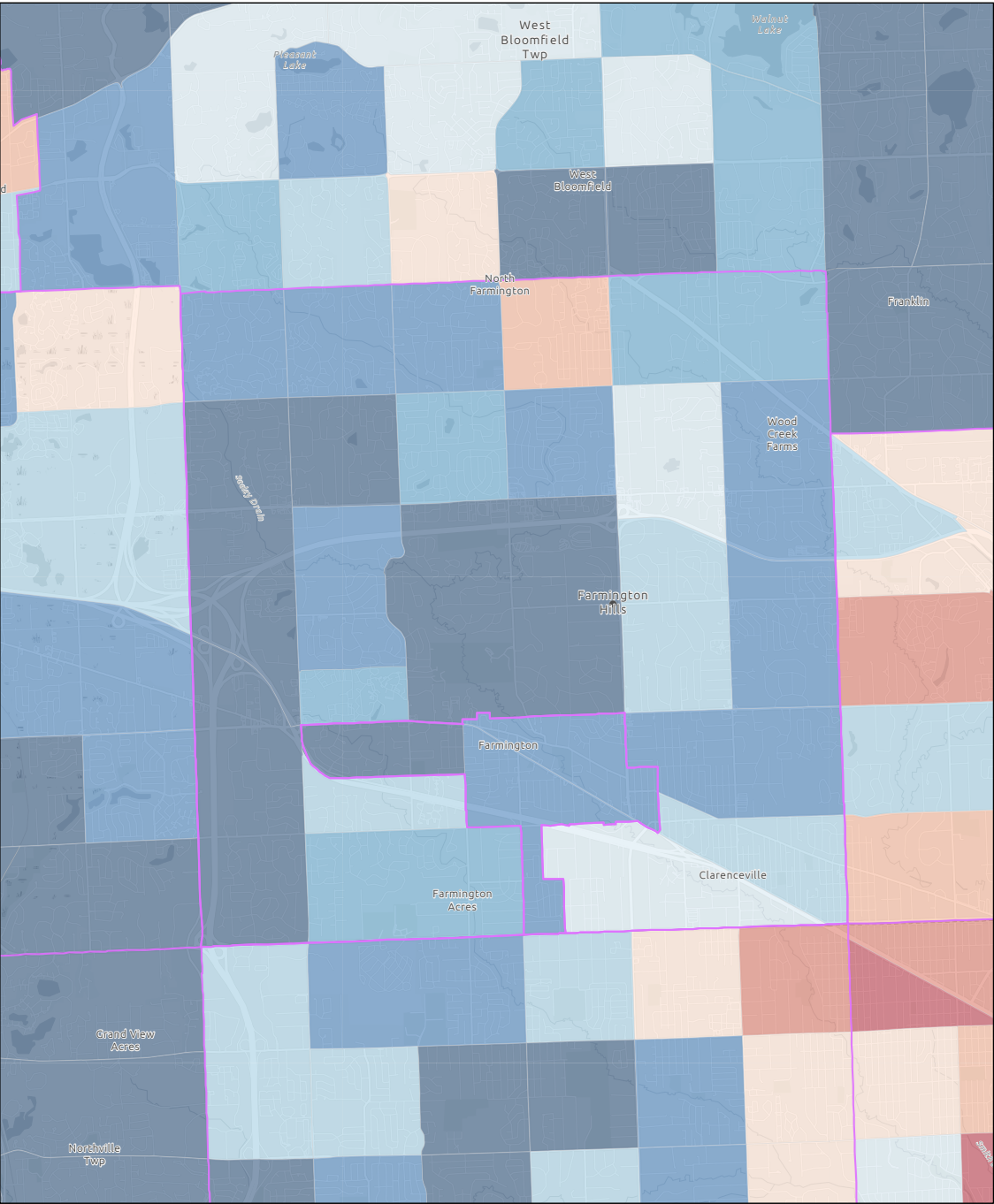
Economic Sustainability

Economic and financial concerns it is an integral component of sustainability. The Economic Development section of this plan will provide more details on strategies for economic development in Farmington Hills, while this section will identify key areas of concern. These concerns will be considered at an individual/household level and then at the community level.

Education, Unemployment, and Low Income

Measures of unemployment and income levels can indicate the financial health and economic power of a community. Education levels are often used as an estimate of earning potential. The following three maps show results of the American Community Survey's 2015-2019 5-year estimate available on MI EJScreen.

MAP 10.5:
PERCENT OF POPULATION OVER THE AGE OF 25
WITH LESS THAN A HIGH SCHOOL EDUCATION



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- Cities

-----4c) Educational Attainment

0 – 10 (Lowest)

> 10 – 20

> 20 – 30

> 30 – 40

> 40 – 50

> 50 – 60

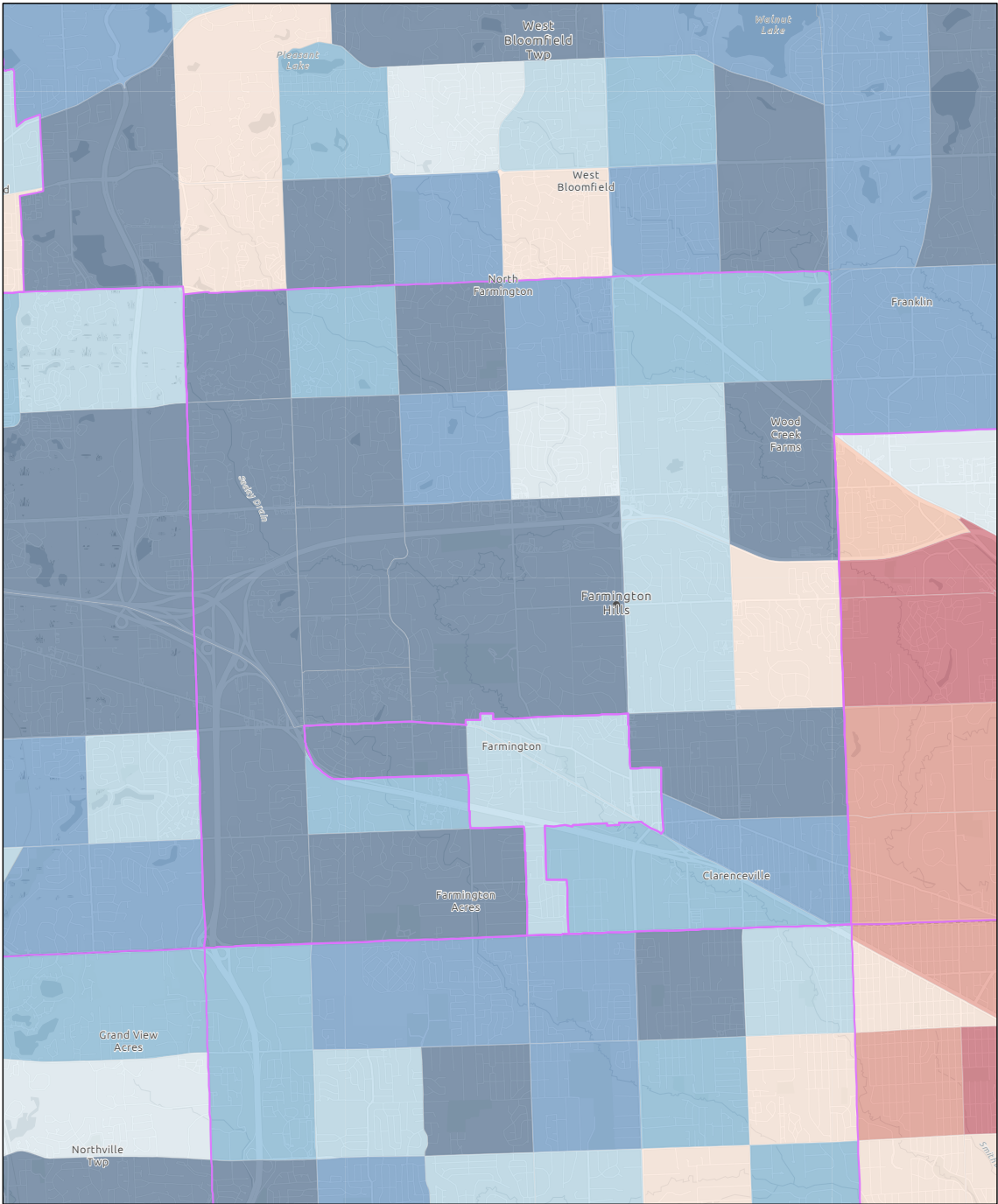
> 60 – 70

> 70 – 80

> 80 – 90
- 1:72,224

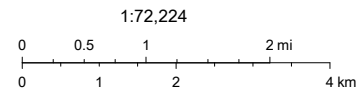
0 0.5 1 2 mi
0 1 2 4 km
- Province of Ontario, Oakland County, Michigan, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, USDA
- Michigan EGLE
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MAP 10.6:
PERCENT OF POPULATION OVER THE AGE OF 16 THAT IS UNEMPLOYED
BUT ELIGIBLE FOR THE WORK FORCE



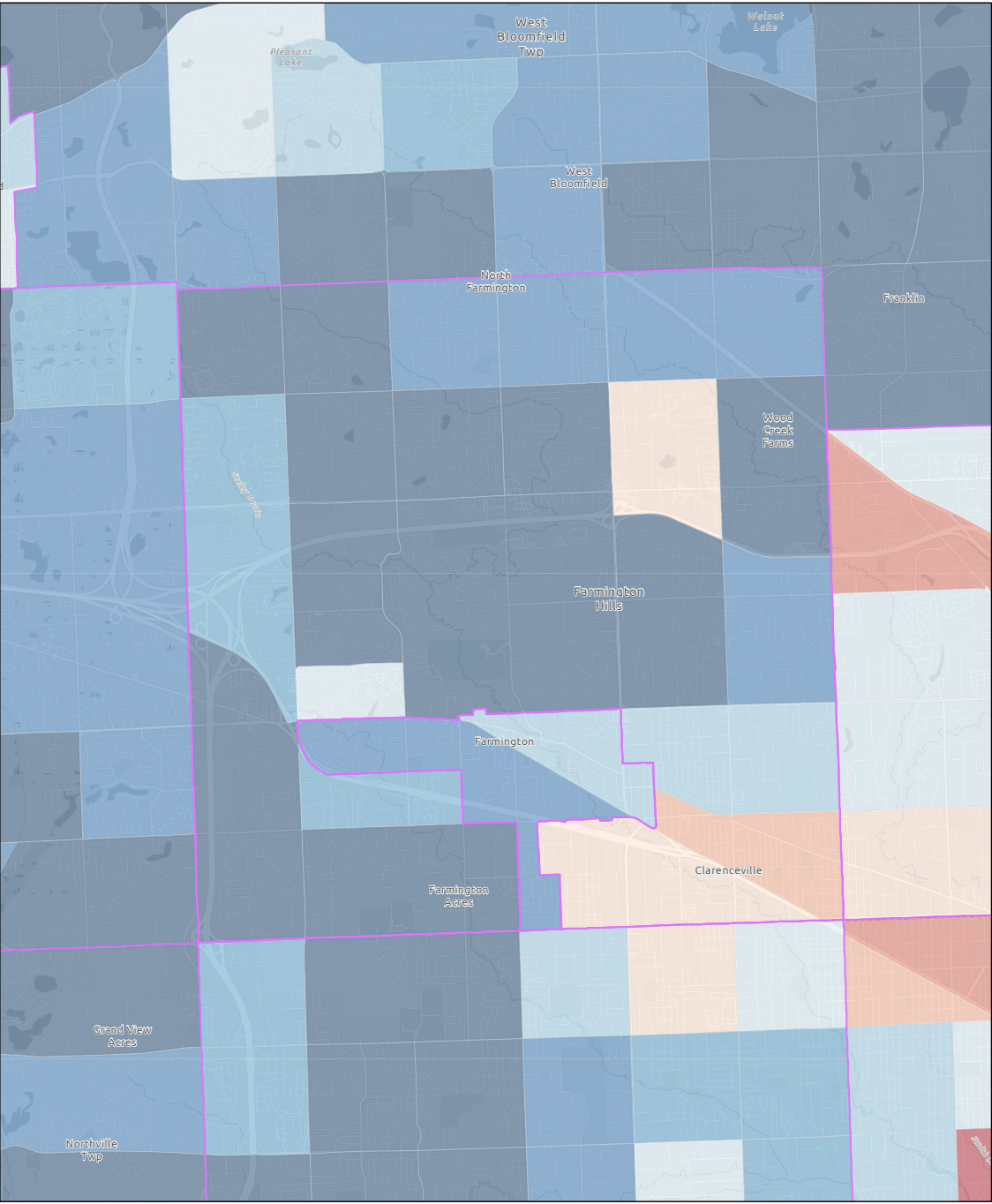
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- 4g) Unemployment
- | | | | | | | | |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 0 – 10 (Lowest) | > 20 – 30 | > 30 – 40 | > 40 – 50 | > 50 – 60 | > 60 – 70 | > 70 – 80 | > 80 – 90 |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|



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MAP 10.7:
PERCENT OF POPULATION LIVING TWO OR MORE
TIMES BELOW THE FEDERAL POVERTY LEVEL



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Cities

-----4a) Low Income Population

0 To 10 (Lowest)

> 10 To 20

> 20 To 30

> 30 To 40

> 40 To 50

> 50 To 60

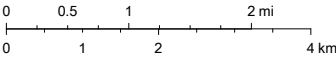
> 60 To 70

> 70 To 80

> 80 To 90

> 90 To 100

1:72,224



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The previous three maps illustrate two areas of the City that are more economically disadvantaged than others.

- The Southeast corner of the City, labeled “Clarenceville” on the map, has a high proportion (40-50%) of its population that does not have a high school diploma. Unemployment in the area is 10-30% and 50-70% of households are impoverished, living two or more times below the federal poverty level.
- The area north of I-696, south of M-10, and east of Orchard Lake Road is similar to Clarenceville. It also has a high proportion (40-50%) of residents that do not have a high school diploma. The unemployment rate is 40-50% and 50-60% of the population is living in poverty.

These areas would benefit the most from investment and social supports.

Connections: Economic Development

Economic development in the City must account for all groups, fostering entrepreneurship and opportunities for employment at a variety of skill levels. Active outreach to underserved areas of the City will be necessary.

Supporting Local Businesses

There are many ways to support local businesses:

- Create a Local First campaign to raise awareness of local businesses.
- Host “First Fridays”, “Art Hops”, “Restaurant Week” or other regular events that highlight local businesses and bring people to those businesses for music, art, or other opportunities.
- Implement a social district.
- Get involved with Oakland County’s Main Streets Program.
- Create Tax Increment Financing (TIFs) or Business Improvement Districts (BIDs) to raise funds for improvements in specific areas.

Local Currency: A Case Study from Tenino, WA

During the Great Depression many people withdrew their money, and the banks ran out of cash. To create currency, Tenino, a small town in Washington state, started printing its own currency.

This idea was revived during COVID-19. The City set aside \$10,000 to provide up to \$300 of relief per month to affected families. The relief funds provided are only accepted at local businesses, keeping the money circulating within the community.

The Importance of Strong Local Economies

There are many benefits of having a strong local economy.

The Multiplier Effect

The multiplier effect refers to the economic phenomenon of initial spending leading to increased consumer spending within a community, resulting in greater income for that community. It is estimated that for every \$1 spent locally, your dollars circulate through the local economy two to four times more than money spent at a non-local company.

Local Jobs are Created and Sustained

The multiplier effect, as well as your initial local spending, creates and keeps jobs in the area. This improves household finances, increases disposable income, and keeps money circulating.

Increased Tax Base

More dollars spent and more people working in the community creates a larger tax base.

Greater Provision of High Quality Services and Infrastructure

With more funds available to local governments, more and higher quality services and infrastructure can be provided. These things, such as road improvements and repairs, water and sewer infrastructure, robust and reliable high speed internet, more recreational spaces and programming, and generally better governmental operations, can greatly improve quality of life for many residents and decrease individual resident and homeowner costs.



Volatile Utility Prices Make Budgeting Challenging

Increasing and fluctuating utility prices are not new, but the consistent overall trend of higher prices can make it challenging for businesses, especially new and small businesses, to plan for and cover these expenses. In addition to the weatherization of buildings discussed previously in this section, communities and businesses can do other things to be more energy secure, both in terms of pricing and reliability. Individual homes and businesses can install solar, geothermal, or other renewable energy sources, creating energy and relying less on the energy available on the grid. Communities can also take on their own electric generation, as Wyandott has done. Communities with their own municipal energy utility typically have better energy reliability and lower fluctuations in pricing. While this is not currently supported within DTE service areas, community solar projects are popular elsewhere, and may become an option in the future.

Farmington Hills has many national chain stores and some locally owned businesses. However, there is no central downtown in the City. Creating a commercial core that is walkable may be a strategy to promote sustainability and support local businesses.

Time Banks

Another way to support local prosperity is by recognizing an alternative currency to the dollar: time. Local time banks allow people to swap their skills and time instead of money. Participants of time banks earn credits by spending time (usually grouped in one hour increments) doing something that helps others. The time is logged and they receive a credit. When they need help from others, they can cash in the credits they've earned and others can earn those credits through helping them.

Time banks are found all over the world, and range in size and number of participants. In addition to providing an alternative way to get needs met, they foster community bonds and socialization. They help community members meet each other and recognize and use their individual skills and talents. Strong support systems are often formed as a result of participation in time banks. Activities that are often used in time banks include home repair and construction, house cleaning, babysitting, errands and transportation, yard and garden help, health and wellness services, classes/lessons/tutoring, sewing, fitness, moving and hauling, cooking, and entertainment.

More information about time banks can be found at the links below.

- TimeBanks.org
- [hOurworld](https://hOurworld.org)

Several Southeast Michigan communities have time banks.

- **Madonna Time Bank in Livonia**
- **Lathrup Village Time Bank**
- **hOur Exchange Ypsilanti**



Social Concerns

Farmington Hills is a diverse community in terms of its age distribution, racial and household composition, and level of educational attainment (see the [Demographics section](#)). In some communities, this could bring division. However, the City recognizes this and the value it brings, and is working to become a leader in diversity, equity, and inclusion (DEI). To support further DEI at the City level, a DEI Director was hired in May 2023 as one component of a strategy to create an inclusive workforce. The City's DEI goals are:

- To foster an environment where all employees feel safe, respected, and valued.
- To create a climate where varying viewpoints and opportunities to learn and engage with persons from diverse backgrounds are welcomed.
- To strengthen recruiting, hiring, and promotional practices such that they are equitable and inclusive for all qualified candidates regardless of race, gender, sexual orientation, or abilities.

Having this role is an important step in continuing to support employees of all backgrounds who serve residents.

The Importance of Social Connectivity

In May 2023, the U.S. Surgeon General released an advisory to call attention to the public health crisis of loneliness, isolation and lack of social connection throughout the United States. Measurable levels of loneliness were reported by about half of U.S. adults even before the COVID-19 pandemic. Loneliness and isolation have been linked to negative health impacts. (See “Health Consequences of Insufficient Social Connection” on [page 192](#) for more information.).

Linguistic Isolation in Farmington Hills

As mentioned previously, Farmington Hills is racially diverse. This is beneficial to the community, but can be challenging for individuals and families, particularly if they do not speak English well. Research has found that low English proficiency can result in barriers to education, accessing health care, and civic engagement and that it often leads to racial discrimination. Stress, low socioeconomic status, and reduced quality of life have all been associated with both language difficulties and discrimination.

Map 10.8 shows linguistic isolation in Farmington Hills. This is defined by the U.S. Census Bureau as living in a household in which all members 14 years and older speak a

non-English language and also speak English less than “very well.” The map shows the percent of these households in each census tract.

The northwestern corner of the City includes a large area where the level of linguistic isolation is in the 90th percentile for the state of Michigan. Several other areas of the City are between the 80th and 90th percentile. The City should take this into consideration when providing any sort of communication to residents and provide materials in multiple languages and how to use neighborhood, school, and religious networks to reach residents.

Health Consequences of Insufficient Social Connection

Having poor or insufficient social connection has been linked to:

- 29% increased risk of heart disease
- 32% increased risk of stroke
- 50% increased risk of developing dementia among older adults
- 60% increased risk of premature death (similar rates to smoking daily)

In addition to physical health effects, our mental health is also affected when we do not have enough social connection. For example:

- Among adults, depression risk is more than twice as high for those who report feeling lonely often compared to those who rarely or never feel lonely
- Children who experience loneliness and social isolation have increased risk of depression and anxiety throughout their entire lives

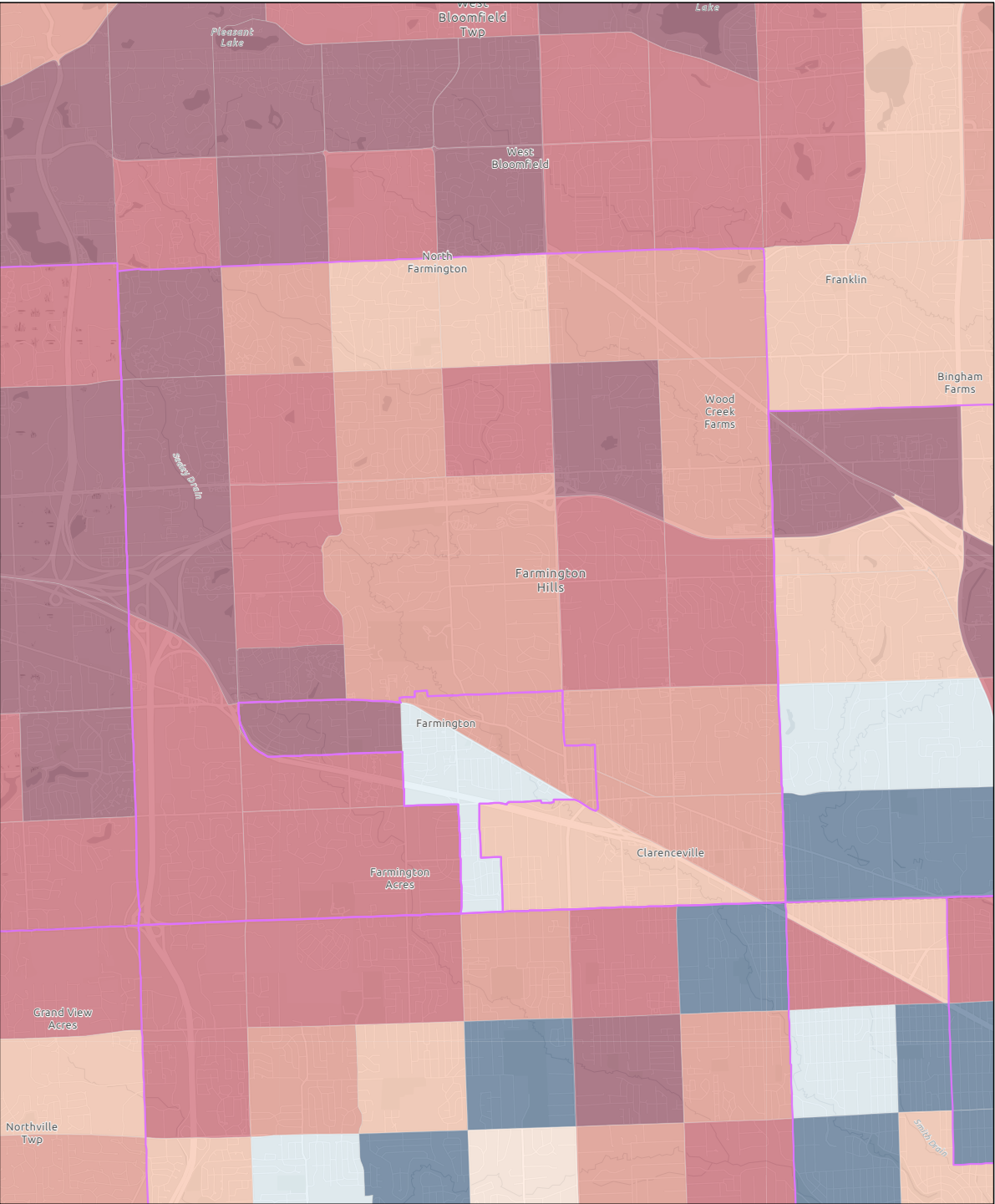
Lower levels of connectivity also have safety, resiliency, and economic impacts:

- Communities with lower connectivity have higher levels of community violence, and lower levels of trust and sense of safety
- Less-connected communities tend to fair worse than connected ones following natural disasters and other emergencies due to less information and resource sharing
- Less-connected communities had higher levels of unemployment during the 2008 recession

(U.S. Department of Health and Human Services, 2023; U.S. Public Health Service, 2023)



MAP 10.8:
LINGUISTIC ISOLATION



10/16/2023, 8:18:11 AM

- 10/16/2023, 8:18:11 AM
- Cities
 - 4d) Linguistic Isolation
 - 0 – 10 (Lowest)
 - > 40 – 50
 - > 50 – 60
 - > 60 – 70
 - > 70 – 80
 - > 80 – 90
 - > 90 – 100 (Highest)

1:72,224

0 0.5 1 2 mi

0 1 2 4 km

Province of Ontario, Oakland County, Michigan, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, USDA

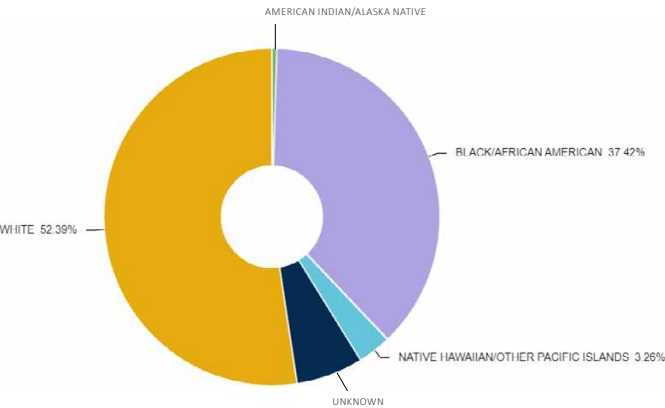
Crime and Safety

Feeling safe in your home and neighborhood is a key element of community quality of life. Knowing your neighbors helps with feelings of security, as well as knowing that emergency services will respond if called.

In an effort to improve transparency, the Farmington Hills Police Department has a dashboard and crime map on the City’s website that shows various statistics about the calls they’ve received. Below is a summary of some key findings from the dashboard:

- There were 44,130 calls for service in 2022, up from 41,807 in 2021.
- In all of the years data is provided for (2019-2023), calls related to traffic are by far the most common. In 2022, 21.5% of all calls were categorized as such.
- Most calls (72.3%) in 2022 were categorized as priority 0 or 1, which require the most immediate response. These are for crimes such as assault and battery, domestic violence, injury accidents, robberies, hit and run accidents, bomb threats, and panic alarms.

FIGURE 10.6: RACE OF PERSON ISSUED A CITATION IN 2022



Source: Farmington Hills Police Department

Police use citations (tickets) as a way to charge someone with a violation of a law, typically a minor violation. The person receiving the citation must respond to the allegations in the citation. In 2022, 5,723 citations were issued, up slightly from 5,516 in 2021. [Figure 10.6](#) shows the breakdown of citations issued in 2022 by the race of person issued the citation and [Figure 10.7](#) shows the types of citations issued.

Given that the majority of calls for service and citations are related to traffic issues, including impeding traffic and speeding, the City may wish to do a deeper analysis of where these issues are occurring and explore options for traffic calming and enhanced safety measures.

Arrests occur when someone is taken into the government’s custody and detained. There were 1,854 arrests in 2022, up from 1,744 in 2021. Almost one-third of arrests (521) were for driving with a suspended license. The next most common reason for arrest was for assault/battery (258). Arrests for the possession of narcotic equipment and the possession of cocaine each occurred less than 45 times during the year. Males were arrested twice as frequently as females. Blacks accounted for 58.3% of arrests, and whites for 39.6%. Most people arrested were between the ages of 20 and 42.

In addition to the dashboard, the Farmington Hills Police Department works with a program called CrimeMapping that maps confirmed crimes in and near the City. [Map 10.9 Crimes In and Around Farmington Hills, September 18 to October 16, 2023](#)) shows the type of crimes committed between September 18, 2023 and October 16, 2023.

FIGURE 10.7: TYPES OF CALLS FOR SERVICE, 2022

The most common calls for police services in 2022 were related to traffic issues, followed by building checks and suspicious circumstances.

Source: Farmington Hills Police Department

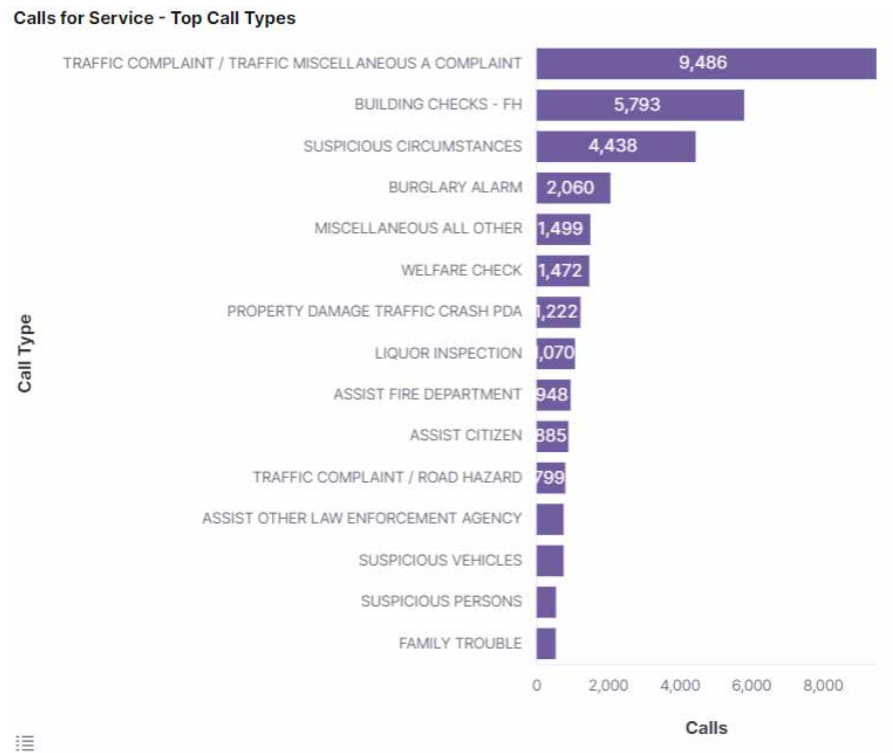
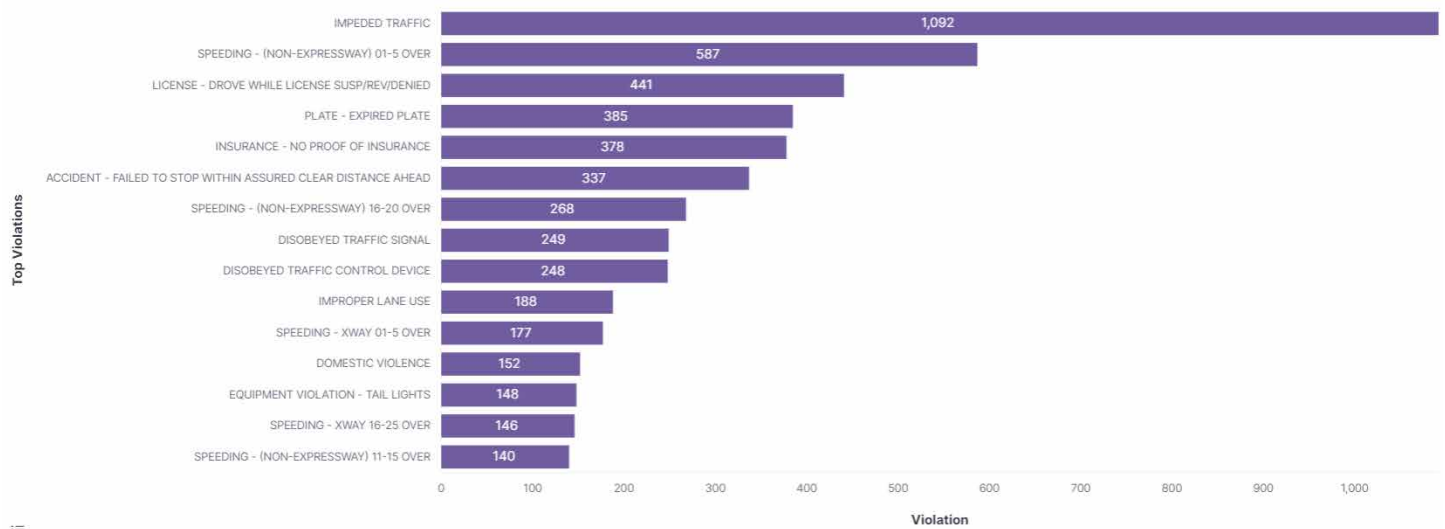


FIGURE 10.8: CITATION BY TYPE, 2022



Citations related to traffic, administration issues such as licenses and insurance, and speeding were the most common type issued in Farmington Hills in 2022.

Source: Farmington Hills Police Department

These reports are useful in providing transparency to the community about police activity and crime in the community. Information collected should be used to assess whether some groups are disproportionately involved with the law and if so, identify areas for targeted interventions. These interventions can improve trust in the community, reduce City and county spending on costs related to law enforcement, and enhance the wellbeing of residents.

Community and Self-Policing

Recognizing the distrust felt between some community members and police, as well as an increasing interest in neighborhood sovereignty and problem solving,

community and self-policing strategies have become more popular.

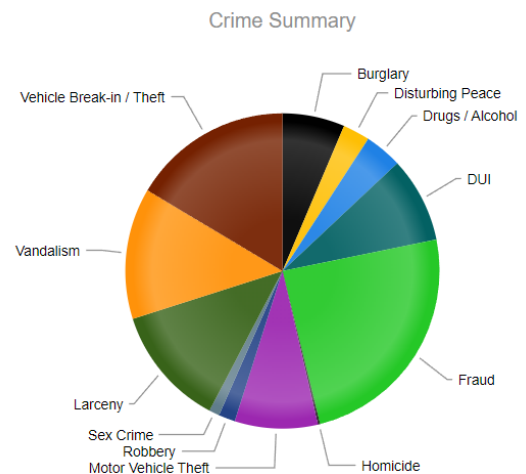
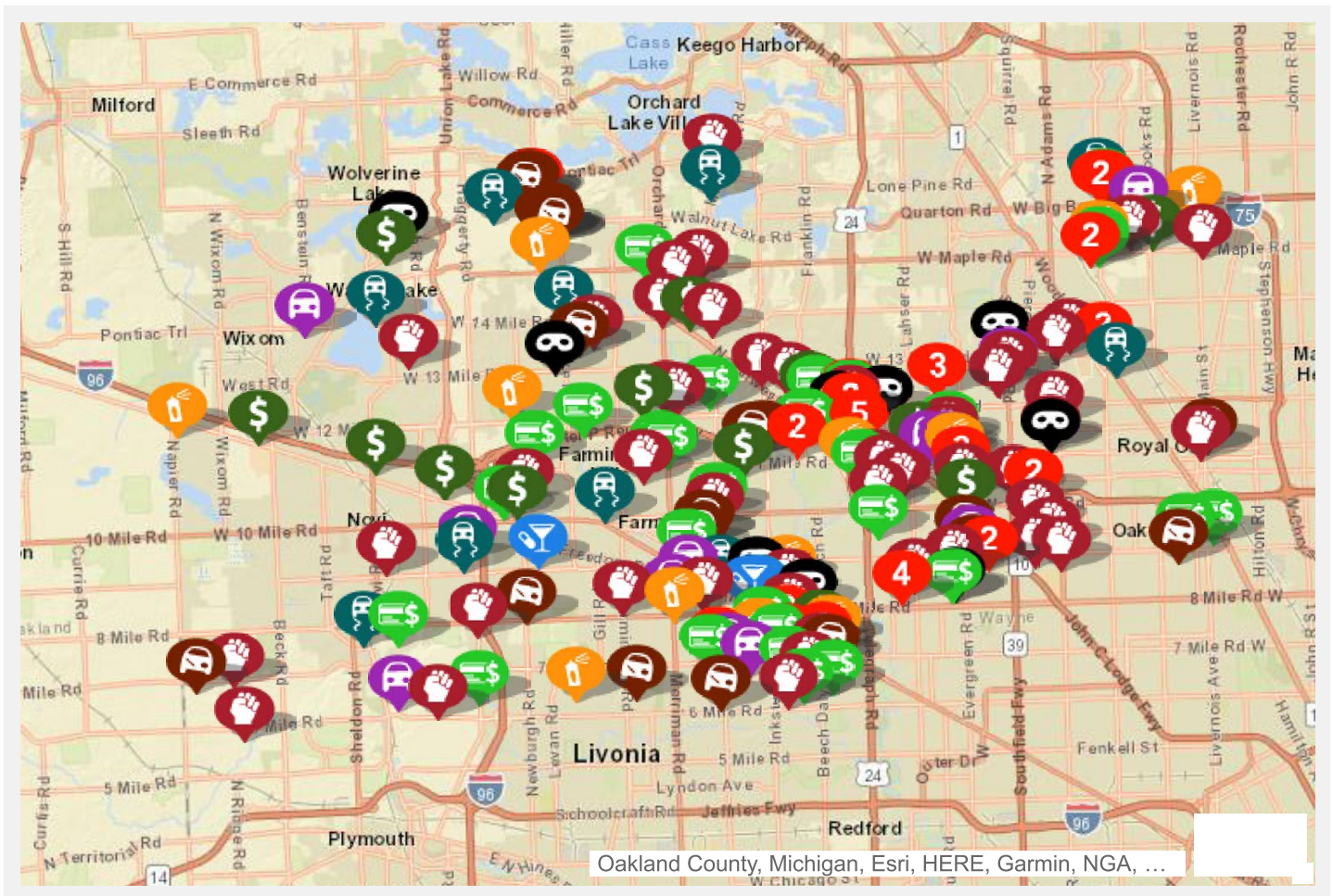
Community Policing is a law enforcement strategy that aims to build positive relationships between police officers and the communities they serve. The primary goal is to increase public trust, improve public safety, and create a sense of collaboration between law enforcement and the community. This requires multiple engagement points and strategies with the community, such as:

- o Regular police engagement with community members through meetings, forums, and events, especially with youth.
- o Proactive identification of recurring problems.
- o Collaboration with other stakeholders to solve public safety concerns.
- o Patrol neighborhoods on foot or by bike regularly to increase likelihood of interactions.
- o Training in cultural sensitivity and diversity.

- o Providing transparency in operations and misconduct reporting mechanisms.

Self-Policing occurs when community members take an active role in maintaining order and safety within their neighborhoods without relying solely on external law enforcement. These strategies include neighborhood watch programs, establishing community rules and norms, and collaborating to address issues related to crime, disorder, and public safety.

MAP 10.9:
CRIMES IN AND AROUND FARMINGTON HILLS, SEPTEMBER 18 TO OCTOBER 16, 2023



Source: Farmington Hills Police Department and CrimeMapping.com

Issues Related to Social Connectivity and Strategies to Address Them

To promote a well-connected and inclusive community, it is important that social infrastructure is a key consideration when establishing the City's long-term vision. Social infrastructure includes how the community is designed, the policies in place regarding things like transportation, housing, and education, and programs such as member associations, sports groups, religious groups, and volunteer organizations. The following pages describe some issues related to social connectivity and strategies that will enhance and strengthen the City's social infrastructure.

Places to Meet Others

During the COVID-19 pandemic we learned how important our social connections were, and how a lack of them impacts our wellbeing. Research has shown that loneliness and isolation is as dangerous to our health as smoking 15 cigarettes daily (U.S. Department of Health and Human Services, 2023). Rates of social isolation are growing among young adults, but are currently highest among seniors. The U.S. Surgeon General has identified this trend as an epidemic of loneliness and social isolation. Fortunately, there are things we can do to support seniors, and all residents, in feeling connected to others. Therefore, communities should plan the built environment and provide services to enhance opportunities for social interactions. Designing to allow for and connect third spaces, providing activities and programs, including recreation and parks programming, and communicating with residents are some ways to combat feelings of isolation and loneliness.

Places to Congregate - Third Places

Having low-cost, accessible places to go to meet new people and friends is one way to combat the pandemic of isolation and loneliness. These places are often called "Third Places", with the first place being home, and the second place being work. Many seniors who no longer work may only have one place, home. Third places that are virtual, such as those created through social media and other online platforms, are not as effective at building real community as physical locations. Historically, third places have included places like recreation centers, parks, places of worship, libraries, coffee shops, and restaurants.

Communities should strive for all residents to live within proximity to a third space to make them easily accessible, especially for seniors and youth who often don't drive. To be most effective, these places should be low-cost or free, and allow people to congregate and spend time there. Non-motorized connections between third places and neighborhoods will further enhance connectivity. The following strategies can be used to create places for all residents and visitors to congregate.

- Update zoning standards to foster mixed-use functions. This increases accessibility and convenience by reducing the need to drive to everywhere.
- Support small local businesses. Small local businesses are more likely to be interested in providing a third place compared to big box stores.
- Explore how to retrofit public places, particularly thinking about how spaces are used, and collaborate with other groups or programs to encourage interaction between people and groups that may not usually interact.

Library

Libraries are great traditional third places, and the Farmington Community Library is no exception. The Library provides programming for all ages, with specific programming for children, teens, and adults. Summer reading programs, poetry events, book clubs, game days, volunteer opportunities, one-one-one technology support, craft days, story time, homeschooler events, writing groups, and participation in the 1,000 Books before Kindergarten program are some of the offerings. The library also hosts individual and group ESL conversation sessions and book clubs and regular intergenerational events that connect elementary students with seniors from a retirement community. A Teen Advisory Board provides leadership opportunities for those interested in helping plan library programs for their peers and improve the teen areas of the library. Supporting the work of the Library is essential, as the library serves as an important third place that is free and inclusive to all residents, promoting social connectedness and a sense of place for residents.

Eight Hallmark Characteristics of Third Places

Neutral Ground: Third places are freely accessed and visitors are there under no obligation

A Leveling Place: Economic and social status divisions are low or absent entirely

Conversation: Typically conversation serves as the primary, but not necessarily only, activity

Open Access: Third places should be open and accommodating to those who occupy them.

Regulars: Third places have regular visitors who help to define the overall character of the place

Homely and Non-pretentious: Third places are without extravagance or grandiosity and are intended to offer a homely feel. They are accepting of individuals of all walks of life.

Playful: Third places are intended to be playful and create a space to celebrate wit and banter

A Home-Away-From-Home: Visitors foster a sense of possession and belonging in third places



Parks, of which the City has many, are great third places.

Activities/Programs

Community events are a great way to activate underutilized public spaces, parking lots, or vacant land while generating opportunities for social connectivity and intergenerational interactions. Fairs, festivals, and outdoor concerts have the potential to engage a range of age groups. Communities should support local organizations that fund, plan, and promote events that increase community interactions and target all generations.

The City provides a seasonal Activities Guide that highlights community events, after school and sport programs for youth, exercise and fitness class schedules, art class schedules, concerts, plays, library programming, senior-specific activity schedules, makerspace information, and spaces for rent. The activities offered provide opportunities for residents of all ages, abilities, income levels, and interests to connect with each other. The Department of Special Services has a Scholarship Fund to provide income-eligible youth younger than 17 years old opportunities to access park facilities and programs. More information about this program can be found on the [City website](#). Resident surveys should be conducted on a regular basis to confirm that activity and programming needs are being satisfied.

The City website also provides a calendar that is populated with and searchable by department meetings and events.

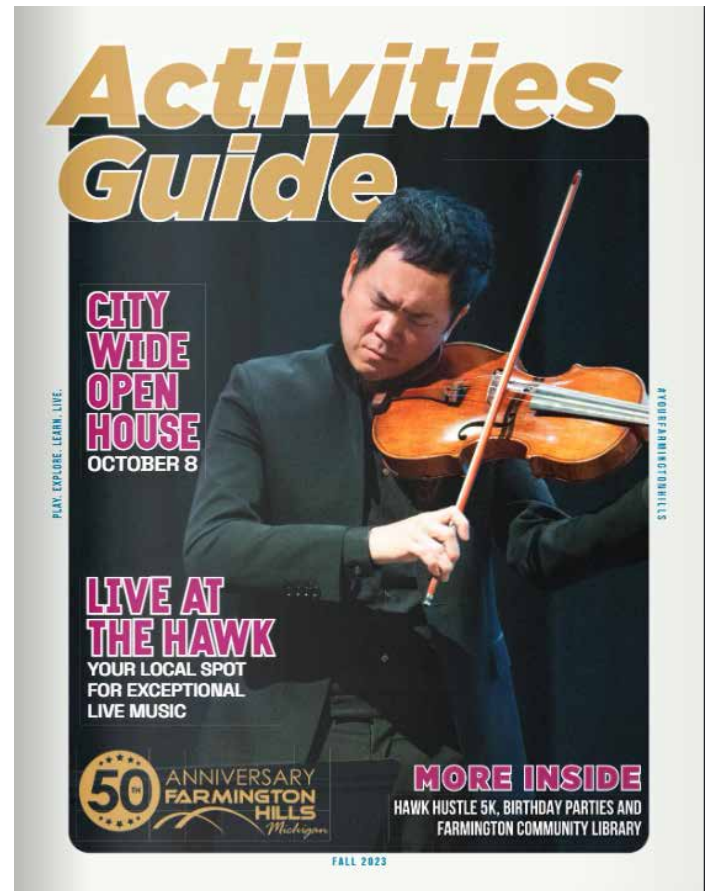


Photo credit: City of Farmington Hills

Above. Fall 2023 activities guide provided by the City.

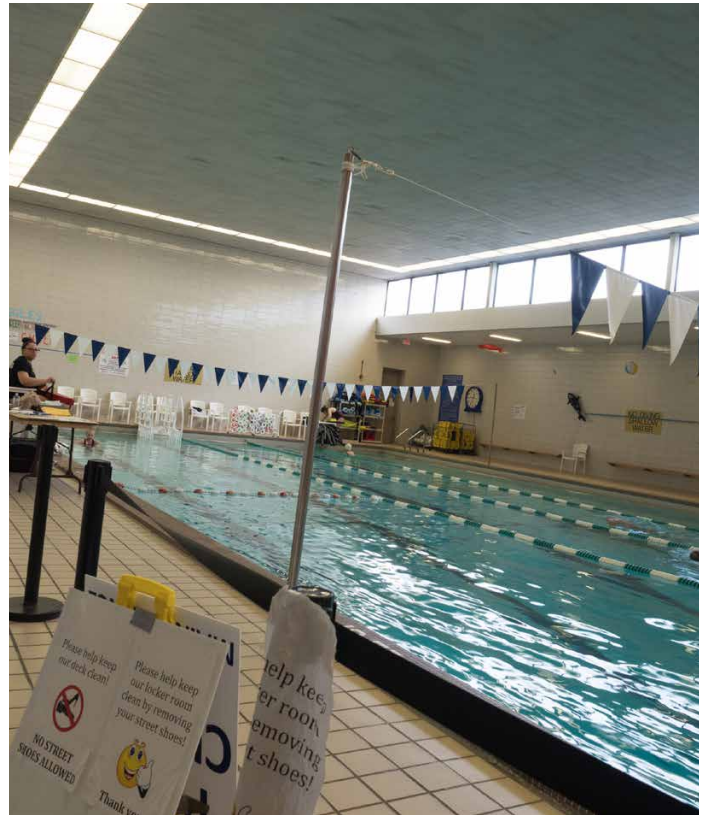
Adjacent Page Left. Pickleball players at the Costick Center, a great third space in the City. Right. Swimming at the Costick Center.



Parks and Recreation

The City has many parks and recreation facilities that can foster a sense of community and provide spaces for people to connect with one another. The parks and facilities host a range of amenities, including a fishing pier, sports fields and courts, a golf club and driving range, a makerspace, a community center, walking trails, ice rink, nature center, archery range, skate park, splash pad, and spaces available for rent for private events.

Concurrent with this Master Plan update, the Parks and Recreation Master Plan is also being updated. The Parks and Recreation Plan and this Master Plan establish compatible and complementary aspirations, with goals that align and action strategies that are mutually beneficial. Both the Master Plan and the Parks and Recreation Plan should continue to be reviewed every five years to maintain and promote a shared and consistent vision.



Senior-Specific Programming

As noted previously, seniors currently have the highest rates of social isolation throughout the country. The City offers a range of programming specific to seniors through the Adults 50 & Better program that provides recreation, travel, education, socialization, fitness, volunteer opportunities, and nutrition, transportation, and outreach services. Activities are held each weekday with additional evening and weekend programs at the Costick Activities Center.

The Farmington Area Commission on Aging provides support for seniors, actively encourages them to stay in the community, and formally recognizes individuals, businesses, and organizations that make Farmington Hills senior-friendly. Monthly meetings are held to discuss senior-relevant topics. This Commission should continue to meet and be supported by City staff to improve services and resources for senior residents and visitors.



Social Capital

Social capital is a term that describes the value that individuals and communities derive from their social networks, and the trust, reciprocity, and cooperation that exist within those networks. Social capital can be thought of as a form of currency, with some people having more through their more diverse or higher-resourced networks and others having less. Social capital can be studied at the individual level as well as at broader community or societal levels. Building and maintaining social capital requires active participation and investment in the relationships and networks. Social capital can be fostered by promoting trust, collaboration, and shared values. The work required to build social capital is well worth it, as high levels of social capital can have many benefits. These benefits include:

- More effective problem solving abilities to both common and not-so-common challenges, such as disaster response.
- Increase opportunities, partnerships, and collaboration, which can facilitate individual, business, and community economic growth. This is particularly true of “bridging” relationships, where a relationship brings in a new network of more highly or differently resourced connections.
- Improved health and well-being. Studies have shown that individuals with strong social networks and social support tend to be healthier and happier. Social capital can enhance access to resources and support in times of need.
- Higher levels of civic engagement, including voting, volunteering, and participation in local governance.
- Higher levels of trust. Social capital contributes to the development of trust, and vice versa. Communities and individuals with higher levels of social capital are more trusting than those with lower levels.
- Heightened sense of community. Social capital can help people feel connected to their community. This is particularly true with “bonding” relationships, where the backgrounds and resources brought to the table are similar for each party and there are shared experiences, values, and perspectives.

Communities should consider ways to facilitate both bonding and bridging interactions to increase social capital and create more connected, better-resourced and resilient individuals, neighborhoods, and community.

Sense of Community and Place

A strong sense of place helps residents establish roots, enhances social connectivity, and helps promote a community bond that is inclusive to all. Below are some key strategies to promote a strong sense of place and leverage existing community assets. Further discussion and analysis of each strategy is included in the plan sections referenced.

Highlighting Local Assets: Gateway improvements, banners, and wayfinding are examples of strategies to promote destinations, local culture, and community strengths. (See Visioning, Public Input, and Economic Development subsection)

Make Places Inviting: Places should be designed so that they can be accessed by everyone, regardless of age or physical abilities. Promote accessible strategies when designing public facilities, and encourage visitability in the construction of new single-family homes (See more in the Visioning, Public Input, and Housing subsections)

Increase Connectivity

Additional alternatives to automobile reliance will make daily tasks easier for those who live in the City but are unable to drive, especially seniors and youth. Increased public transportation services and enhanced non-motorized networks will help promote accessibility for all residents. (See sections related to Visioning, Public Input, Infrastructure and Non-Motorized Connections for more information on strategies for transportation alternatives).

Neighborhoods

Neighborhoods are the fundamental building blocks of a community. More than just the area in which people live, neighborhoods also include shops, restaurants, parks, places of worship and schools. They tend to be the places where we can attend to at least some of our daily needs within close proximity of where we live.

Often, neighborhoods draw together people of similar ethnicities, incomes and life circumstances. Sometimes they have defined boundaries based on streets or natural features. Regardless of their shape or composition, neighborhoods can serve as a needed link between the individual and the overall community.

Neighborhoods are connected by physical elements like streets and sidewalks as well as by loose or formal social connections, like a neighborhood watch program, neighborhood association, time bank or phone chain. Well-connected neighborhoods are better able to share information about the community at large, encourage civic participation in events and activities, and raise awareness of resources that may be available for people when they're needed. In disconnected neighborhoods, people may be less likely to feel they're part of the overall community and may miss out on opportunities to participate in civic life. This presents challenges for local governments as well as schools, businesses and service organizations. Strengthening neighborhood connections helps tie the community together and improve quality of life for all.

Planning at the neighborhood level can provide an opportunity to engage more people because the topics have more immediacy and relevance. It can take advantage of some built-in neighborhood networks, where they exist, that provide another avenue for communication and outreach. While often neighborhood groups get active when faced with a controversial development project (as evidenced by the common term NIMBY – Not in My Back Yard), proactive neighborhood engagement might better prepare a community for new development/redevelopment.

Communities of all sizes may find thinking at the neighborhood level to be more meaningful for residents and businesses, particularly in bigger or more geographically spread cities such as Farmington Hills where residents may feel more connected to their neighborhood than the City. Cities can help meet their overall goals for growth and improvement by focusing on neighborhood characteristics and amenities, such as improving the appearance of commercial corridors, creating open space and adding visual and recreational amenities; re-purposing rights-of-ways to open space corridors that link neighborhoods to parks; concentrating development in transit-served areas and corridors; and allowing streets to function as open space, with design and functional improvements.

Long-Range Neighborhood Planning Topics

Neighborhood planning looks at issues specific to an area within a larger community. Some of the issues that could prompt long-range planning include:

Preservation and Conservation. Conserving the built and natural heritage of an area

Sustainability. Developing sustainability policies and initiatives

- **Access and Civic Engagement.** Improving access to local democracy, social services, and government institutions
- **Housing and Community Development.** Addressing sector-specific issues such as housing or economic development

- **Transportation and Connectivity.** Enhancing opportunities for active transportation by changing the physical treatment of neighborhood streets and public spaces
- **Resiliency and Sustainability.** Improving communications with residents, as well as ensuring access to resources.

Focusing on the neighborhood scale for planning can help engage residents in matters affecting their specific community, surface issues that may be harder to see and understand at a city level, and gain buy-in to the decisions that are ultimately made.

Seven Policies for Neighborhood Planning

The American Planning Association (APA) developed a Policy Guide on Neighborhood Collaborative Planning in 1998. It finds that “Neighborhood collaborative planning requires understanding of the economic, social and physical characteristics in order to maintain both the sense of place and the sense of community.” The APA recommends seven general policies about neighborhood planning:

1. Comprehensive plans provide the framework for neighborhood planning and should be done within the context of a community-wide plan.
2. Where there are identifiable neighborhoods, a jurisdiction’s comprehensive plan should reflect neighborhood plans and neighborhood plans should support the broader needs of the community and region.
3. Planning decisions should be directed to the most appropriate level. Planning decisions that have limited impact on the community as a whole should be made by, or on the basis of advice given by, those neighborhood groups primarily affected. On the other hand, planning decisions that affect the community as a whole should not be overly influenced by a single neighborhood’s needs or interests.
4. Neighborhoods should be encouraged to seek the best organizational structure that is suited to achieve their goals and objectives such as, but not limited to neighborhood associations, co-ops, development corporations.
5. Neighborhood-based coalitions that assist in the development of individual neighborhood organizations, articulate neighborhood views on community wide issues, and facilitate coordination in the planning process should be encouraged and supported by local government.
6. Advocacy planning for neighborhoods should be accepted as a legitimate role for professional planners, both publicly and privately employed.
7. To be effective in many cases, neighborhood planning needs to go beyond addressing the physical conditions of the area and also examine issues of social equity. To that end, the APA at the national, chapter and division levels should work with social service, housing, economic development, public health, educational, recreational, judicial and other organizations to ensure that the issues social equity, children and families receive attention through the efforts of planners.

American Planning Association (2011). The Role of Arts and Culture in Planning Practice (Briefing Papers), p. 4.

The challenge for communities is not letting the hyperlocal focus of neighborhood planning and involvement result in competition between neighborhoods or let the voice of the neighborhoods drown out strategies that are good for the overall community. Keeping a “glocal” perspective means that it is important to plan and act locally in neighborhoods while nurturing the relationships between neighborhoods and the community at large, highlighting neighborhood action strategies that result in resilient and livable communities.

What are the essential elements of neighborhood planning? Planning at the neighborhood level requires an understanding of the following:

Geographic boundaries. Think of neighborhoods in terms of walkability – a ten- to 15-minute walk radius – generally one half to one mile. Are there physical boundaries such as busy streets, highways, rail lines, large facilities or other barriers that serve as limits to one’s walkability in a neighborhood or otherwise serve as an edge to a clear district?

Demographics. What are the characteristics of the neighborhood? Understanding the income, race, age and household makeup of a neighborhood can help shed light on where issues of equity may need to be addressed.

Land uses. To be walkable and serve some of the daily needs of its local population, a neighborhood needs more than just homes. Are there a mix of uses – perhaps not within the neighborhood, but at its edges, that provide destinations for neighborhood residents? Is there a school, library, park or other community facility that helps define the neighborhood?

Transportation networks. How do people travel within and out of the neighborhood? Are there non-motorized transportation facilities like sidewalks and/or shared-use paths?

Historic Assets. Are there any significant structures that are only found in a specific neighborhood? Historic structures like homes and schools can contribute to the character of a neighborhood – depending on their condition.

Natural Resources and Environment. Are there any natural resources in the neighborhood? How do those resources connect to other neighborhoods or even beyond the community’s borders?

Public realm. Are there public spaces like parks, plazas or civic spaces that give the neighborhood the opportunity to engage? Sidewalks and streets should be considered as part of the public realm. How do homes and other land uses in the neighborhood interact with the public realm – particularly its streets and sidewalks?

Social network. Is there an existing social network in the neighborhood for the facilitation and delivery of news and information? How does the neighborhood access community resources offered locally and regionally?

Context. Where is the neighborhood within the context of the community as a whole? What boundaries – physical or social – separate neighborhoods from each other or important community assets? How can individual neighborhoods better interact with other neighborhoods as well as contribute to an improved overall community?

Focusing on strengthening individual neighborhoods may be a strategy the City could consider in reaching its goals. Working with neighborhood block clubs, anchor sites such as schools or coffee shops, or convening a new group of stakeholders can help the City understand the issues area residents feel are most pressing, and work to address those issues within the context of the wider goals for the City.

Community Engagement

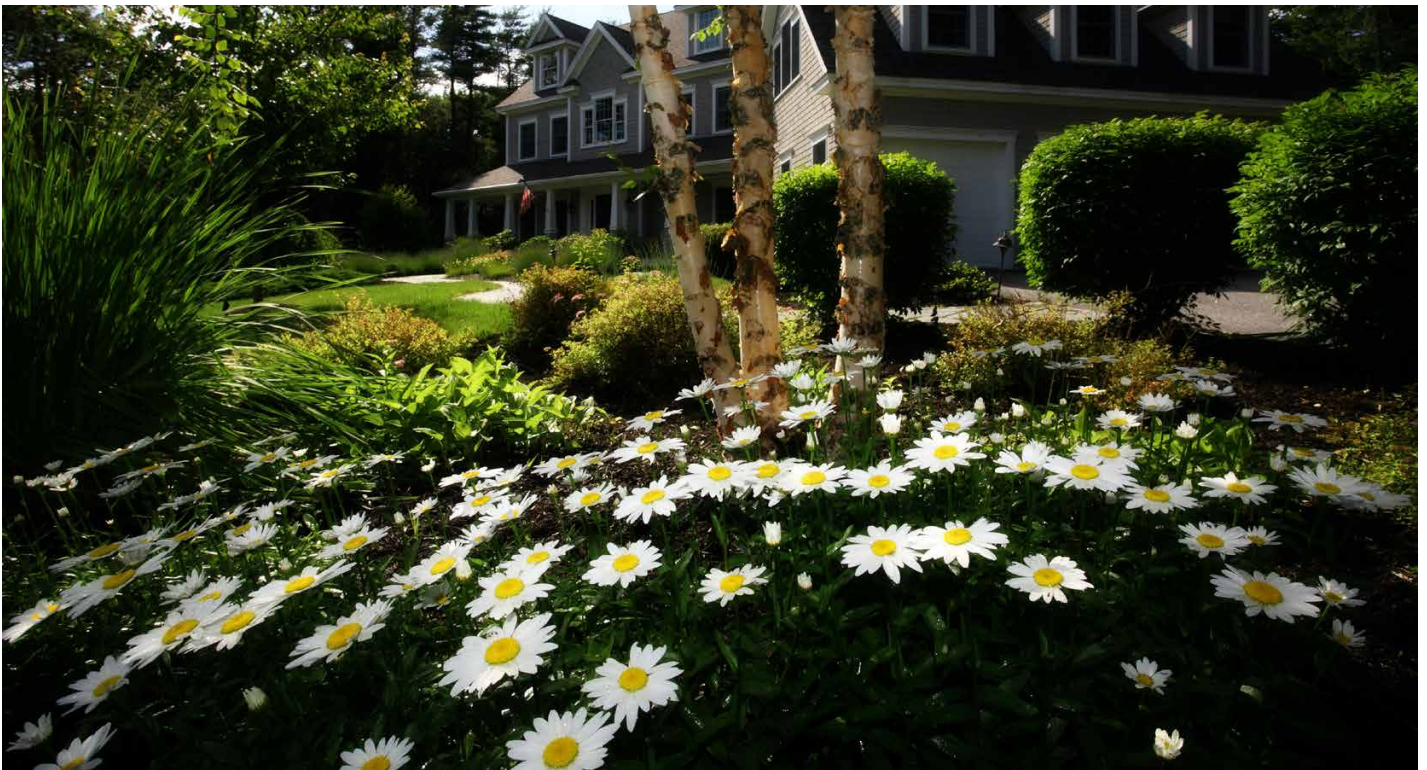
Two-way communication is often needed by residents and stakeholders. In addition to the communication modes mentioned previously that are used by the City to give information, additional modes are used to receive input from residents. For example, residents can submit concerns, issues, and ideas to the City at any time through the Citizen Problem Reporter on the City's website (<https://www.fhgov.com/departments-services/map-gallery>), by connecting with staff during normal business hours, or attending a public meeting. Additionally, the Police Department has a form for citizens to file a compliments to and complaints against police officers. Collaborating with the local schools to share City updates and resources with children and families may be a way to further strengthen communications.

Communities may be primarily aware of ADA requirements when it comes to physical improvements and standards for parking spaces, entrances/exits, restrooms and sidewalks. In addition to these physical improvements, which have minimum standards for accessibility, communities are also required to make public meetings accessible too. This might include wheelchair access to meeting rooms, accommodation for service animals, and amplification or other services for in-person public meeting events. Online meetings, when used, also can be made more accessible through closed captioning, for example.

Documents should also be made accessible. Vision difficulties, cognitive difficulties, and barriers to access can make it difficult for residents and stakeholders to understand and obtain important documents. These concerns may increase with age. Documents related to development (master plan and development reviews), health and safety (zoning ordinance), and general well-being (nuisance ordinances and general community outreach) should be available in formats that are easy to obtain, understand, and use to improve communication about the spaces and character the community wants, updates to the community, and other pertinent information.

City Communication

It is important that residents feel informed about what is happening in their community and that they have a way to provide input and feedback. Several modes of communication are already being employed by the City, such as providing several e-newsletters tailored to specific topics such as general news, special services events and programming, road construction, watermain construction, elections, and senior programming and resources. The City also has provides updates on Facebook, YouTube, and through the Farmington Hills Alert system. The City's maintains a website which provides regular updates on local initiatives and community resources. The website has a translation button at the top that translates the content to other languages via Google. The City should continue to strive for channels of communication that are easy and accessible for residents and stakeholders and continually explore opportunities for improvement. This is particularly important because, as illustrated by [Map 10.8 Linguistic Isolation](#), there is a high potential for the City to struggle in communicating with residents due to the lack of English proficiency found throughout the community. Given Farmington Hills' large senior population, efforts to ensure information is clear, accessible, and can be found in both digital and paper formats, is an essential component of open and widespread communication as well.



Clear and Consistent Zoning and Development Procedures

Farmington Hills should strive to have clear, efficient, and intentional development regulations to provide a predictable framework for applicants, stakeholders, and residents. Having an Ordinance that is accessible is not only important for applicants and code enforcement, but also to provide transparency and ensure the community shares a common understanding of decision-making related to development.

In addition to the Ordinance itself, the development review process should be easy to follow and schedule. Timelines are often a key consideration for applicants and offering a fair and honest outlook will contribute to their due diligence process. Clear development procedures are also helpful for decision-making and enforcement, ensuring that all applicants are treated fairly and equally through consistent application of the ordinance, with exceptions that are clearly stated.

Improving development procedures and communication around those procedures can help minimize conflicts, increase transparency, and streamline decision-making, ultimately resulting in the development outcomes desired by the community.

Approaches for Future Vitality

This section has looked at challenges and risks most likely to affect Farmington Hills and provided some specific strategies to address those issues. However, no community can plan for every possible future event or scenario. This is why developing resiliency, improving sustainability, understanding vulnerabilities, and identifying emergency resources is so important. The following approaches are lenses to use when looking at possibilities and making decisions, particularly decisions that will have lasting impacts.

Mitigating Risks

Mitigation is a strategy that works to lessen the impact of, (ideally preventing) adverse events. Unfortunately, due to the slow action to protect our environment and the positive feedback loops that exist in nature, many of our climate-related issues will need to be mitigated, and will likely not be able to be prevented entirely. Mitigation efforts are important, particularly if they are implemented in areas at highest risk or with the most vulnerable people.

Zoning, the placing of land into various use districts, is one way risks are mitigated already. Site plan review is another tool that is regularly used to mitigate risks, and a powerful tool. Easily enforced, site plan review is a way for communities to ensure what is approved on a site plan is what will be built. When large projects are proposed or when small projects are proposed in or adjacent to sensitive natural resources, some communities require applicants to submit an environmental assessment, which details the impact of the proposed development on natural resources. Communities that have plans and zoning

regulations based on a solid environmental inventory are able to set the threshold for future environmental assessments at a defensible level. Without such a basis, an environmental assessment may be considered arbitrary, as there is little context for the requirement. An environmental assessment can be a valuable source of information, and in some cases an important tool for ensuring that new development is designed in such a way that unavoidable environmental impacts are properly mitigated. Environmental assessment can also be viewed as an affirmative tool for helping a local government meet its responsibility for preventing pollution, impairment or destruction of the environment.

Adapting to Changes

Another approach to decision-making for the future includes thinking about adapting to changes. As we know, the only thing that is constant is change. Adaptation focuses on changing our actions and responses to events instead of trying to change the events and their impacts. Humans have the technology and capability to adapt to many of the changes we are likely to experience in the next fifty years. We are constantly evolving and adapting to changes in our environment, society, and technology, and will continue to do so. Choosing adaptations ahead of time, such as finding ways to manage stormwater because we are experiencing more frequent and more intense rain events, can reduce the severity and spread of adverse impacts. For challenges that we likely can't mitigate to acceptable levels of risk, adaptation is the lens that should be used most heavily when making decisions.

Health in All Policies Approach

Health in All Policies (HiAP) is a collaborative and inclusive approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas. This approach focuses on ensuring that decision-makers know and understand the health, equity, and sustainability consequences of policies during the policy development process. It is founded on the idea that better health improves outcomes in other sectors, and that other sectors can support better health outcomes. This approach also recognizes that problems are often complex and inextricably linked across sectors, often requiring multi-sector solutions.

HiAP is particularly important now, as many local governments are facing declining revenues and reduced budgets while also having to address increasingly challenging and complex problems. Collaborating across sectors can promote efficiency and resources sharing that leads to not only effective solutions, but cost effective ones.

Examples of successful considerations of health in policies include reduced exposure to lead and other harmful substances in the built environment, and controls on release of pollutants into the air and water.

Guiding Questions

As noted in the introduction to this chapter, sustainability and resiliency are lenses through which planning and policy decisions can be made. Using it as a lens and not an add-on helps embed these ideals in the planning processes for housing, transportation, community facilities, natural resources, and any other component of the community. Here are some questions that can be asked, particularly when making policy and long-range decisions, that can open up dialogue to consider solutions that are sustainable.

- How does this decision impact the environment? What adverse impacts can be expected from this? Are there ways to mitigate those impacts through adjustments to the policy or decision?
- How is this decision likely to interact with known risks to the community? Is the decision likely to exacerbate these risks, or help reduce them or alleviate their impacts?
- Who is most likely to be impacted by the decision? Who will benefit? Who will lose?
- How does this decision impact human health and well-being? What short and long-term effects may there be?
- What are the financial costs of this decision? Do the financial savings outweigh the environmental and social benefits of other options, both now and in the future?
- How will this be funded? Are the funding streams supporting other activities that aligned with our goals and values for a healthy, vibrant community?

Resources for Funding Sustainability and Resiliency Actions

Becoming a sustainable and resilient community will require resources - funding, technical assistance, and time. Below are some funding mechanisms and local groups that may be able to contribute to the City's efforts.

Funding Mechanisms

- **Green Tax or Fee** - Communities may implement a “green tax” to fund sustainability and resiliency projects in the community. Typically the fee is collected on an annual or biannual schedule. This model is becoming more common on college campuses.
- **Revolving Green Funds** - A revolving green fund helps finance a sustainability project, often renewable energy, and then uses the cost savings from the project to pay back the funds used for the project. The replenished funds are then used for another sustainability project.
- **Shared Systems Funded Collaboratively** - In places where systems such as green stormwater management are needed to reduce flooding and drainage costs but the site does not have enough space to manage it directly, shared systems funded and used by multiple sites could be a possible solution. The Detroit Collaborative Design Center (DCDC) conducted an analysis of opportunities for shared bioretention options in northwest Detroit in their report [“Bridging high and low density neighborhoods with Green Stormwater infrastructure: Shared practices that reduce bills and build communities.”](#)
- **Brownfield Funding** - Financial assistance, grants, loans, or other incentives are available through the state for brownfield assessment, cleanup, remediation, and repurposing.
- **PACE Financing** - Financing for energy efficiency, water conservation, and renewable energy projects at commercial, industrial, multifamily, nonprofit, and agricultural buildings. In Michigan, the program is run through Lean & Green Michigan. PACE financing is for cash flow positive projects and is a special assessment with terms up to 25 years—longer than a traditional bank.

Local Organizations and Potential Partners

- American Cancer Society
- American Diabetes Association
- American Heart Association
- American Lung Association
- American Planning Association
- **American Red Cross**
- Arbor Day Foundation
- Area Agency on Aging
- Arthritis Foundation
- District 2030
- **DTE**
- **EMS providers**
- **Farmington Community Library**
- **Farmington School District**
- Farmington Hills Department of Public Works
- **Farmington Hills Fire Department**
- **Farmington Hills Parks and Recreation**
- **Farmington Hills Police Department**
- **Federal Emergency Management Agency (FEMA)**
- **Friends of the Rouge**
- **Greater Farmington Chamber of Commerce**
- Lean & Green Michigan (PACE financing)
- Medicare/Medicaid
- Michigan Association of Planners
- **Michigan Department of Environment, Great Lakes, and Energy (EGLE)**
- **Michigan Department of Natural Resources (MDNR)**
- Michigan Department of Transportation (MDOT)
- Michigan Downtown Association (MDA)
- Michigan Economic Development Corporation (MEDC)
- Michigan Insurance Hotline
- Michigan Municipal League
- Michigan Parkinson's Foundation
- National Oceanic and Atmospheric Administration (NOAA)
- **Oakland County CISMA**
- Oakland County Environmental Stewardship
- **Oakland County Office of Sustainability**
- **Oakland County Sheriffs Department**
- **Regional Transit Authority of Southeast Michigan/ Suburban Mobility Authority for Regional Transportation (SMART)**
- **Seniors Legal**
- **Senior Safety Reviews**
- **Sierra Club**
- **Social Security Administration**
- **Southeast Michigan Council of Governments (SEMCOG)**
- **Transportation Riders United**
- **United Way of Southeast Michigan**

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ECONOMIC DEVELOPMENT PLAN





Building Block: Economic Development

Diversify business and development activities in the City to strengthen the market and make the City a regional destination. Utilize a variety of tools, such as Redevelopment Ready Communities, tax increment financing, commercial rehabilitation districts and property tax offsets, to improve and maintain infrastructure.

What Is Economic Development?

Economic development in Farmington Hills involves the establishment of policies that will improve the City's economic well-being and resiliency over time, and proactively taking action to bring those policies to life.

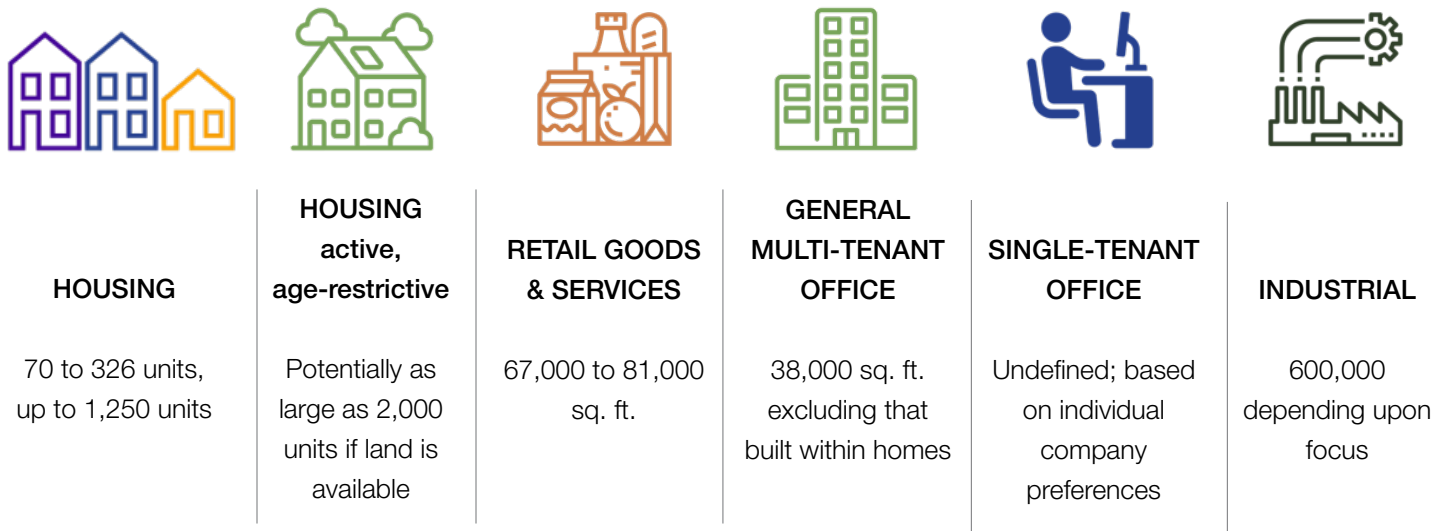
The economic development of the City must consider all sectors of economic activity and their effect on City finances, residents' quality of life. Farmington Hills is home to Fortune 500 companies, entrepreneurs working out of their homes, small businesses, franchises of national chains, and all manner of business entities in between, all of whom require support and an environment conducive to conducting business.

Farmington Hills has many economic development tools at its disposal, some of which are solely under local control, and others that require partnerships with private entities, Oakland County, and the State of Michigan. This plan establishes strategies for the future economic development of the City. It includes a summary of the 2022 Market Assessment, as well, and supplemental information about this study, including full survey results and a detailed breakdown of economic development programs available to Farmington Hills are included in the Market Assessment and Economic Development section of the Appendix.

The Context: 2022 Market Assessment

At the beginning of the Master Plan process in 2022, a market assessment was completed. The focus of the assessment was on market conditions. The assessment is summarized on the following pages. The indicated demand is based on historical data, new data developed on area property sales and rentals, data drawn from a large-sample survey of area residents, analytics from surveys of several thousand households in neighboring areas of Michigan conducted in the past two years by The Chesapeake Group for other public and private sector clients, and demand forecasting for residential and non-residential activity.

FIGURE 11.1:
CONSERVATIVE ESTIMATE OF MARKETABLE
OPPORTUNITIES BY 2023

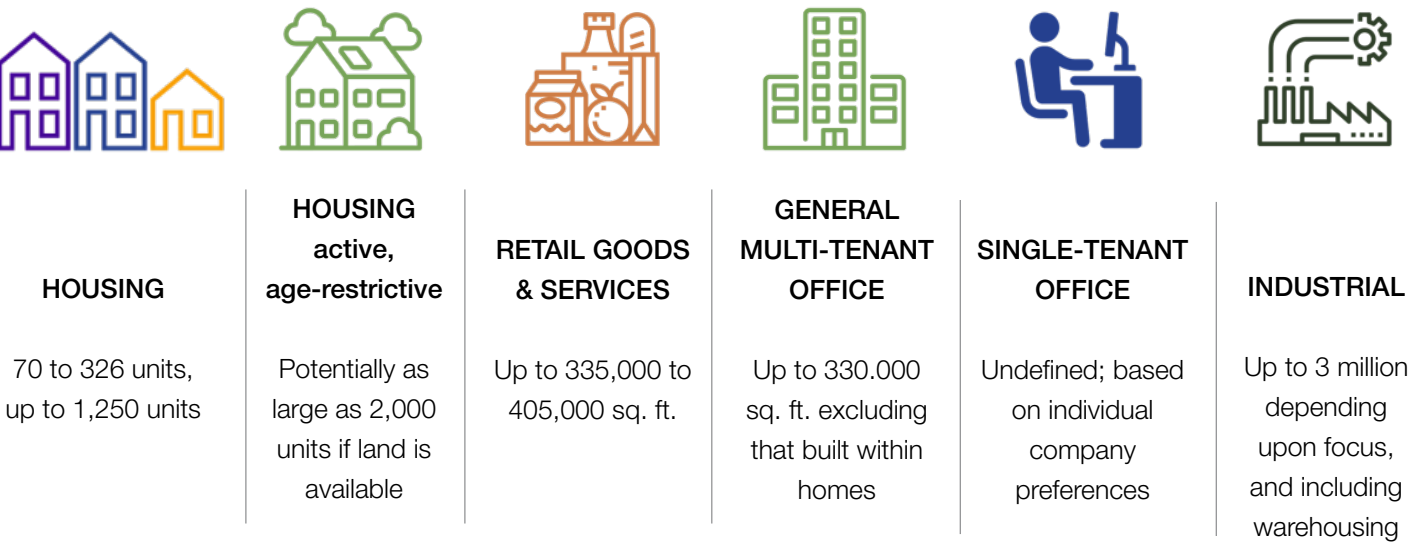


Marketable Opportunities

One of the key elements of the Market Assessment is the forecast of marketable opportunities. The conservative estimates of future marketable opportunities are shown in Fig. 11.1. The forecast of marketable opportunities is not the same thing as a forecast of actual growth in the studied sectors; rather, it identifies, based on market data, the potential for growth in each sector if conditions remain generally similar over the next 10 years.

It is important to understand that Farmington Hills is part of a larger market, and will not capture all of the forecasted marketable opportunities itself. Some marketable opportunities in retail, for instance, will not be captured in brick-and-mortar stores in Farmington Hills or any of its neighbors, but will rather be captured by online sales. Likewise, some of what appears as opportunities for office space will be realized in people's homes as remote work space.

FIGURE 11.2:
ESTIMATE OF MARKETABLE OPPORTUNITIES WITH
PROACTIVE ADDITION OF HOUSING UNITS BY 2030



If the City takes a more aggressive posture to allow the growth of the additional 1,250 units defined in the residential opportunities, the range of new marketable retail space would grow from 67,000 and 81,000 square feet to **between 335,000 and 405,000 square feet**. The development of space beyond this is possible but could impact the viability of other retail space in Oakland County. There are two important caveats to these estimates of office opportunities:

1. There appears to be a significant amount of underutilized office space in Farmington Hills.
2. The estimates in this assessment are only for multi-tenant activity where several tenants occupy space in one building, typically not built to the specifications of any individual use or user. Any single tenant user could find Farmington Hills to be an attractive location based on its access, location, and other factors.

Buildings are often built or re-purposed for a single tenant to their specifications. This often involves from 100,000 square feet to several hundred thousand or more square feet per structure. This space would be beyond the multi-tenant estimates and is based on inquiries and existing tenancy in the industrial sector. Single-tenant users could include regional, national, and international or multi-national corporate interests.

There is the potential for 600,000 to three million square feet of industrial activity growth in Farmington Hills, assuming land and infrastructure exist to support such opportunities. The latter figure would include one-half to two-thirds of the space used for warehousing. As stated above, this potential will not necessarily be absorbed exclusively by Farmington Hills.

Basis for Housing Forecast

Farmington Hills is situated within Oakland County, which provides context for market opportunities within the City. Oakland County has seen substantial growth in households since 2011, or the close of the Great Recession. More than 29,000 new housing units were permitted in Oakland County between 2011 and 2021. Of these units, about 23,000 were single-family, detached homes, and roughly 6,000 were attached multi-family units. The latter represents 21 percent of all units permitted from 2011 to 2022. The share of attached units to total units has increased in the past few years. Most of the growth in detached single-family homes occurred in greenfield areas further from Detroit than Farmington Hills.

Farmington Hills reported modest growth in housing units permitted between 2011 and 2022. A total of just over 330 new homes were permitted during those years. The increase represents about one percent of the Oakland County total. Growth was limited by the availability of undeveloped lots and the added cost of redevelopment on other sites.

At the beginning of this period, Farmington Hills was home to roughly six percent of households in Oakland County. If available land, zoning, and other limitations are set aside, and Farmington Hills had added six percent of the Oakland County total of new housing units, 1,589 new units would have been built within City limit

TABLE 11.1:
NEW HOUSING UNITS PERMITTED IN OAKLAND COUNTY FOR SELECT 2011 THROUGH 2022 TIME PERIOD*

OAKLAND COUNTY	Total	Annual Average
Total Units	29,022	2,638
Units in Single-Family Structures	23,060	2,096
Units in All Multi-Family Structures	5,962	542
Units in 2-unit Multi-Family Structures	208	19
Units in 3- and 4-unit Multi-Family Structures	725	66
Units in 5+ Unit Multi-Family Structures	5,029	457

*Developed by The Chesapeake Group, Inc, 2022. Based on HUD's permit database.

TABLE 11.2:
NEW HOUSING UNITS PERMITTED IN FARMINGTON HILLS FOR 2011 THROUGH 2022*

FARMINGTON HILLS	Total	Annual Average
Total Units	331	30
Units in Single-Family Structures	315	29
Units in All Multi-Family Structures	16	1
Units in 2-unit Mutli-Family Structures	8	1
Units in 3- and 4-unit Multi-Family Structures	0	0
Units in 5+ Unit Multi-Family Structures	8	1

*Developed by The Chesapeake Group, Inc, 2022. Based on HUD's permit database.

Resident Survey

More than 700 unique households, defined by IP addresses, responded to the market assessment survey in 2022. The average household responding to the survey contained 2.87 people (larger than the 2.28 estimated average in 2023), and responses were spread fairly evenly across the City’s four zip codes.

- About fifteen percent of the households have one or more children six years of age or younger.
- Ninety-four percent of the households live in Michigan at least forty-eight weeks of the year.
- About eight in ten households have one or more members employed full-time. Roughly twenty-two percent have no one employed full-time, closely paralleling the households where the primary income earner is at least 65 years of age. Sixty-nine percent do not have a member employed part-time. Furthermore, nine in ten households have no one employed part-time or unemployed that would like to be employed full-time.
- More than one-half of all households have someone who works from home.
- The annual mean (average) household income is just over \$150,000. (The mean is typically significantly higher than the median income employed by the Census Bureau.)
- More than nine of ten responding households own their home.

TABLE 11.3:
ZIP CODE AREAS FOR RESIDENTIAL
HOUSEHOLDS*

ZIP CODES	Percent
48331	21%
48334	23%
48335	20%
48336	33%
Others	4%
Total	100%

**The Chesapeake Group, Inc, 2022.*

TABLE 11.4:
HOUSEHOLDS HAVING SOMEONE EMPLOYED
WORKING FROM HOME*

EMPLOYED WORKING FROM HOME	Percent
Yes	8%
Yes, 1 person	36%
Yes 2 or more people	16%
No	31%
Not applicable	10%
Total	100%

**The Chesapeake Group, Inc, 2022.*

Transportation

Households generally spend the most of their income and resources on three essential commodities: transportation, food, and housing.

- The preponderance of households (eighty-five percent) owns or leases at least two personal vehicles.
- The majority of the vehicles are five years of age or older. These vehicles generally have no or lesser monthly loan payments.
- Ninety percent of the owned or leased vehicles are not electric. However, forty-three percent plan on purchasing an electric vehicle in the next few to five years.
- Almost three-fourths of the households have someone that walks once a week or more often for fitness, recreation, or commuting purposes.
- An additional fifteen percent generally walk for one or more of those purposes a few times a month.
- About one-fourth of all households have one or more members who ride a bicycle for fitness, recreation, or commuting purposes at a minimum of once per week. An additional two in ten households have someone that does so generally a few times a month.

TABLE 11.5:
NUMBER AND CHARACTERISTICS OF CURRENT AND FUTURE OWNED AND LEASED VEHICLES*

NO. OF VEHICLES	Owned	Plan on Purchasing Electric
0	0%	16%
1	15%	37%
2	54%	5%
3 or more	31%	1%

**The Chesapeake Group, Inc, 2022.*

Commercial and Entertainment

Food is another commodity on which households spend income and resources. Increasingly commercial shopping trips involve some form of entertainment as the two industries merge.

- Grocery spending is a surrogate for convenience shopping in general. The average weekly spending on groceries and related merchandise is \$150 per household.
- About one-half of households generally shop at Kroger, Meijer, or Busch’s. Of these, nearly six in ten shops at Kroger in Farmington Hills.
- In addition to purchases at supermarkets and box stores, residents also buy food at farmers’ markets, roadside stands, butchers, bakeries, and other types of operations. About one in four households has a member that purchases food at these types of operations about once a week or more frequently. An additional one-fourth has someone that does so generally once or twice a month.
- The majority of the patrons of these alternative types of establishments purchase fresh produce or fruit in season. However, many also buy baked goods such as breads and meats and smoked and fresh fish.

Much food is also purchased for consumption outside and inside the home at food preparation and service establishments like restaurants.

- More than two in ten households purchase food from food service establishments a few times each week. The majority of households make purchases from food service establishments about once a week. About sixty-five percent of the households purchase diners once a week or more often.

TABLE 11.6:
GENERAL AMOUNT SPENT ON FOOD/
GROCERY-RELATED MERCHANDISE IN ONE
WEEK*

AMOUNT	Percent
less than \$45	1%
\$45 to \$59.99	5%
\$60 to \$74.99	5%
\$75 to \$99.99	11%
\$100 to \$124.99	18%
\$125 to \$149.99	16%
\$150 to \$174.99	13%
\$175.00 to \$199.99	11%
\$200 to \$249.99	11%
\$250 to \$299.99	6%
\$300 to \$349.99	2%
\$350 or more	2%
Total	100%

*The Chesapeake Group, Inc, 2022.

TABLE 11.7:
TYPES OF ITEMS PURCHASED*

ITEMS	Percent
Fresh produce in season	70%
Fresh fruit in season	61%
Fresh or smoked fish	16%
Breads	41%
Other baked goods	37%
Meats	28%
Other	13%

*The Chesapeake Group, Inc, 2022.

TABLE 11.8:
FREQUENCY OF LUNCH AND DINNER TRIPS*

FREQUENCY	Lunch	Dinner
A few times/week	24%	23%
About once/week	29%	42%
About twice/month	20%	18%
Once/month	11%	8%
4 to 9 times/year	7%	4%
Once or twice/year	6%	4%
Less often than once/year	2%	2%
Total	100%	100%

**The Chesapeake Group, Inc, 2022.*

TABLE 11.9:
PREFERRED TYPE OF ESTABLISHMENT*

TYPE OF OPERATION	Lunch	Dinner
A national or regional chain full-service restaurant	16%	19%
A local non-chain full-service restaurant	52%	68%
Fast food operation	15%	2%
All you can eat or buffet	1%	0%
Sub shop	8%	0%
Local pizza shop	1%	6%
Other	7%	5%
Total	100%	100%

**The Chesapeake Group, Inc, 2022.*

TABLE 11.10:
FREQUENCY OF ALL MEALS OUTSIDE OF FARMINGTON HILLS*

AMOUNT	%Pre-COVID	% Since COVID
A few times/week	21%	14%
About once/week	25%	22%
About twice/month	17%	17%
Once/month	18%	18%
4 to 9 times/year	11%	13%
Once or twice/year	5%	8%
Less often than once/year	2%	9%
Total	100%	100%

**The Chesapeake Group, Inc, 2022.*

- When eating out, local non-chain full-service restaurants are the preferred establishment choice for most households for both dinner and lunch.
- Many of the food-service establishments frequented are located outside Farmington Hills. The associated dollars spent outside of Farmington Hills are exported to other communities by definition.
- There is little change in this pattern associated with the COVID-19 pandemic. There is some increase in the frequency of trips since COVID to operations beyond the Farmington Hills' borders.
- One of the most significant exportations of dollars from the community is online and catalog purchases. COVID sped up the exportation of dollars via the internet. Pre-COVID fifty-three percent of the households had someone that made online or catalog purchases at least twice a month. Since COVID, the proportion has increased to about seventy percent.
- Irrespective of the form of entertainment or non-participatory sports, the minority of households had members who spent dollars more often than four to nine items a year. About one-half of all households spend dollars on entertainment once or twice a year or less.

- The majority define shopping options to which one can walk and the availability of places in Farmington Hills of places to live, work, recreate, walk, and work in one location as being either “Poor” or “Fair.”
- Other than hiking (walking) and biking, as previously identified, few participated in outdoor recreational activity frequently, more often than a few times a year.
- Except for Indoor walking areas that are safe and comfortable with enjoyable views, most households ranked the quality of indoor spaces for other purposes as being generally “good” or better than good.

**TABLE 11.11:
PRE-COVID ENTERTAINMENT ACTIVITY***

FREQUENCY	Any Form of Entertainment
A few times/week	5%
About once/week	10%
About twice/month	12%
Once/month	16%
4 to 9 times/year	19%
Once or twice/year	17%
Less often than once/year	11%
Never	20%
Total	100%

**The Chesapeake Group, Inc, 2022.*

**TABLE 11.12:
GRADING OF SELECT COMMERCIAL ACTIVITY IN FARMINGTON HILLS***

CHARACTERISTIC	Poor	Fair	Good	Very Good	Excellent
Availability of professional and personal services	2%	12%	45%	29%	11%
Shopping options to which I can walk	40%	37%	15%	6%	2%
Farmington Hill's overall shopping experience	10%	35%	35%	17%	3%
Farmington Hill's restaurant options	10%	29%	34%	20%	7%
The availability of places where I to live, recreate, walk, and work all in one location	21%	36%	29%	10%	5%

**The Chesapeake Group, Inc, 2022.*

**TABLE 11.13:
EVALUATION OF INDOOR SPACES FOR WALKING***

CHARACTERISTIC	Poor	Fair	Good	Very Good	Excellent
Indoor walking areas that are safe and comfortable with enjoyable views	36%	25%	25%	9%	4%

**The Chesapeake Group, Inc, 2022.*

Housing

Housing is the other major commodity upon which the bulk of income and resources are spent.

- Ninety-two percent of the responding households live in detached single-family homes.
- Eighty-six percent live in three and four-bedroom units.
- Seventy-six percent have dedicated areas in their homes for offices or hobbies. Of these, five percent are separated from the main house, eighty-three percent are within or attached to the unit, and twelve percent of the spaces are described as not being “permanent.”
- The bulk of the current units range from 1,750 to 2,999 square feet of space.
- The majority of households have rent or mortgage payments between \$1,000 and \$2,000 per month.
- Slightly more than one-fourth of the households have no monthly payments. Included are those that have paid off mortgages, lived with others, or inherited their homes. Having parklands and open spaces where they live (51%) and having a walkable community (41%) are “extremely important” to many households.

The majority of households define the current housing options in the community as being “good” or better. On the other hand, about one-third define the options specifically for older adults as being “poor” or “fair.”

TABLE 11.14:
IMPORTANCE OF DEFINED FACTORS TO RESIDENTS*

IMPORTANCE TO WHERE YOU LIVED	Extremely	Very	Somewhat	Not So	Not at All
Having park lands or open space where I live	51%	30%	15%	2%	1%
Having park lands or open space where I work	22%	16%	22%	21%	18%
Having a walkable community in which to live and work	41%	26%	23%	7%	3%
Being able to walk to work or work from home	20%	12%	20%	22%	26%
Being able to walk to various public & private service providers	22%	19%	31%	20%	8%
Being near or able to walk to shopping	22%	19%	29%	22%	8%
Live near schools	15%	17%	17%	17%	34%

**The Chesapeake Group, Inc, 2022.*

TABLE 11.15:
RANKING OF HOUSING CHARACTERISTICS FOR FARMINGTON HILLS*

CHARACTERISTICS	Poor	Fair	Good	Very Good	Excellent
Overall housing options	5%	18%	36%	30%	11%
Housing options specifically for older adults	9%	26%	42%	19%	5%

**The Chesapeake Group, Inc, 2022.*

Those That May Move or Will Move in the Near Future

Households that will or are likely to move in the foreseeable future and new households created internally are vital to the future housing market. Irrespective of age or other factors, they represent opportunities that have a higher probability of owning or renting housing units in the community if they are satisfied that the community offers amenities and characteristics that they will seek when moves occur.

- One-half of all households noted that they may or will move within the next few to five years.
- The primary reasons for moves are lifestyle changes, a decrease in the number of household members living at home, and changes in the physical or medical conditions of a member.
- The average age of primary income earners in households that may or is likely to move is marginally higher than those not likely to move, with the difference concentrated in those 55 or older. Furthermore, the income levels are below those with no intention of moving.
- At least one-third of those that may or are likely to move will seek homes in or around Farmington Hills. Only a

small percentage of those that will or are likely to move believe such a move will be outside of Michigan.

- Additionally, about two in ten households also have one or more current members living with them is likely forming a new households in the foreseeable future.
- Between one-third and one-half of those potentially moving between 35 and 74 define housing options in Farmington Hills as “poor” or “fair.” (This does not imply that current housing conditions in Farmington Hills are considered to be these, but may not be satisfactory to meet their future needs.)
- For those potentially moving 45 and 65, forty-five to fifty-one percent consider the availability of places they can live, recreate, walk, and work to be “poor” or “fair.”
- For those likely to or may move and across most age groups (25 to 74), having parklands and open space where they live is considered to be either “extremely” or “very important” in the future.
- About two-thirds of all those that may or are likely to move will seek smaller housing units than their current homes.

TABLE 11.16:
GENERAL GEOGRAPHIC AREAS FOR NEW HOME IF LIKELY OR MAY MOVE*

AREA TO MOVE IF MAY OR LIKELY IF MOVING	Percent
Yes, outside of Farmington Hills and surrounding areas	18%
No, stay in the Farmington Hills or surrounding areas	33%
Outside of the Farmington Hills and surrounding areas, but within Michigan	15%
No, leave Michigan	11%
Uncertain	23%
Total	100%

*The Chesapeake Group, Inc, 2022.

- The preponderance of those that may or are likely to move at least 55 years of age will seek smaller units.
- For those seeking larger units in the future, the current average unit is less than 1,750 square feet.
- For those seeking similar-sized units in the future, the current average unit is between 1,500 and 2,500 square feet.
- For those seeking smaller units in the future, the current average unit is above 2,000 square feet.
- The following table contains the breakdown of future sized-unit and current monthly housing payments.

TABLE 11.17:
SIZE DESIRED FOR NEXT HOME FOR
THOSE THAT MAY OR WILL MOVE*

DESIRED SIZE	Percent
Larger	12%
Same	21%
Smaller	68%
Total	100%

**The Chesapeake Group, Inc, 2022.*

TABLE 11.18:
MONTHLY PAYMENT AND DESIRED SIZE OF THE NEXT HOUSE*

	Monthly Payment/ Same	Monthly Payment/ Smaller	Monthly Payment/ Larger
Less than \$750/month	11%	15%	7%
\$750 to \$999/month	9%	23%	7%
\$1,000 to \$1,249/month	13%	8%	22%
\$1,250 to \$1,499/month	11%	17%	22%
\$1,500 to \$1,749/month	20%	15%	13%
\$1,750 to \$1,999/month	11%	9%	18%
\$2,000 to \$2,499/month	13%	8%	9%
\$2,500 to \$2,999/month	9%	4%	2%
\$3,000 or \$3,499/month	0%	2%	0%
\$3,500 or more	2%	0%	0%
Total	100%	100%	100%

**The Chesapeake Group, Inc, 2022.*

Demand Forecasts

The following are estimates of additional marketable activity for Farmington Hills. The opportunities are not linked to specific development proposals, sites, structures, or land tracts.

Housing

Based on historical patterns in the County and Farmington Hills, sales trends, and analytics derived from the survey of residents in Farmington Hills and surrounding communities, the potential for new housing units is defined below. Two scenarios are presented based on different growth assumptions. One assumes that the City’s share of Oakland County’s overall growth will remain consistent with its share over the last decade, while the other assumes that the City will pursue new housing by permitting residential redevelopment consistent with market demand.

Most new housing units would be geared toward independent living for seniors, major employers’ workforce, and young households, with the latter containing workspace. This may include small detached, semi-detached, townhome, duplex, multiplex, and other related units. The new units’ locations should contribute to walkability and serve existing residents who could move from Farmington Hills’ homes and other households. Such new homes would most likely free up existing units to attract younger families.

Excluded from the analysis are opportunities for large-scale age restricted activity adult communities offering internal amenities. Such development would meet the growing needs of the aging Oakland County population base.

Should Farmington Hills pursue an aggressive development posture, there is also the opportunity to capture market share not captured previously. This includes planning and zoning for the type of units described above. In this scenario, over 1,260 new units could be permitted in Farmington Hills over the next ten years.

TABLE 11.19:
POTENTIAL NEW HOUSING UNITS OR ROOFTOPS FOR FARMINGTON HILLS*

Low Estimate	Higher Estimate	Possible Highest Estimate
270	326	1,262

*The Chesapeake Group, Inc, 2022.

Retail Goods & Related Services

New housing units result in increased spending and demand for retail goods and related supportable space. It is noted that no jurisdiction can be expected to capture all demand created by any market, including its residents. Spending will occur in many places, including operations near home and work. Online purchases, vacation spending, and other activity diminish local sales. On the other hand, people living nearby, working within the area, employed nearby, and those coming to the area for various purposes will spend money in Farmington Hills. Some dollars are exported, while others are imported. Currently, the survey indicates an opportunity to diminish the exportation of spending from residents, particularly in food, food services, and linked entertainment activity. This is consistent with other public input indicating a desire for more destination dining and entertainment in the City.

The estimates of demand for retail goods and related services are based on the growth in rooftops and an assumed modest income growth after 2022 (average annual rate of about one percent) over and beyond inflation.

- Based on the anticipated growth in households and a very modest increase in real income, area residents are expected to support between an additional 67,000 and 81,000 square feet of retail goods and related services space by 2030 in Farmington Hills.
- There is also the potential to capture exported space in “Eat/Drink” or food services, “General Merchandise,” and “Miscellaneous” retail. (Further breakdown of retail goods and related services demand is found in the appendix.)
- Retail and entertainment are today and will continue to be in the future linked so that one creates an experience, not merely a shopping trip or a trip to go to a restaurant. The catalytic activity and focus would be food service establishments as COVID-19’s impact has diminished.
- It is noted that many consider Farmington’s downtown to be the downtown for Farmington Hills, while others do not feel that the City has a downtown.

If the City takes a more aggressive posture to allow the growth of the additional 1,250 units defined in the residential opportunities, the range of new marketable retail space would grow from 67,000 and 81,000 square feet to between 335,000 and 405,000 square feet.

TABLE 11.20:
COMBINED MARKET SPACE RETAIL GROWTH (in square feet)*

CATEGORY	2022-2030 Lower	2022-2030 Higher
Food	3,023	3,649
Eat/Drink	7,317	8,833
General Merchandise	16,144	19,491
Furniture	1,509	1,820
Transportation	8,319	10,045
Drugstore	1,513	1,826
Apparel	4,560	5,506
Hardware	6,777	8,182
Vehicle Service	5,263	6,356
Miscellaneous	12,922	15,604
Total	67,347	81,312

*The Chesapeake Group, Inc, 2022.

Multi-Tenant Office Space

New households create the need for both expansions of services and employment. The office market continues to change with increased emphasis on working from home, flexible work arrangements, contractual jobs, and live-work arrangements. COVID-19 did not create these opportunities, and these changes were well underway before the pandemic. In these cases, COVID-19 sped the evolution of office space. COVID-19 also temporarily diminished the growth in co-working spaces. But this is anticipated to be only a short-term decrease in demand.

New office space demand is sufficient to generate between 38,000 and 46,000 square feet of multi-tenant space, accommodated in vacant space and new development but outside of homes. The defined opportunity is based on only the 270 to 326 new households, a 225 per square foot per employee ratio, and a forty-five percent growth in office activity outside of homes. The aggressive addition of housing units could create demand for an additional 179,000 square feet of multi-tenant office space.

The opportunity does not include those in the health care arena, such as outpatient infusion or surgery centers, other related life sciences space generated through entrepreneurship and startup expansion, or inclusion of higher educational institution space.

Additionally, there is the opportunity for scientific space growth, mainly focused on life sciences. The estimates are based on varied assumptions that include new rooftops, the creation of the planned entrepreneurial-oriented life sciences concentrated space in the former school, and the

continuation of the hospital in Farmington Hills, irrespective of its potential to change ownership or affiliations now and in the future. Also assumed is a potential employment level of between 54 and 250, supporting a range of between 32,400 and 151,400 square feet.

There are two important caveats to these estimates, and one could result in much greater development.

- 1. There appears to be a significant amount of underutilized office space in Farmington Hills.
- 2. The estimates are only for multi-tenant activity where several tenants occupy space in one building, typically not built to the specifications of any individual use or user. Any single tenant user could find Farmington Hills to be an attractive location based on its access, location, and other factors.

Buildings are often built or re-purposed for a single tenant to their specifications. This often involves from 100,000 square feet to several hundred thousand or more square feet per structure. This space would be beyond the multi-tenant estimates and is based on inquiries and existing tenancy in the industrial sector. Single-tenant users could include regional, national, and international or multi-national corporate interests.

INDUSTRIAL ACTIVITY

Farmington Hills has long had a relatively vibrant industrial sector. It has been and continues to be home to international and national corporate interests often focused on segments of the vehicle production industry.

TABLE 11.21:
ADDITIONAL MULTI-TENANT OFFICE SPACE DEMAND THROUGH 2030*

Office Space		
38,273	46,211	178,889

*The Chesapeake Group, Inc, 2022.

TABLE 11.22:
POTENTIAL SCIENTIFIC SPACE ADDITION FOR FARMINGTON HILLS*

Scientific Space Range		
32,400	39,120	151,440

*The Chesapeake Group, Inc, 2022.

Farmington Hills' current base of activity and its location within the region make it a potentially viable place for sustained industrial sector activity in three areas. These are electronic vehicle systems and production, indoor farming, and warehousing. The latter two typically involve buildings from a minimum of 75,000 square feet to a million or more square feet.

Current electronic vehicle research activity in Farmington Hills associated with Lordstown Motors Corporation provides a cornerstone for future growth even if there is a corporate restructuring within the industry.

Also, indoor farming is one of the most rapidly growing segments of any industry in this country. Production involves multiple crop options ranging from vegetables, fruits, and cannabis. Generally, fruit and vegetable production is not associated with cannabis production, but its growth is just as substantial and its employment opportunities are more significant.

There is the potential for 600,000 to three million square feet of industrial activity growth in Farmington Hills, assuming land, zoning, and infrastructure exist to support such opportunities. The latter figure would include one-half to two-thirds of the space used for warehousing.

DIVERSITY STATISTICS:

60.9% WHITE
19.9% AFRICAN AMERICAN
14.1% ASIAN
2.21% MULTI-RACIAL
1.84% IDENTIFY AS HISPANIC

Economic Development Strategy

The primary purpose of the Economic Development Strategy is to retain, support, and expand the economic foundation of Farmington Hills.

Farmington Hills Today

Farmington Hills' population of roughly 84,000 people is racially and ethnically diverse. Businesses reflecting the diversity of the City's cultures are located throughout Farmington Hills, with concentrations along Orchard Lake Road and Grand River Avenue.

The City has close relationships with many organizations and affiliations (for profit, non-profit, state, and local) that promote business, relocation, community improvements, higher education and skilled trades, and family growth. These partnerships have been an important piece of community engagement in Farmington Hills. There are also a number of internal groups that benefit the City and act as engines for development and community improvement. These include the Brownfield Redevelopment Authority, Grand River Corridor Improvement Authority tax increment finance district, the Economic Development Corporation, the Farmington Area Arts Commission, and more.

Farmington Hills also benefits from its geographical location being in close proximity to Downtown Farmington, Detroit, and Ann Arbor. The traffic volume along corridors such as Orchard Lake Road adds a visibility benefit to interested investors. Institutions of higher education such as Oakland Community College and several trade schools contribute to an educated workforce.

The Special Services Department is a key driver of government-community relations, offering family activities, senior citizen support, and recreational events and services to all Farmington Hills residents and visitors. The Special Services Department is responsible for the Maker's Space, Video Division, theater, meals-on-wheels, and other services as well.

Economic Development Objective 1: Leverage City resources and relationships to attract business investment and stabilize the existing business community.

Capitalizing on the City's current talents, resources, and relationships is vital to generating exposure and building rapport with the local business community. Strong government-business relationships engender trust within our community investors and citizens and spread positive awareness. Knowing those that operate the City departments and understanding the talent, tools, and resources that exist is vital to providing the best possible support and assistance to the business community. The City's geographical advantages should be a key selling point in its marketing.

Zoning Issues

Outdated and hodgepodge zoning along major corridors is a concern for many potential investors in the City, as revealed in our business, real estate, and developer forums. Most commercial property borders residential property, and this adjacency sometimes renders uses otherwise permitted in the commercial districts unavailable on those properties. Connectivity to neighborhoods from commercial corridors is often poor. There are also many shallow commercial parcels along major corridors in Farmington Hills, which are challenging to redevelop due to setback requirements, and nonconformities of existing development.

Where developers wish to build projects that do not conform to the strict standards of the Zoning Ordinance, many turn to the Planned Unit Development (PUD). A PUD is intended to provide flexibility in regulation for projects that are innovative, provide a public benefit, and advance the goals and objectives of the Master Plan. Developers in City forums have expressed that the PUD process is a benefit to them if absolutely necessary with respect to its flexibility, but adds to project cost in terms of timeline and additional project requests.

Parking standards and residential density have been discussed throughout the Master Plan development process. Development patterns after the pandemic have changed substantially in response to altered consumer behavior, real estate supply, and market demand. Parking requirements within the City have become outdated with the growth of remote and residential ecommerce. As the supply of vacant land has declined, housing costs have soared, and preferences have changed, the need has grown to consider new zoning regulations that permit greater flexibility in the type and amount of housing that can be built in redevelopment area of the City.

Economic Development Objective 2: Adopt progressive zoning regulations that respond to changes in demand and planning philosophy.

See the Special Planning Areas chapter of this Master Plan for more specifics on how the City could evolve beyond its current zoning paradigm.

Market Constraints

The planning process has revealed market gaps in Farmington Hills, such as everyday dining, entertainment and nightlife, affordable housing, restaurants with outdoor dining, and high-end dining. Some of these shortfalls are related to the physical form of the City, including the often large distances between residential and commercial areas, a transportation network that does not prioritize walkability, and a lack of gathering, and social spaces.

An aging population, rising construction costs, a surplus of large office buildings, over-paving for underutilized parking, lack of wayfinding signage, and large roadways that act as barriers between different part of the City are all limiting factors in the City's potential economic vitality.

Economic Development Objective 3: Balance market demand and community needs in all approvals.

Development approval processes are key to ensuring that development is done properly and in accordance with City ordinances. Ensuring that these processes are as clear and efficient as possible is key to facilitating development.

Attracting Innovative and Unique Development

In the early 21st Century, demand has steadily grown for mixed use development and walkable communities. Farmington Hills has one area along Grand River Avenue where an overlay district allows for consideration of mixed use development, but it is not permitted by right or easily

accomplished throughout the rest of the City. Mixed use development is a key to promoting walkability in centers of activity, and residential uses that share lots or buildings with non-residential uses provide direct support to businesses and convenience to residents. There are many opportunities for the development or redevelopment of multi-story buildings with upper floors being office, or multi-family residential, and retail at ground level.

These types of development are often facilitated through form-based zoning, which guides development mainly through site design, building form and character, streetscapes, and neighborhood compatibility rather than the hard separation of uses that is prevalent in conventional zoning. Farmington Hills has used traditional (Euclidian) zoning for fifty years without design standards. This separates all land uses from one another, which increases auto-dependency, limits density, regulates height and setbacks rigidly, and focuses on low-density horizontal development.

Grand River Avenue from Orchard Lake Road to Inkster Road is the only area with a Tax Increment Financing district. This district captures taxes for the City to use for public benefits. Public benefits could include infrastructure improvements, public space improvements, or property revitalization.

Economic Development Objective 4: Embrace new forms of development in key areas of the City.

Farmington Hills is in a transitional period. Markets of all types have new demands, standards, and consumers to serve. Updated standards offering greater flexibility in develop could make Farmington Hills more competitive with its regional neighbors.

Other Economic Development Considerations

Innovation Center, Support for Entrepreneurial Activity, and Life Sciences

Farmington Hills also has an Innovation, Energy and Environmental Sustainability Committee (IEESC) whose charge is to support the City's environmental and future sustainability efforts and explore opportunities that will benefit the community. The committee will also seek potential public/private partnerships and possible funding sources.

The Innovation Center uses the upper floor of The HAWK to provide incubator space for start-up technology businesses. The Hawk is the community center located in a re-purposed Harrison High School property and building. The Center's focus on life sciences could help create a business cluster unique to the area as the start-ups mature and seek spaces elsewhere in Farmington Hills. Effort should be made to help these businesses stay local.

The HAWK-based incubator represents a strategic asset for economic growth and could be the starting point for the future expansion of economic development in Farmington Hills. The City could establish a funding base for Innovation Center spin-off activity. This could include creating a locally generated venture capital fund, tapping into national and international venture and angel capital funds, and funds from defined government sources.

Zoning can also be altered to permit research and development uses in more locations, expanding opportunities for these types of businesses to locate in Farmington Hills. Extending these uses into large office areas would allow the repurposing of traditional professional office buildings with low lease rates.

As life science work is less able to be performed remotely than administrative functions, transitions from traditional office to research uses would likely lead to higher occupancy of these buildings on a day-to-day basis. If the City's current large office areas are allowed to redevelop with commercial and residential infill uses as called for in the 12 Mile Mixed Use Special Planning Area, this higher occupancy rate would be beneficial to personal service and retail businesses. It should be noted that research uses generally have greater floor area per employee than standard office uses, meaning that even though employees will work in the office at higher rates, demand for parking is likely to decrease.

Life sciences and other research uses may have greater water and sewer needs and electrical demands than traditional office uses, and may require greater ventilation and water filtering systems.

12

IMPLEMENTATION

TABLE 12.1:
ZONING PLAN

FUTURE LAND USE CATEGORY	EQUIVALENT ZONING DISTRICT
Single-Family Residential	RA-1A, RA-1B, RA-2B, RA-1, RA-2, RA-3, RA-4, RP-1, RP-2; this category generally corresponds to the single-family zoning districts. See the Residential Density Map for additional specifics.
Single-Family Cluster	Same as above; densities are determined in Section 3.17 of the Zoning Ordinance.
Multi-Family Residential	MH, RC-1, RC-2, RC-3; The City should consider developing an RC-4 category to meet modern market needs
Flex Overlay	No equivalent; this can be developed as an overlay district. It may be sensible to develop it as a floating overlay, to be applied to properties as they come forward. The district should consider missing middle residential and small-scale convenience commercial uses
Flex Residential	No equivalent; FLU category is intended to flexibly facilitate missing middle housing and new district should focus on form.
Flex Residential/Office	No equivalent; FLU category is intended to flexibly permit small office and missing middle residential uses, as well as office-to-residential conversions.
12 Mile Mixed Use	No equivalent; new district should be developed as a form-based district that permits the existing uses to continue.
14 Mile Mixed Use	No equivalent; new district should be developed as a form-based district that emphasizes creation of shared spaces and constructive redevelopment.
Grand River Corridor	GR-1 Overlay; this overlay should be evolved into a full district that takes the place of the current underlying zoning.
M-5	No equivalent; a form-based district would be appropriate for any future M-5 redevelopment.
Orchard Lake Rd Corridor	No equivalent; corridor today is a patchwork of commercial and office zoning.
Freeway Redevelopment	FRW-1, FRW-2, FRW-3 overlays; consideration should be given to evolving these overlays into full zoning districts that permit the underlying uses.
Commercial	B-1, B-2, B-3, B-4; consideration should be given to consolidation of the B districts.
Expressway Service	ES
Small Office	OS-1, OS-2, OS-3; Consolidation of these districts should be considered; some properties may be absorbable into commercial or mixed use districts.
Large Office	OS-4
Industrial-Research	IRO & LI-1
8 Mile Industrial	LI-1
Private Recreation	No equivalent; generally has RA or RP zoning.
Park	No equivalent; generally has RA or RP zoning.
Institutional	No equivalent; variety of zoning districts.
No equivalent category	SP-1, SP-2, SP-3, SP-4, SP-5; The City should investigate eliminating the SP districts. Most permit only one or two uses, and these districts could be combined into others to create greater flexibility and increase the value of the land.

Other Zoning Action Items

The development of new districts and modification, consolidation, or elimination of existing districts will be the primary means of implementing this plan's future land use recommendations. However, other zoning actions will also be necessary to implement the plan's recommendations. The list that follows sets forth a program of assessment and amendment of the Zoning Ordinance that will likely take multiple years to fully complete.

- **Planned Unit Developments.** Assess Planned Unit Development (PUD) regulations to orient future PUDs more fully around public benefits, such as public art, low impact design, public amenities and spaces, affordability, and transit connections.
- **Parking.** Thoroughly review the parking requirements of the Zoning Ordinance and adjust requirements based on modern assessments of actual need. Consider establishing parking maximums and multiple mechanisms for reducing parking. Consider curbside pick-up, short-term spaces, and rideshare drop-off areas.
- **Drive-Throughs and Auto-Oriented Uses.** Assess standards for drive-through and auto-oriented uses, including required stacking spaces, and determine the appropriate locations for future facilities as the City's commercial districts evolve to carry out the vision of this plan.
- **Design Standards.** Develop design standards for non-residential uses to establish baselines for building quality and durability.
- **Low Impact Design.** Building incentives into the zoning ordinance for low impact design, including passive stormwater management, gray water systems, low maintenance landscaping and native planting, energy efficiency, alternative energy, less pavement, preservation of natural features, and non-motorized facilities. Consider a wetland and watercourse protection regulation to protect water bodies and wetlands from encroachment by development.
- **Permitted Uses.** Review the lists of permitted uses by district for relevance to modern uses and consider defining use-related terminology that is not currently defined. Mixed use buildings, incubators and entrepreneurial start-up spaces should be clearly permitted.
- **Trash Enclosures.** Consider modifications to trash enclosure standards that would facilitate commercial, industrial, and multi-family developments providing facilities for recycling and compost.
- **Electric Vehicles.** Plan for electric vehicles as they gain market share; require planning for EV infrastructure in new multi-family developments, and facilitate the installation of charging stations for public use.
- **Development standards.** Assess setbacks, including internal setbacks for office and multi-family development and make modifications based on modern standards for development.
- **General Streamlining.** The Zoning Ordinance is a decades-old document at this point, with modifications occurring in the meantime. Consider ways to change its organization so that provisions are easier to find and associate with a given project than they are at present.



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APPENDIX

CITY OF FARMINGTON HILLS

The Next 50

2024 MASTER PLAN

Adopted by
Farmington Hills
Planning Commission

July 25, 2024

Adopted by
Farmington Hills
City Council

August 12, 2024

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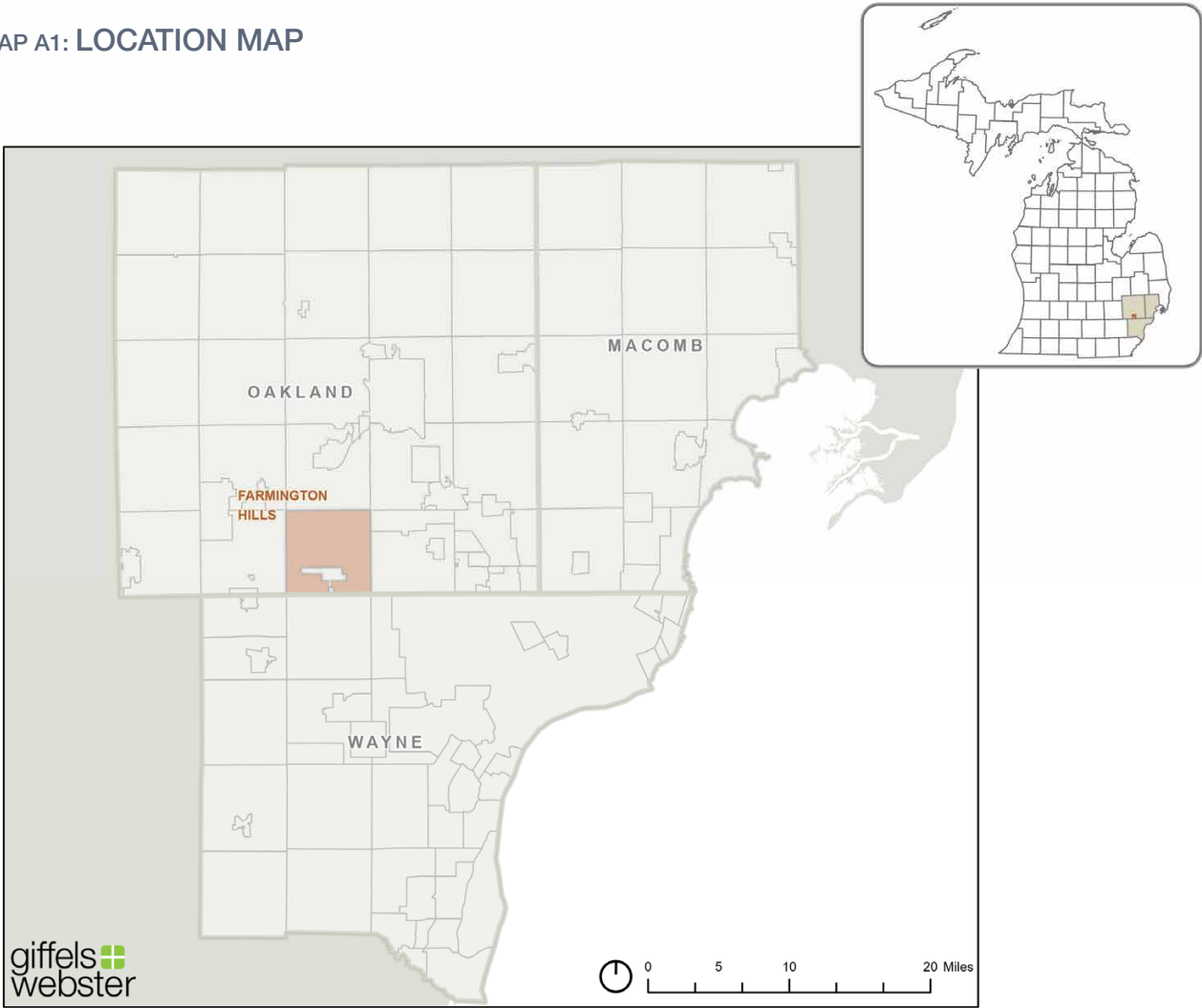
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A01

EXISTING CONDITIONS

MAP A1: LOCATION MAP





REGIONAL SETTING

Location

The City of Farmington Hills is located in Southern Oakland County, Michigan. It is 33.31 square miles, and central to the wider Southeast Michigan region. Much of Wayne, Oakland, Macomb, Washtenaw, and Livingston Counties is easily accessible within a 40-minute drive or less.

Farmington Hills is connected to regional employment and entertainment by several major transportation corridors. Northwestern Highway runs through the northeastern corner of the City, Grand River Avenue cuts diagonally through the southern part of the City, and Orchard Lake Road, which runs north-south through the City, is a major access corridor for communities to the north. Eight Mile Road (Michigan Route 102) forms the City's southern border with Wayne County, and is a major east-west connector through the Metro Detroit area. In addition to these surface

streets, Farmington Hills has access to several freeways, including M-5, which runs from Detroit through the southern part of the City, and I-696, which bisects the northern part of the City and provides quick access to the east. The junction of I-275, I-96, I-696, and M-5 is one of the largest interchanges in the region, and straddles the border between Farmington Hills and Novi.

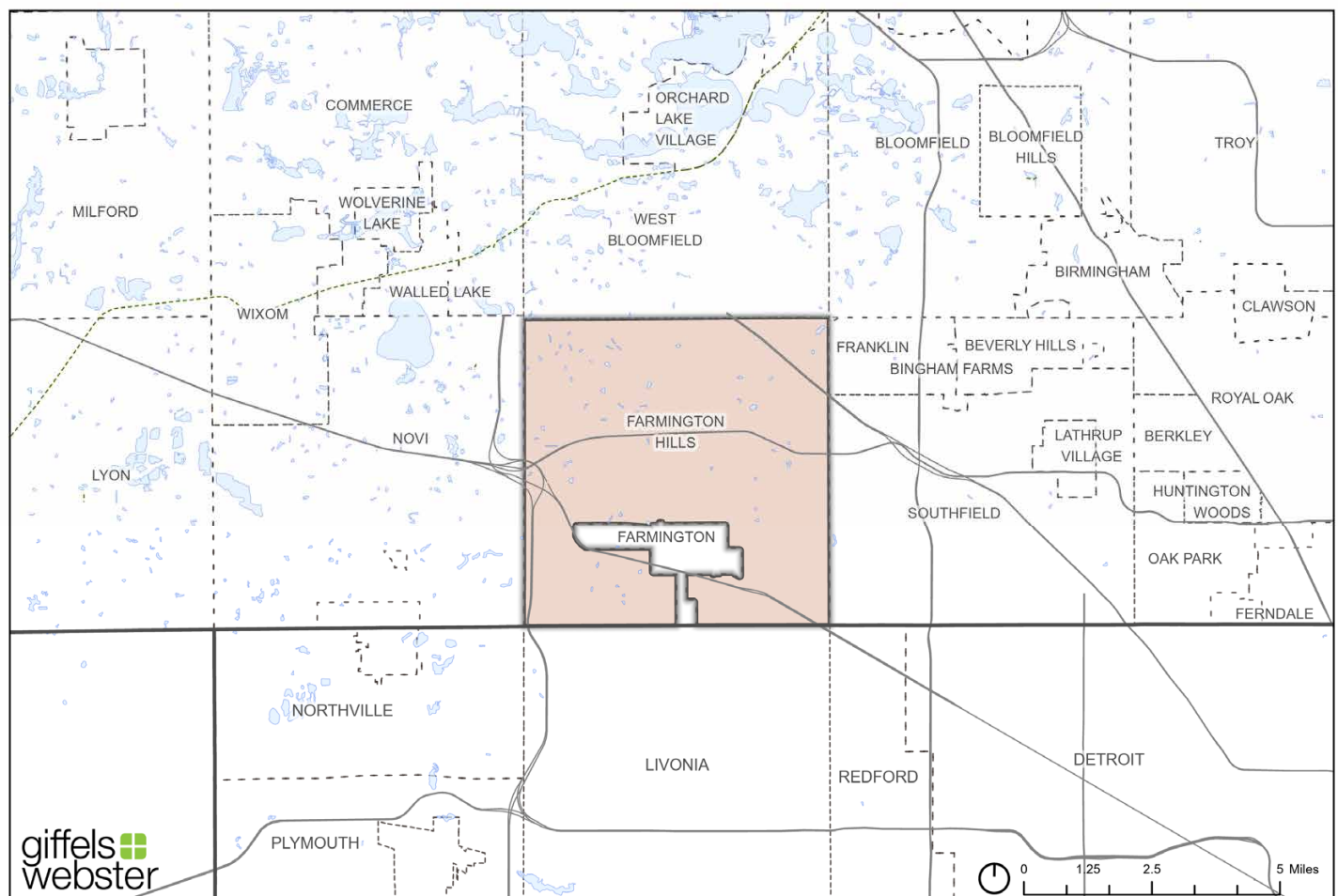
All of these locational factors provide residents and businesses with strong regional access. Major regional centers such as Detroit and Ann Arbor are within easy access, as is Detroit Metropolitan Airport, but residents can also reach numerous state parks, Huron-Clinton Metroparks, and other rural and natural amenities quickly. This is all reflected in the City's diversified economy and diverse population.

Surrounding Communities

The City is bordered by West Bloomfield to the north, Franklin and Southfield to the east, and Novi to the west. Farmington Hills nearly surrounds the City of Farmington. To the south, in Wayne County, the City borders Livonia. Generally speaking, development south and east of the City is more intensive and urban, and development becomes more suburban and ultimately rural toward the north and west.

Farmington Hills has elements of both inner ring and second ring suburbs, with a wide variety of neighborhood types reflecting different eras of development.

MAP A2: REGIONAL SETTING





LONG-RANGE PLANNING IN ADJACENT COMMUNITIES

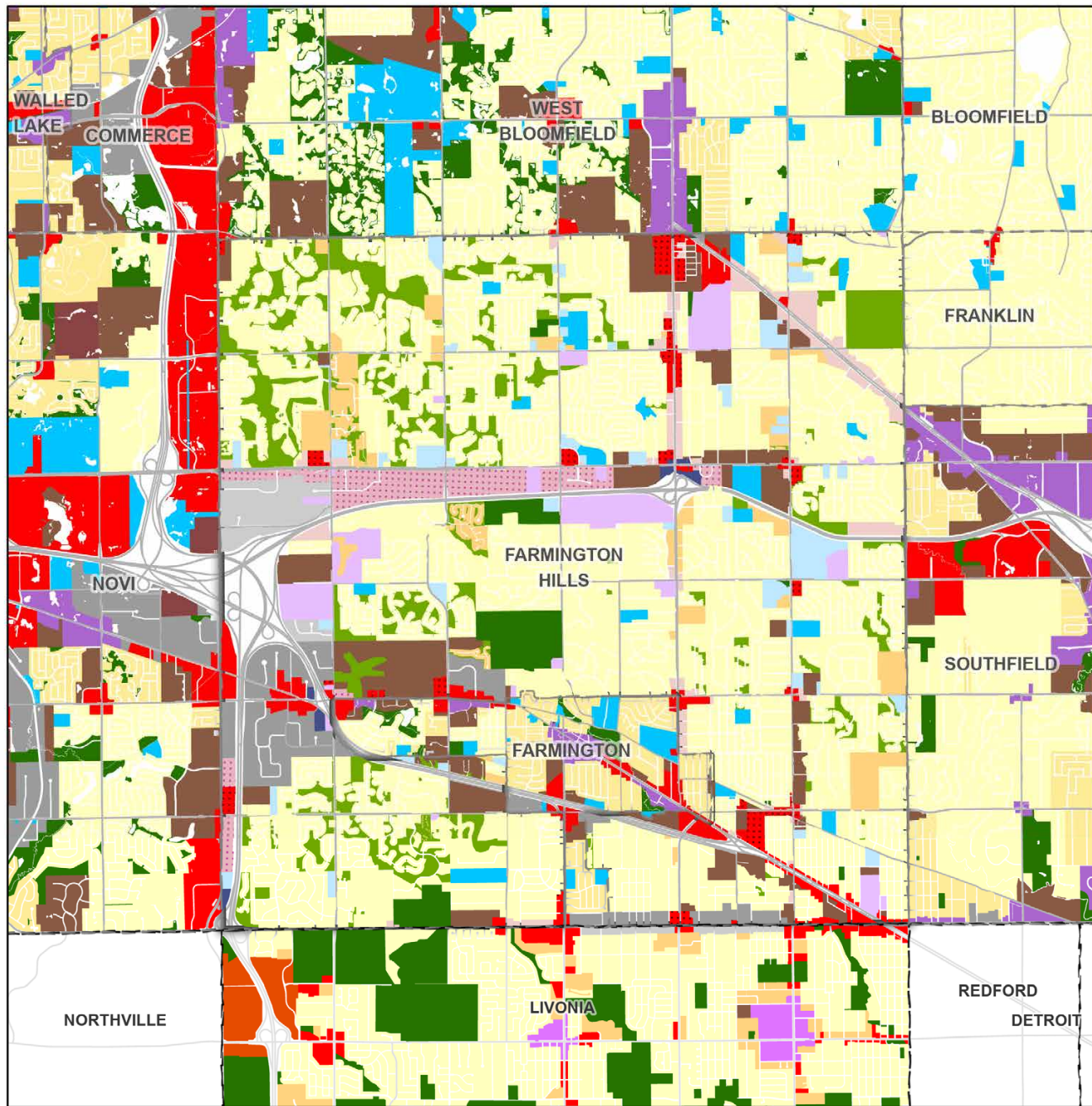
In the Composite Future Land Use Map on the next page, the future land use designations from the 2009 Master Plan are shown for the City, and the designations for neighboring communities are drawn from the Oakland County Composite Future Land Use Map.

Adjacent future land uses appear to be generally consistent with that of Farmington Hills. The bordering areas with compatible future land uses are described in the pages that follow by the adjacent community and the border shared; bordering areas with incompatible uses are also identified.

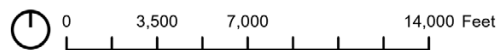
West Bloomfield Township (north)

West Bloomfield borders the entire northern border of Farmington Hills. Most of the area in both communities on the western half of the border is residential with recreation/conservation and municipal uses interspersed. Commercial uses are planned at the intersections of Fourteen Mile Road with Farmington Road, Orchard Lake Road, Northwestern Highway, and Middlebelt Road in both communities. Some multifamily residential is also planned near the Orchard Lake Road/Northwestern Highway/Fourteen Mile Road intersection in both communities.

MAP A3:
COMPOSITE FUTURE LAND USE MAP



Data Source: Oakland County FLU: Oakland County. Livonia FLU: City of Livonia. Roads: Access Oakland 2022. Map Exported: May 27, 2022. ©2022 Giffels Webster.



FARMINGTON HILLS

- Single-Family Residential
- Single-Family Cluster
- Multi-Family Residential
- Non-Center Business
- Shopping Center
- Expressway Service
- Small Office

- Large Office
- Industrial-Research
- Industrial
- Private Recreation
- Park
- Community Facilities
- Quasi-Public
- School

OAKLAND COUNTY

- Single-Family >.5 ac.
- Single-Family .2-.5 ac.
- Single-Family <.2 ac.
- Multi-Family Residential
- Mobile Home Park
- Mixed Use
- Commercial/Office
- Industrial

- Recreation/Conservation
- Public/Institutional

LIVONIA

- Low Density Residential
- Medium Density Residential
- High Density Residential
- City Center

- Mixed Development
- Corridor Commercial
- Regional Commercial
- Parks and Community
- Tech and Manufacturing

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Village of Franklin (east)

Franklin borders the northeast corner of Farmington Hills. The future land uses along the border are all single-family residential on large lots. This is compatible with Farmington Hills' planned uses for the area, which are single-family homes and recreation/conservation space.

City of Southfield (east)

South of Franklin along Farmington Hills' eastern border is Southfield. Most planned uses are similar between the two communities. The northern most part of this border is designated as commercial in Farmington Hills, but mixed use and multi-family in Southfield. The area north of Eleven Mile Road is commercial in Southfield, which is adjacent to single-family residential. Conversely, a small area north of I-696 planned for commercial in Farmington Hills is single-family residential in Southfield. Other than these small spots, the planned use in both communities is residential along the rest of their shared border.

City of Livonia (south)

Livonia borders almost all of Farmington Hills' southern border, with the exception of a small area in the middle where it touches the southern border of the City of Farmington. West of the City of Farmington, future uses in Livonia and the Farmington Hills are indicated as single-family residential and parks/recreation/conservation. Just west of Gill Road until the border with the City of Farmington, commercial and office uses are suggested, with some multi-family residential west of Gill Road in Farmington Hills. East of the City of Farmington, both cities have a mix of industrial, tech, manufacturing, and commercial uses planned.

City of Farmington (south)

The City of Farmington is almost completely surrounded by Farmington Hills, with the exception of a small arm that extends to the southern border and borders Livonia. Most future land uses between the communities are compatible.

Starting with the point furthest west up until Gill Road, both communities have commercial/office uses planned

with some residential uses. Farmington Hills has indicated that this area is for multi-family residential while Farmington has two sections of mixed use with low density residential and a focus area between them. The focus area is another entry point to/from Farmington Hills. This area has been envisioned to include mixed uses, focusing on office space and retail and integrating green space and gateway elements. Crosswalk improvements, street trees, screening and signage are all proposed to increase walkability.

The remaining northern border is planned for residential uses in both communities, with some public/quasi-public land in Farmington and commercial at the northeast corner of the border.

Moving south along Orchard Lake Road, Farmington Hills has a section of commercial while Farmington is planning for commercial, residential, and office uses. Both communities are planning to move to residential uses further south until Grand River Ave where commercial uses are planned. The future land use along the border between where Grand River Ave and M-5 intersect with Nine Mile is multi-family residential in Farmington Hills, but mixed use, parks and open space, and low density residential in Farmington.

Uses along the border of Farmington that extends southward to Livonia are compatible with those in Farmington Hills, consisting mostly of residential uses throughout and industrial uses along Eight Mile Road.

Farmington identifies another focus area at the intersection of Farmington Road and Nine Mile. This focus area is proposed to host a mix of uses, including new business, including office space and creative-oriented businesses such as live-work buildings and maker spaces to complement the light industrial character of the area. Farmington also seeks to improve the appearance to the City, with a specific focus on the M-5 overpass.

Along Nine Mile headed west, incompatible uses are planned. Farmington has the area designated

as commercial then industrial (this abuts M-5) while Farmington Hills has single-family homes planned.

North of M-5, Farmington has mostly low density residential uses planned with some medium density residential, public/quasi-public spaces, and parks and open space. Farmington Hills has similar planned uses for this area, with some commercial and multi-family residential in addition to single-family residential and recreation areas.

City of Novi (west)

Novi is directly west of the City of Farmington Hills, and the full length of the border is shared by the two cities. In the northern portion, Novi's 2017 Future Land Use map indicates that the area from Fourteen Mile to the highway will be office, research, development, and technology, with some space for regional commercial near the highway. This is different than what the City of Farmington Hills has planned, with just a small area of commercial and multi-family residential in the northwest corner and single-family residential with interspersed recreation and conservation between Twelve and Fourteen Mile Roads.

South of Twelve Mile, Farmington Hills is planned for a mix of commercial, office, and industrial all the way to the southern City limits. In Novi, the areas nearest the highway and the southern border have similar uses planned (industrial research, development, technology, community commercial, and office commercial), however, single and multi-family residential is planned between those two areas.

Southfield Township

A small sliver of unincorporated Southfield Township borders the City at 14 Mile Road and Insketer Road. This area is developed with single-family homes and is compatible with the single-family development in Farmington Hills across Inkster Road.

Bordering Areas with Incompatible Uses

Currently there are several areas where proposed future land uses in other communities are not compatible with those proposed in Farmington Hills. While these spots do not make up a large area of the City, or even of its borders, they are important to note and be aware of the misalignments as the City considers its long-term planning.

These areas include:

- Along the border with Novi, south of I-696, the future land use in Farmington Hills is industrial, while Novi has envisioned that area to be single and multi-family residential. This same mismatch of uses also occurs just north of I-696. Further north along the border between these two communities, Farmington Hills has indicated single-family homes and recreation/conservation space will be allowed while Novi is focused on commercial uses in that area.
- On the northern edge of the border with Southfield, commercial and office uses are proposed in Southfield while single-family residential is planned for Farmington Hills.
- Along the northwestern border of Farmington with Farmington Hills, there is a small section that Farmington Hills has identified as a commercial area while Farmington has designated the area for single-family residential and public/institutional uses. This occurs again further to the south along Grand River Avenue, with single-family residential planned in Farmington and commercial uses in Farmington Hills. The west side of the southernmost arm of Farmington has a small area where Farmington has single-family residential planned and Farmington Hills has envisioned commercial uses there. Just south of M-5 is an area designated for industrial in Farmington, and it is surrounded to the south and west by single and multi-family residential in Farmington Hills. Finally, the northwest part of Farmington is proposed to be single-family residential while industrial uses and planned for its border in Farmington Hills. However, these two uses are separated by M-5.





EXISTING LAND USE

When planning for future land uses, it is helpful to understand how land is currently used in the City. According to Oakland County and SEMCOG, land in Farmington Hills is used as noted on the following page.

The City's primary land use is Single-Family Residential at 50.7%, which is a 1.1% increase since 2015. Land used for Multi-Family Residential has added nineteen acres in the same period, increasing at a 2.1% rate. But land used for attached housing has lost sixty-seven acres.

Land used for hospitality has increased by 15.8%. A significant portion of this increase can be attributed to three hotels that are visible from I-696 at Twelve Mile and Farmington Roads, which replaced a former office park.

Several land uses in the City have experienced no change: cemetery, golf course, parking, TCU, and water. Mixed use and extractive uses do not currently exist in Farmington Hills at all.

2020 LAND USE



62.4%

RESIDENTIAL



9.6%

COMMERCIAL



3.0%

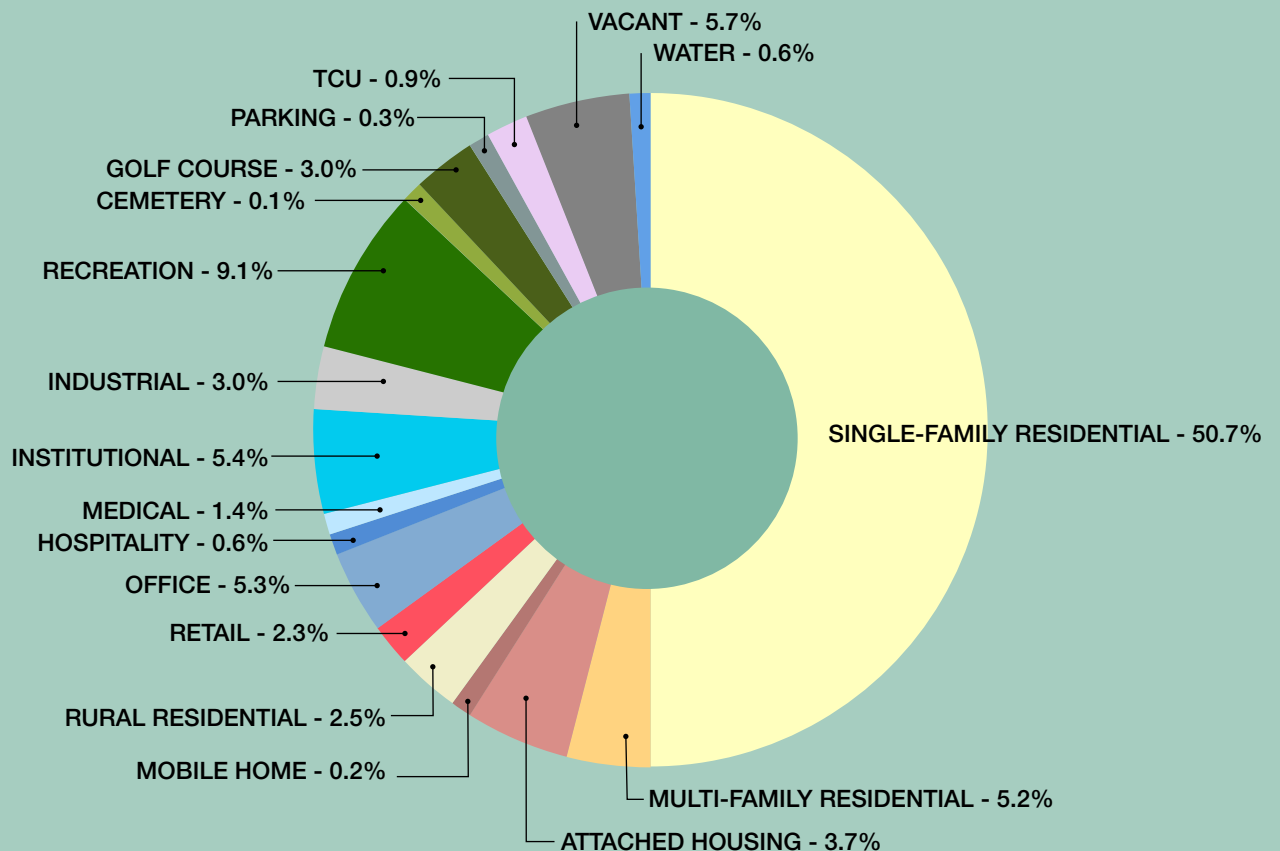
INDUSTRIAL



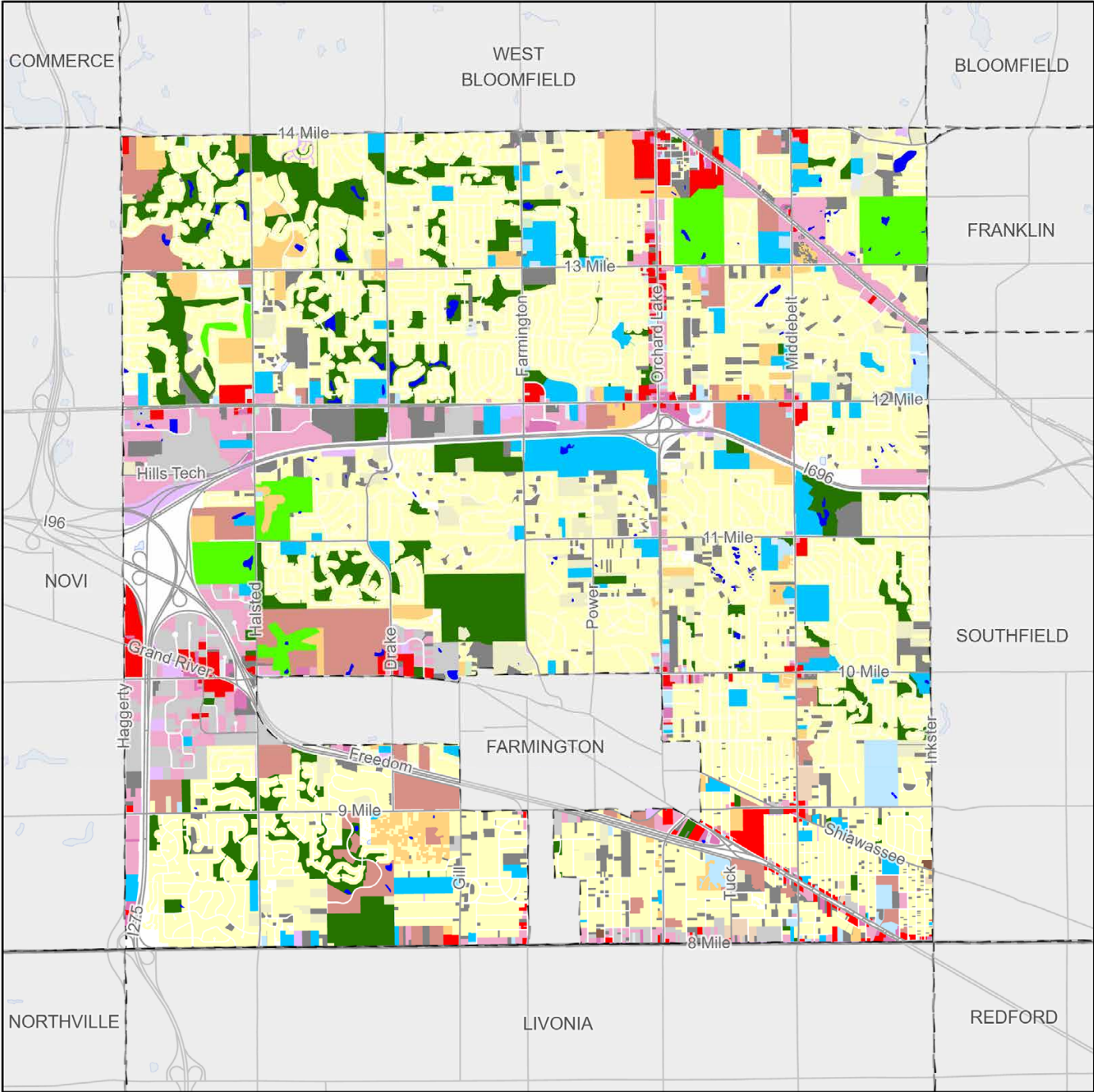
9.1%

OPEN SPACE

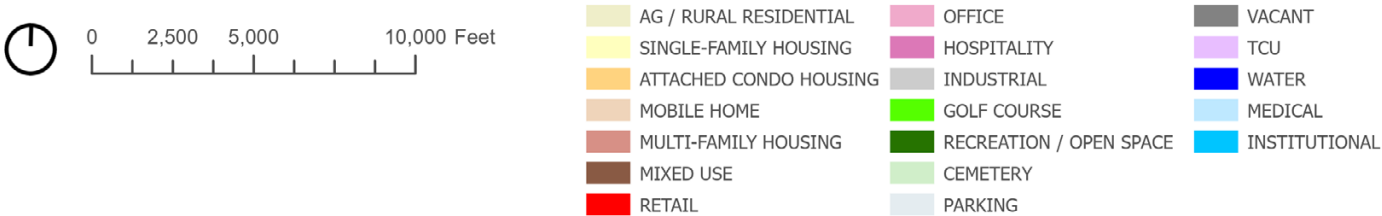
FIGURE A1: EXISTING LAND USE IN FARMINGTON HILLS, 2020



MAP A4:
EXISTING LAND USE, 2020



Data Source: Landuse 2020 SEMCOG. Roads: Access Oakland 2022. Map Exported: May 17, 2022. ©2022 Giffels Webster.



2020 BASIC DEMOGRAPHICS

83,986

POPULATION
(1,255,340)

3.94

PERSONS
PER ACRE
(2.19)

2.3

AVERAGE
HOUSEHOLD
SIZE (2.44)

42.8

MEDIAN AGE
(40.9)

12.9%

YOUTH
POPULATION
(15-17) (15.3%)

20.4%

SENIOR
POPULATION
(65+) (15.3%)

59.1%

WHITE (69.0%)

18.2%

BLACK (13.2%)

15.3%

ASIAN (13.2%)

55.2%

BACHELOR'S
DEGREE OR
HIGHER (48.0%)



DEMOGRAPHICS

Sound policy making and planning require an understanding of who is currently in a community and who is likely to be there in the future. Demographics allow communities to identify and track trends in population, aging, migration, and local economies, among other things. For these reasons, Master Plans carefully review and use demographic analyses to prepare for issues and demands that a community will face, both now and in the future. The unique demographic composition of the community dictates, in many ways, the types and number of resources, programming, and physical infrastructure that are needed to meet the needs of residents and businesses.

The data included in this Master Plan is mostly from the U.S. Census Bureau's 2020 Decennial Census and 2016-2020 American Community Survey (ACS) 5-Year Estimates, which do not reflect changes Farmington Hills has experienced due to the COVID-19 pandemic. All values for Southeast Michigan are from the 2019 ACS.

Many demographic trends impact future land use. A few of these include changes to population, growth rates, age distribution, and income. National and regional trends can impact local communities. Noteworthy national and regional trends include:

- Birth rates in the United States have been falling almost continuously for more than a decade. The 2020 Census showed the lowest birthrate in US history of 11.0 births per 1,000 people. According to the National Center for Health Statistics, for every 1,000 women of childbearing age (15-44), 55.8 of them gave birth in 2020. When compared to 2007 (69.5 births for every 1,000 women of childbearing age), this is a 20% decline in birth rates. Additionally, data from the World Bank show fertility rates (an estimate of the total number of children a women will ever have) also at a historically low level, at 1.7 births per woman in 2019.
- The marriage rate in the US continues to decline. According to data from the Centers for Disease Control and Prevention, the rate was 5.1 per 1,000 people in 2020. A rate this low was likely impacted by the pandemic, however, it is a 1% drop from the 2019 rate, and follows a several decades-long trend of fewer marriages.
- The US population is aging. By 2030, every “Baby Boomer” will be 65 years old or older, making 20% of the US population of retirement age.
- As the population ages and fewer babies are born, the 65+ age group will outnumber the 18 and under age group for several years.

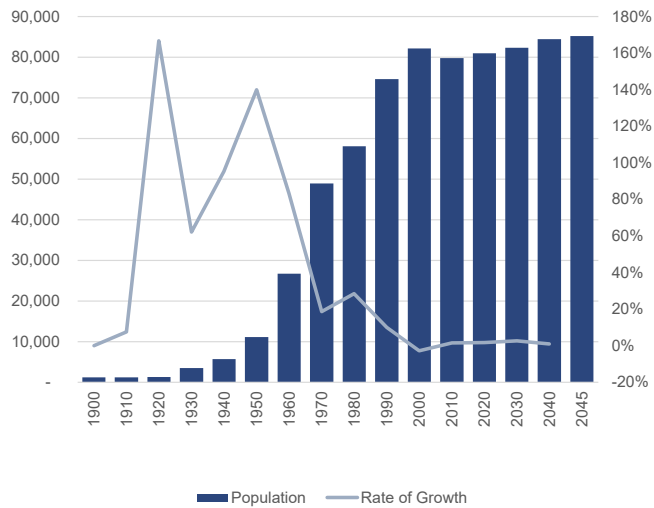
Population

The best planning for the future will consider the current makeup of the population, as well as the likely composition in the future. The information from this section comes from the data that is currently available through the 2020 US Census data when possible, with the Census Bureau’s 5-year estimates provided through American Community Survey (ACS) supplementing where Census data is not yet available.

Population

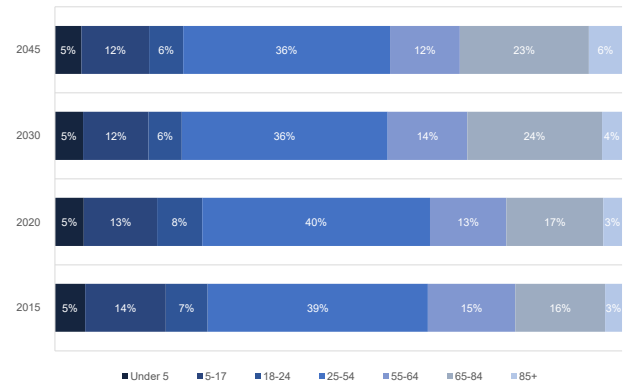
Farmington Hills’ population has been fairly stable over the last twenty years with no significant growth or loss of residents. The 2020 Census reports a total population of 83,986, which is an increase of 5.3% from 2010. Average household size has remained relatively the same since its 2010 value of 2.36, with 2.3 persons per household as of the 2020 Census. Currently, the City’s largest population cohort is adults aged 25 to 54. This age group typically consists of people who are in the workforce and in their family-forming years (see [Figure A3: Population Distribution by Age, 2015 - 2045](#) and [Table A1: Population Forecast by Age, 2045 Projections](#)).

FIGURE A2: POPULATION AND RATE OF GROWTH



Source: U.S. Census Bureau, Decennial Census; SEMCOG

FIGURE A3: POPULATION DISTRIBUTION BY AGE, 2015 - 2045



Source: SEMCOG 2045 Regional Development Forecast

TABLE A1: POPULATION FORECAST BY AGE, 2045 PROJECTIONS

Age Group	2015	2020	2025	2030	2035	2040	2045	Change 2015 - 2045	Percent Change 2015 - 2045
Under 5	4,248	4,118	3,996	4,083	4,063	3,943	3,965	-283	-6.7%
5-17	11,381	10,453	9,608	9,481	9,895	10,166	10,182	-1199	-10.5%
18-24	5,915	6,455	5,549	4,829	4,519	4,814	5,118	-797	-13.5%
25-54	31,088	32,508	30,303	29,875	30,112	30,471	31,066	-22	-0.1%
55-64	12,350	10,895	11,943	11,556	10,666	10,639	10,488	-1862	-15.1%
65-84	12,648	13,826	17,563	19,559	20,537	19,947	19,398	6,750	53.4%
85+	2403	2682	2328	2900	3,660	4,468	4,983	2,580	107.4%
Total	80,033	80,937	81,290	82,283	83,452	84,448	85,200	5,167	6.5%

Source: SEMCOG 2045 Regional Development Forecast

Population Growth Rate

According to the Southeast Michigan Council of Governments (SEMCOG) 2045 Regional Development Forecast, the total population of Farmington Hills was expected to increase 1.7% by 2030 to 82,283 persons, then increase by 2040 to 84,448 persons. As shown in [Figure A3: Population Distribution by Age, 2015 - 2045](#) and [Table A1: Population Forecast by Age, 2045 Projections](#), the most significant change expected between 2015 and 2020 and beyond was the number and proportion of the population that is over the age of 65. This estimate was part of a regional forecast prepared in 2017 that takes many factors into account and was created through a collaborative process, but the City has already exceeded that increase by 3.6%, indicating the City may need to prepare for a greater influx of new residents and a larger proportion of older residents.

Population Forecast

The forecasted age composition of Farmington Hills residents is similar between 2030 and 2040 in almost all age groups with at most a forecasted 8% change in population. The exception to this is that those 85 years of age and older are expected to grow from 2,900 in 2030 to 4,468 in 2040, a 54% increase. This is likely to continue into 2045 to a forecasted population of 4,983 residents. The percent increase between 2030 and 2040 in the proportion of the City's population that are 85 and older is lower than that of the county (61%) and Southeast Michigan (65%). Forecasted changes in the population age composition for all other age groups are similar in Oakland County and the rest of the region to what is forecasted for Farmington Hills, with most age groups seeing less than a 4% change. The percent share of those currently in the largest age group (25-54 years old), is forecasted to decrease 8% between 2030 and 2040 as fewer people age into this group than out of it.

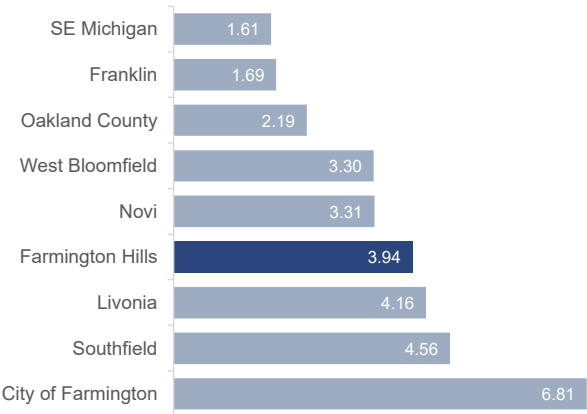
Surrounding Communities

This section compares the City's demographic characteristics to neighboring communities that share a border with Farmington Hills. This context is helpful in understanding the data and its impact on future community needs.

Persons per Acre

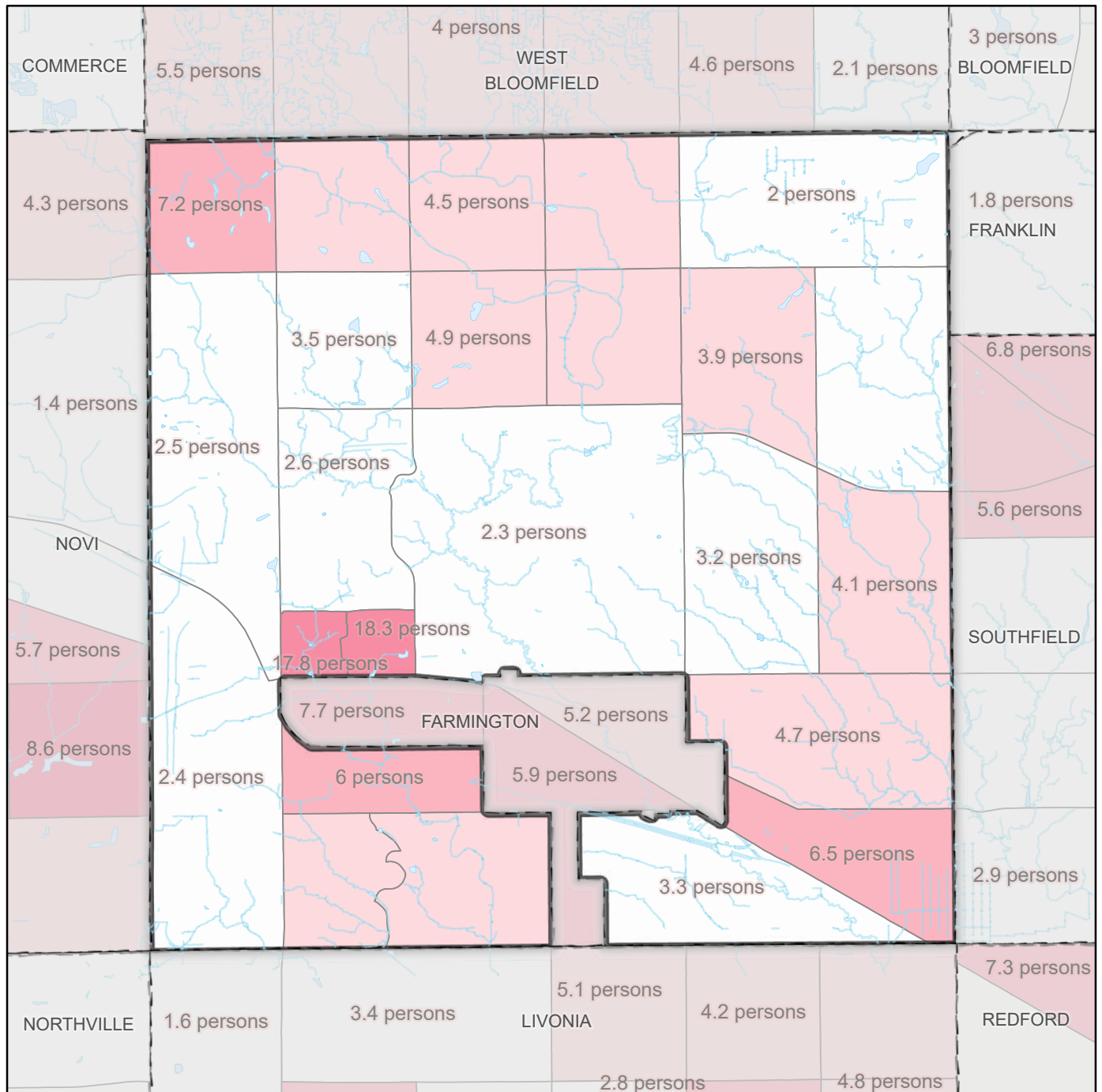
All of the communities in the area except for Franklin have higher population densities than the region (1.61 persons/acre) and the county (2.19 person/acre). The density in Farmington Hills is close to the average of that for the surrounding communities. See [Figure A4: Persons Per Acre](#) below for more details.

FIGURE A4: PERSONS PER ACRE

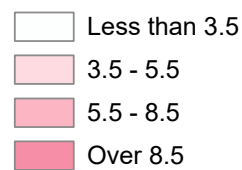
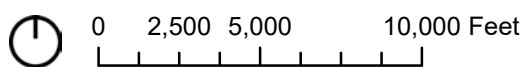


Source: SEMCOG 2045 Regional Development Forecast

MAP A5:
PERSONS PER ACRE



Data Source: Census Data: ACS 2018 5-Year Estimate. Roads: Access Oakland 2022. Map Exported: April 06, 2022. ©2022 Giffels Webster.



Population Growth

Most communities surrounding Farmington Hills have experienced an increase in population since 2010, although at varying rates (See [Table A2: Population and Growth of Surrounding Communities, 2010-2020](#)). Novi experienced the highest growth followed by the City of Farmington. Only two communities (Franklin and Livonia) experienced a loss in population, and it was small (0.3% and 1.5%, respectively). Farmington Hills has the second largest population in the area, following Livonia, so even though the percent growth was small, this still amounted to 4,246 additional residents over the last decade. Over the past two decades, population changes have been swayed by the number of people leaving the community. From 2000 to 2010, the number of residents leaving Farmington Hills was more than the number of new residents (the number of births less the number of deaths combined with in-migration). From 2006 to 2018, the number of people leaving Farmington Hills slowed, resulting in population growth beginning in the last decade and continuing through today.

TABLE A2: POPULATION AND GROWTH OF SURROUNDING COMMUNITIES, 2010-2020

Community	2010 Total Population	2020 Total Population	Percent Population Change (2010-2020)
SE Michigan (2019)	4,704,809	4,830,489	2.7%
Oakland County	1,202,362	1,274,395	6.0%
Farmington Hills	79,740	83,986	5.3%
Livonia	96,942	95,535	-1.5%
Franklin	3,150	3,139	-0.3%
City of Farmington	10,372	11,597	11.8%
Southfield	71,739	76,618	6.8%
West Bloomfield	64,690	65,888	1.9%
Novi	55,224	66,243	20.0%

Source: U.S. Census Bureau, 2010 and 2020 Decennial Census; SE Michigan: SEMCOG, 2019

Older and Younger Adult Population

Compared to the region (15.8%) and the county (17.3%), Farmington Hills has a higher percentage of adults who are 65 years or older. However, the percent share of this age group in Farmington Hills is similar to the average percent share for several neighboring communities, namely Franklin, Livonia, and Southfield. Those 5-17 years old make up approximately 13% of Farmington Hills' population. This percent share is less than what is seen countywide (15.3%) and throughout the region (16.2%). Of the eight local communities compared, the percent share of youth 5-17 years old is less than all of the other communities except Farmington, which also has 12.9% of its population made up by those 5-17 years old. The median age in Farmington Hills is 42.9, slightly higher than that for the County (41.9) and the region (39) but within five years of the median age of the surrounding communities.

Population Cohort Analysis

Understanding a community's composition by age and sex allows for better insight into demographic conditions and socio-economic trends. Farmington Hills has an almost equal distribution of males and females (48.6% vs. 51.4%). However, the ratio varies with age (see [Figure A7: Population Distribution by Age and Sex](#)). Women tend to live longer than men, as seen in most of the older age cohorts. Often, this also means a corresponding number of single-person households. When age is broken down by decade of life, we see a fairly even share of the population between the ages of 20 and 69 ranging from 11.52% to 14.2%). Those in their seventh and eighth decade of life make up the smallest shares of the population, respectively at 8.8 and 5.6%.

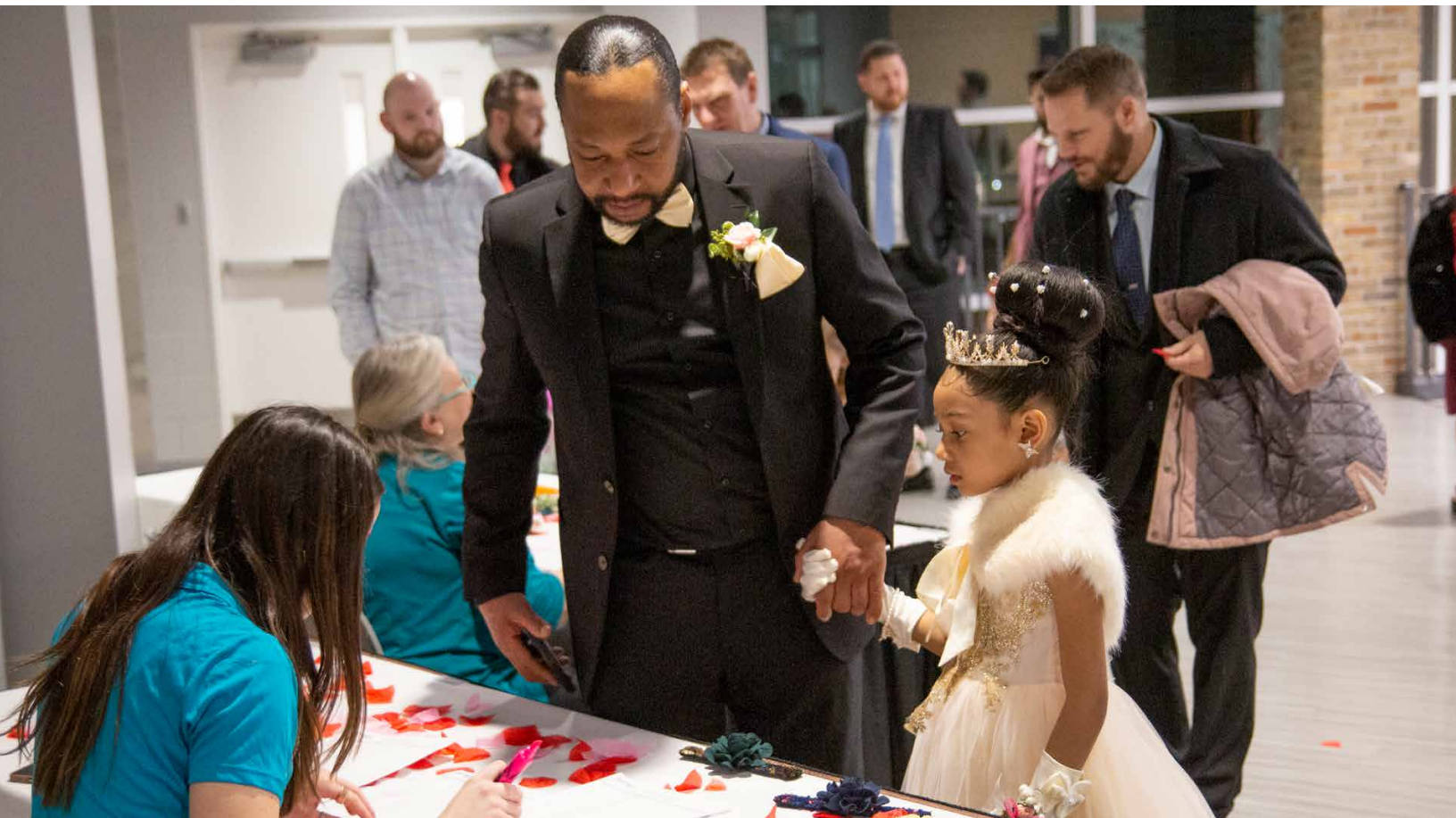


FIGURE A5: PERCENT OLDER THAN AGE 65

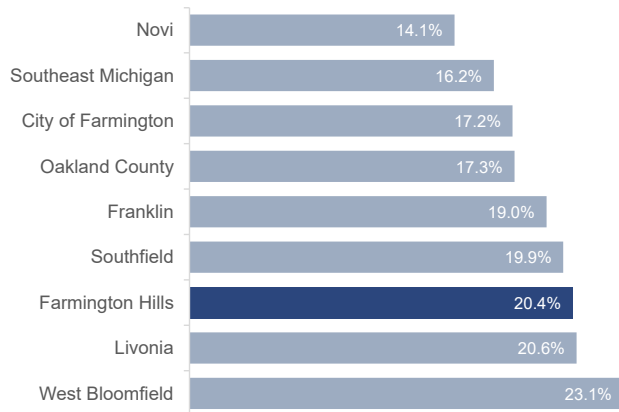


FIGURE A7: POPULATION DISTRIBUTION BY AGE AND SEX

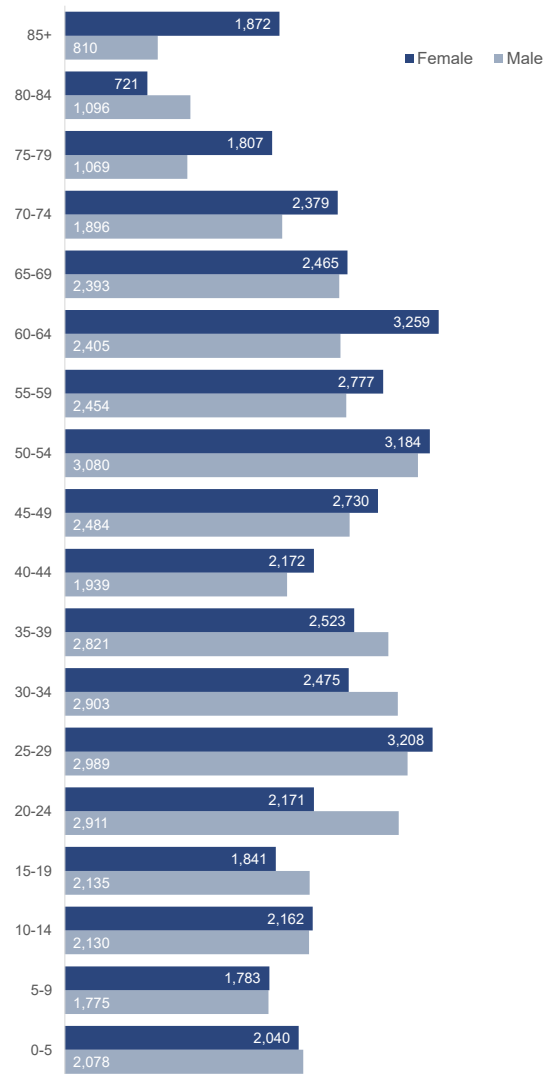
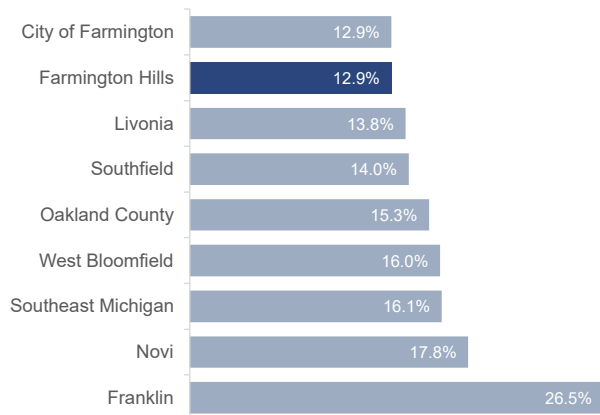


FIGURE A6: PERCENT AGES 5 TO 17



Source: U.S. Census Bureau, 2016-2020 American Community Survey
5-Year Estimates



Race

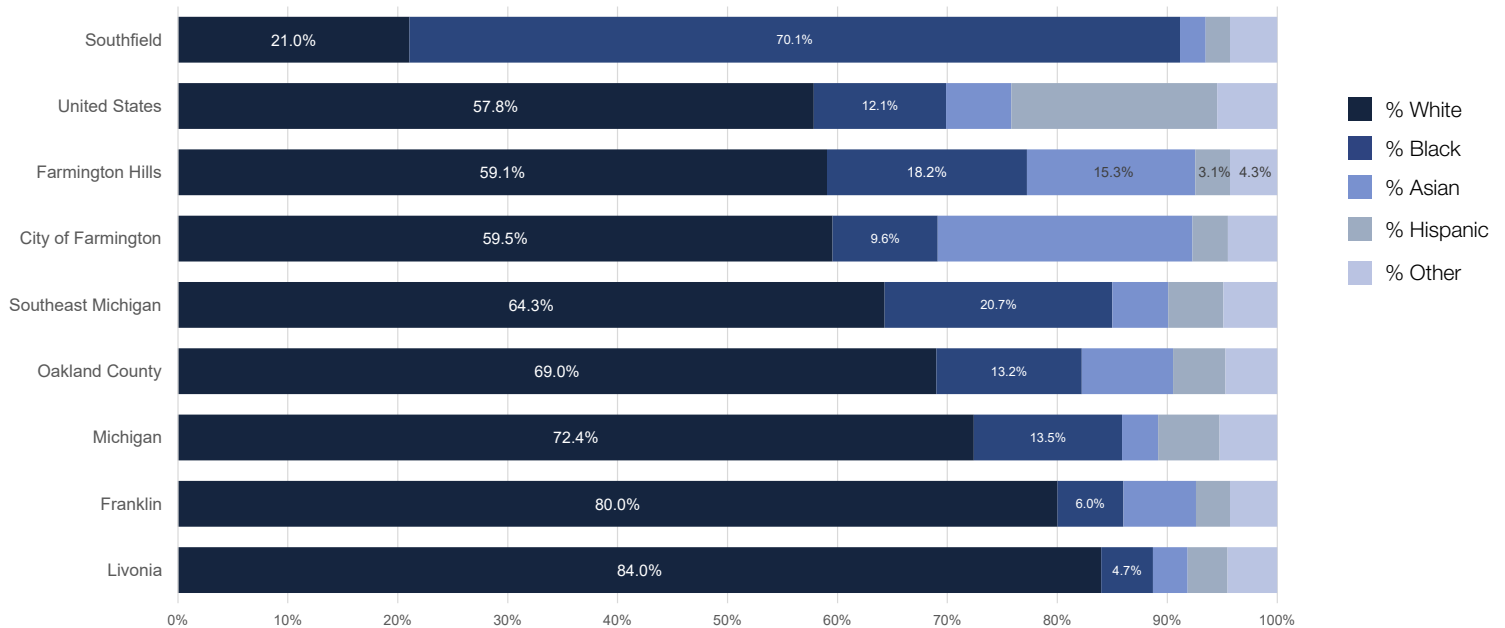
The racial composition of Farmington Hills is majority white at 59.1%. Residents identifying as Black or Asian make up 18.2 and 15.3% of the population, respectively. The percent share of white and Hispanic residents is somewhat similar to the City of Farmington and Novi, but the share of Black and Asian residents differs between the three communities. Farmington Hills has a significantly lower percent share of white residents compared to West Bloomfield, Franklin, and Livonia, and a significantly higher percent share compared to Southfield. Specific breakdowns are shown in [Figure A8: Racial Composition in Farmington Hills & Surrounding Communities, 2020](#). The racial composition of Farmington Hills has remained fairly consistent between 2010 and 2020, with the biggest changes being a 9.2% loss in the percent share of white residents and a 5.2% gain in percent share of Asian residents.

TABLE A3: RACE DISTRIBUTION, 2010 - 2020

Race and Hispanic Origin	2010	Percent of Population 2010	2020	Percent of Population 2020	Percentage Point Change 2010-2020	Percent of Population Change (2010-2020)
Non-Hispanic	78,196	98.1%	81,346	96.9%	-1.2%	2.7%
White	54,466	68.3%	49,603	59.1%	-9.2%	6.0%
Black	13,768	17.3%	15,268	18.2%	0.9%	5.3%
Asian	8,063	10.1%	12,867	15.3%	5.2%	-1.5%
Multi-Racial	1,604	2.0%	3,104	3.7%	1.7%	-0.3%
Other	295	0.4%	504	0.6%	0.2%	11.8%
Hispanic	1,544	1.9%	2,640	3.1%	1.2%	6.8%
Total	79,740	100.0%	83,986	100.0%	0.0%	

Source: U.S. Census Bureau, 2010 and 2020 Decennial Census

FIGURE A8: RACIAL COMPOSITION IN FARMINGTON HILLS & SURROUNDING COMMUNITIES, 2020

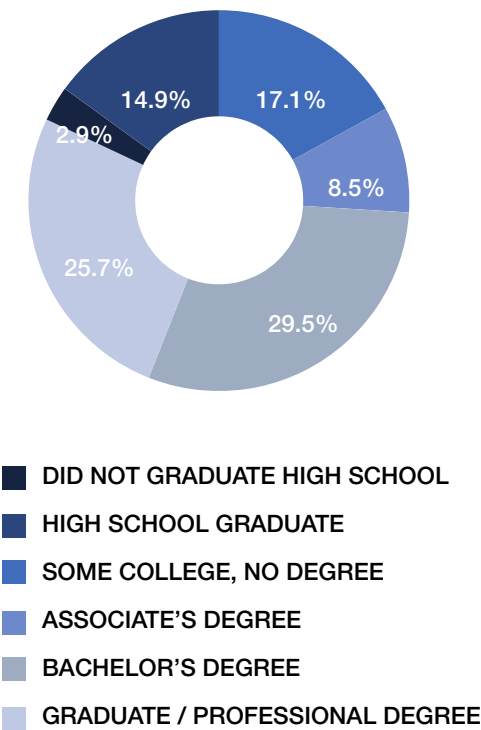


Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Southeast Michigan

Educational Attainment

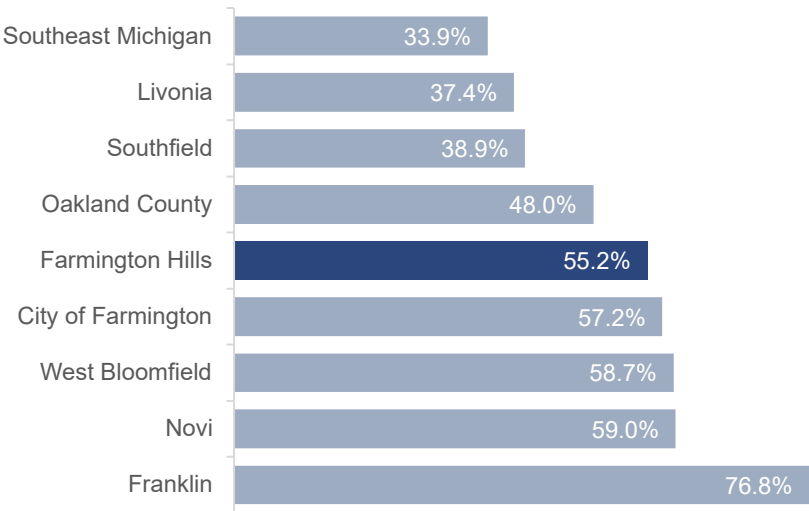
Higher levels of education generally result in a more diverse skillset and higher incomes. Over half (63.7%) of Farmington Hills residents have an associate's degree or higher (Figure A9: Educational Attainment, 2020). The percentage of residents with a bachelor's degree or higher is higher (55.2%) than that of the region (21.9%) and county (23.7%), as well as several surrounding communities, including Livonia and Southfield. The share of residents with at least a bachelor's degree is similar to that of the City of Farmington (57.2%), West Bloomfield (58.7%), and Novi (59.0%). See Figure A10: Percent Bachelor's Degree or Higher, 2020 for more details.

FIGURE A9: EDUCATIONAL ATTAINMENT, 2020



Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

FIGURE A10: PERCENT BACHELOR'S DEGREE OR HIGHER, 2020



Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Southeast Michigan: SEMCOG 2019

Households

According to the 2019 ACS, there were 33,972 households in Farmington Hills. Most households (67.4%) do not include a senior (someone 65 or older). 13.1% of the households are comprised of seniors that live alone. Almost half (42.6%) of the households consist of two or more persons without children, while only a quarter of households are families with children. The average household size is consistent with surrounding communities and has been consistent over the past decade, between two and three persons per household. 89.6% of households have internet access, a key indicator of the ability of residents to communicate and also be reached with important emergency and civic information.

FIGURE A11: HOUSEHOLD COMPOSITION - FARMINGTON HILLS

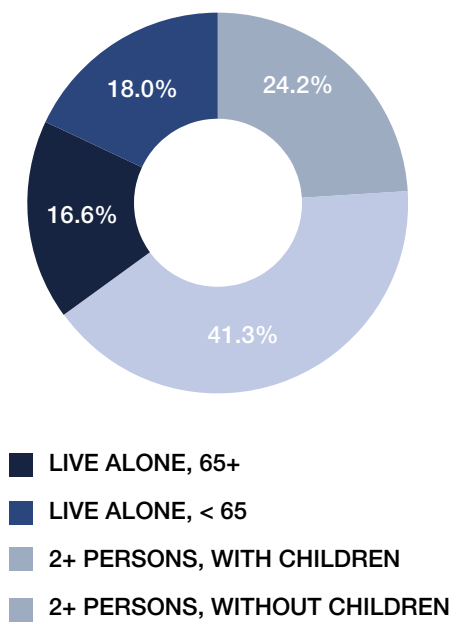


TABLE A4: HOUSEHOLD COMPOSITION - SURROUNDING COMMUNITIES

Community	Percent of households with seniors	Percent of households with children	Percent of households with internet access
United States	30.1%	30.7%	85.5%
State of Michigan	30.8%	28.3%	84.7%
SE Michigan*	28.9%	28.8%	86.7%
Oakland County	29.6%	27.7%	90.7%
Livonia	34.7%	25.1%	90.9%
Franklin	37.4%	35.6%	97.4%
Farmington Hills	34.8%	24.2%	89.6%
City of Farmington	27.9%	22.9%	90.1%
Southfield	33.9%	22.5%	83.7%
West Bloomfield	41.4%	28.6%	93.7%
Novi	24.6%	34.7%	93.4%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates



LOCAL ECONOMY

Identifying trends in employment can help a community project future needs for land use categories and assess potential opportunities for economic development. This section provides a snapshot of the existing economic conditions in Farmington Hills.

The estimates provided in this chapter are from the Census Bureau's Decennial Census, ACS 5-Year Estimates, and the Economic Census, the Census Bureau's Center for Economic Studies Longitudinal Employer-Household Dynamics OnTheMap application, and the SEMCOG 2045

Regional Development Forecast. Though the Census data used is the latest available from the 2020 Decennial Census and the 2016-2020 5-Year Estimates, these numbers may not accurately reflect changes due to the COVID-19 pandemic.



Total jobs
42,088 (655,350)



Unemployment rate
3.1 % (3.1 %)



Median household income
\$85,152 (\$81,587)



Poverty rate
6.8% (7.8%)



Average travel time to work
25.5 minutes (26.8 minutes)



Drove alone to work
82.6% (82.7%)

Establishments

In 2017, according to the Economic Census, conducted by the U.S. Census Bureau, there were 2,725 establishments in Farmington Hills, employing 63,383 people and generating sales or revenue of \$13 billion (in 2022 dollars). Compared to 2,738 establishments employing 46,836 people and generating sales or revenue of \$9.3 billion (in 2022 dollars) in 2012, these numbers suggest that while the total number of establishments stayed roughly the same, the businesses in the City either experienced growth or were replaced by businesses that employed more people. Most industries lost establishments, but the transportation and warehousing and information sectors saw significant gains. Meanwhile, the wholesale trade, administrative and support and waste management and remediation services, and health care industries drove the 42% growth in sales/revenue of the Farmington Hills economy.

TABLE A5: ESTABLISHMENTS, 2012 & 2017

NAICS Code	Meaning of NAICS Code	2012			2017		
		No. of Establishments	Sales, value of shipments, or revenue (\$1,000, in 2022 dollars)	No. of Employees	Number of Establishments	Sales, value of shipments, or revenue (\$1,000, in 2022 dollars)	No. of Employees
42	Wholesale trade	182	\$3,197,753	2,605	168	\$5,334,778	3,414
44-45	Retail trade	298	\$1,568,955	4,091	270	\$1,782,016	3,983
48-49	Transportation and warehousing	26	\$114,468	305	44	\$204,816	519
51	Information	72	N	1,644	71	N	2,009
52	Finance and insurance	255	N	5,316	246	N	3,905
53	Real estate and rental and leasing	168	\$606,653	3,544	193	\$469,195	1,998
54	Professional, scientific, and technical services	736	\$1,942,926	10,653	724	\$2,227,708	14,791
56	Administrative and support and waste management and remediation services	172	\$416,056	3,634	177	\$982,870	11,323
61	Educational services	15	\$17,028	211	21	\$19,033	401
62	Health care and social assistance	422	\$1,067,235	9,375	421	\$1,551,561	15,018
71	Arts, entertainment, and recreation	33	\$39,118	735	40	\$45,831	675
72	Accommodation and food services	175	\$170,217	2,826	182	\$203,621	3,003
81	Other services (except public administration)	184	\$172,515	1,897	168	\$187,509	2,344
Total		2,738	\$9,312,924	46,836	2,725	\$13,008,938	63,383

N = Not available or not comparable

Source: U.S. Census Bureau, Table EC1200A1 All sectors: Geographic Area Series: Economy-Wide Key Statistics: 2012

As a caveat, this approximation offered by the Economic Census in 2017 may not fully reflect changes to the City's businesses due to the length of time and intervening circumstances since the data was collected and because the set of establishments do not include NAICS codes 22 (Utilities) or 31-33 (Manufacturing), and sales/revenue numbers for businesses in the information and finance and insurance industries were not available or not comparable.

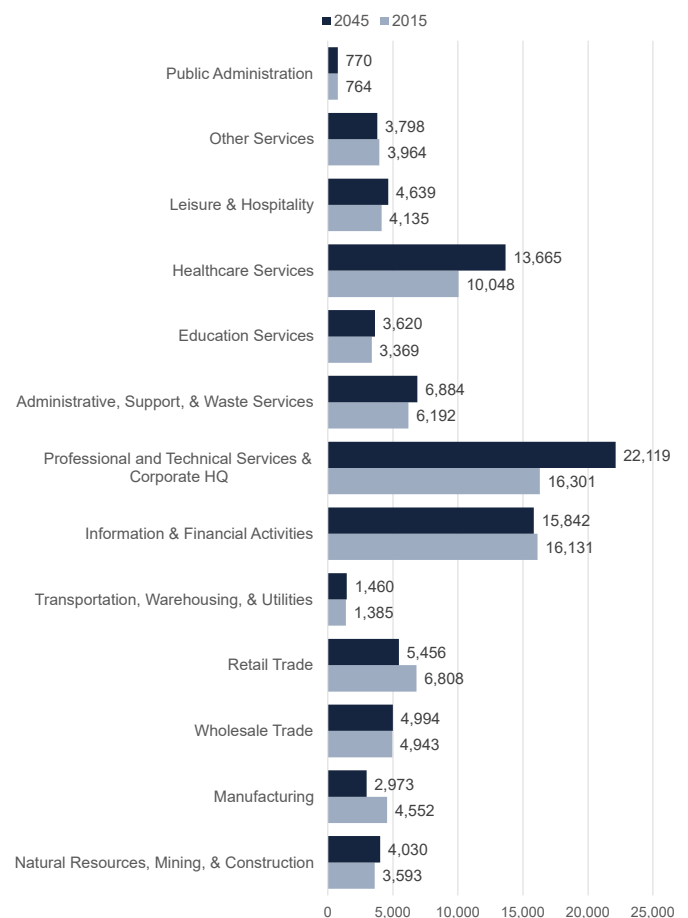
In the tech sector, Nissan Technical Center, Hitachi Astemo, Bosch, and Mercedes-Benz have offices in Farmington Hills. Corewell Health (formerly Beaumont), Biotech Clinical Laboratories, DMC Orthopedics, and other medical businesses also have a presence in the City and contribute to its medical sector.

Jobs

The total number of workers in the City of Farmington Hills is 42,088, which is 6.6% of those in Oakland County's worker population of 633,350 in 2020.

In 2017, SEMCOG developed a 2045 Regional Development Forecast. The forecast estimated that in 2020, the top employment sectors would be professional and technical services, information and financial activities, and healthcare services. Those three industries are expected to continue to hold the most jobs in the City in 2045, with the professional and technical services and healthcare services sectors both growing by roughly 36% from 2015 to 2045, and overall jobs projected to grow by 9.8% in that span.

FIGURE A12: JOBS FORECAST BY INDUSTRY SECTOR, 2020



Source: SEMCOG 2045 Regional Development Forecast

TABLE A6: EMPLOYMENT SECTORS: 2045 PROJECTIONS

Sector	2015	2020	2025	2030	2035	2040	2045	Change 2015-2045	
Natural Resources, Mining, & Construction	3,593	4,117	3,910	3,858	3,913	3,972	4,030	437	12.20%
Manufacturing	4,552	4,162	3,812	3,512	3,319	3,154	2,973	-1,579	-34.70%
Wholesale Trade	4,943	5,098	5,090	5,033	5,034	5,028	4,994	51	1%
Retail Trade	6,808	6,857	6,675	6,206	5,977	5,778	5,456	-1,352	-19.90%
Transportation, Warehousing, & Utilities	1,385	1,421	1,401	1,399	1,425	1,441	1,460	75	5.40%
Information & Financial Activities	16,131	16,330	16,104	15,773	15,825	15,881	15,842	-289	-1.80%
Professional and Technical Services & Corporate HQ	16,301	16,421	18,531	19,107	20,696	22,004	22,119	5,818	35.70%
Administrative, Support, & Waste Services	6,192	6,385	6,467	6,504	6,644	6,792	6,884	692	11.20%
Education Services	3,369	3,524	3,521	3,510	3,548	3,581	3,620	251	7.50%
Healthcare Services	10,048	10,778	11,320	11,586	12,317	13,037	13,665	3,617	36%
Leisure & Hospitality	4,135	4,425	4,470	4,485	4,507	4,561	4,639	504	12.20%
Other Services	3,964	4,059	3,963	3,890	3,877	3,852	3,798	-166	-4.20%
Public Administration	764	778	778	775	774	774	770	6	0.80%
Total Employment Numbers	82,185	84,355	86,042	85,638	87,856	89,855	90,250	8,065	9.80%

Source: SEMCOG 2045 Regional Development Forecast

Workforce

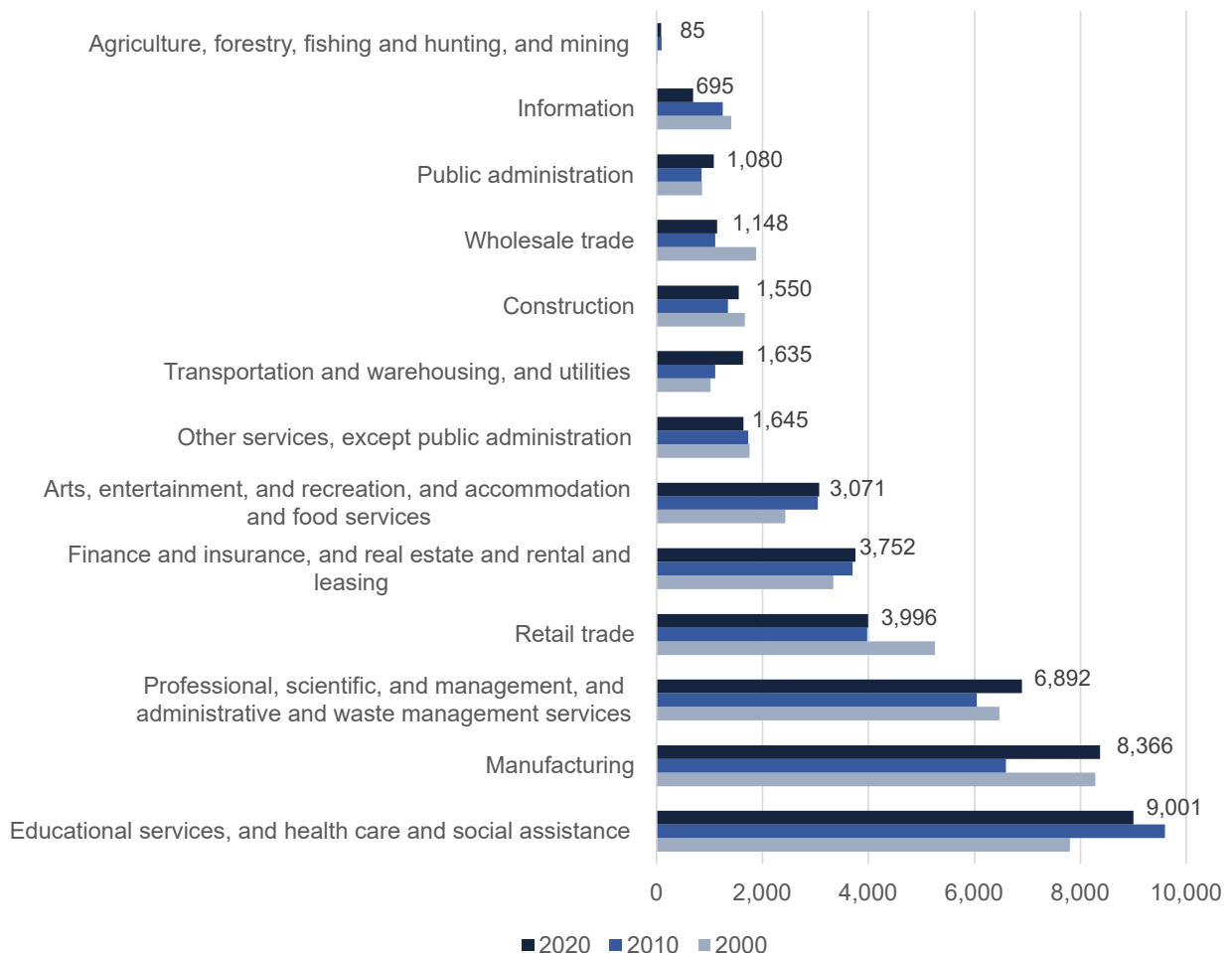
Employment by Industry

In 2020, the three largest industries in which residents are employed are:

1. Educational services, and health care and social assistance (9,001 residents),
2. Manufacturing (8,366), and
3. Professional, scientific, and management, and administrative and waste management services (6,892).

While the manufacturing industry has regained the number of jobs it had in 2000 after recovering from the Great Recession, the educational and health and social services industry now employs fewer Farmington Hills residents than it did in 2010 after a significant amount of growth from 2000 to 2010. The transportation industry has gained nearly half of the residents it employed in the last decade, while the information industry has gone in the opposite direction, losing nearly half.

FIGURE A13: RESIDENT EMPLOYMENT BY INDUSTRY, 2000 TO 2020



Source: U.S. Census Bureau, 2000 and 2010 Decennial Census, 2016-2020 American Community Survey 5-Year Estimates

Employment by Occupation

Since the 2000 Decennial Census, farming, fishing, and forestry occupations have been combined with construction, extraction, and maintenance occupations to form a new category: Natural resources, construction, and maintenance occupations, which is a relatively small portion of the City's workforce. Most residents (57.1%) in the City work in management, business, science, and arts occupations, and that share has only grown in the last decade.

Unemployment

The Bureau of Labor Statistics (BLS)'s Local Area Unemployment Statistics (LAUS) program publishes monthly employment, unemployment, and labor force data for larger cities, as well as states, counties, and metropolitan areas.

The City has historically maintained lower unemployment rates relative to the county, while also sustaining less significant impacts from both the Great Recession and the COVID-19 pandemic. [Figure A14: Unemployment Rate, Farmington Hills and Oakland County, 2000 to 2022](#)) shows recoveries from both events and suggests the City is economically resilient and well-positioned to withstand shocks.

TABLE A7: EMPLOYMENT BY OCCUPATION

Occupation type	2000	2010	2020	2020 to 2010	2020 to 2000
Management, business, science, and arts occupations:	22,487	20,642	24,510	18.7%	9.0%
Service occupations:	3,473	5,569	5,237	-6.0%	50.8%
Sales and office occupations:	11,224	9,744	8,181	-16.0%	-27.1%
Natural resources, construction, and maintenance occupations:	1,900	1,428	1,583	10.9%	-16.7%
Production, transportation, and material moving occupations:	3,116	3,065	3,405	11.1%	9.3%

Source: U.S. Census Bureau, 2000 and 2010 Decennial Census, 2016-2020 American Community Survey 5-Year Estimates

FIGURE A14: UNEMPLOYMENT RATE, FARMINGTON HILLS AND OAKLAND COUNTY, 2000 TO 2022

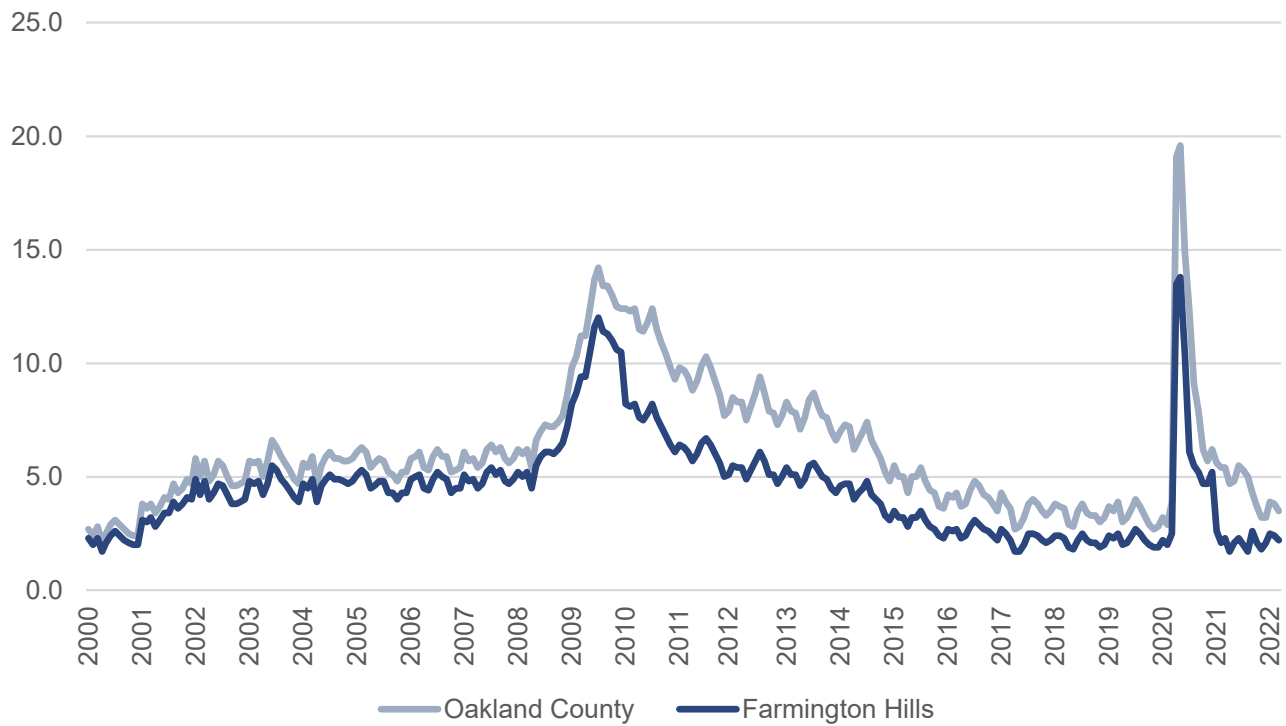
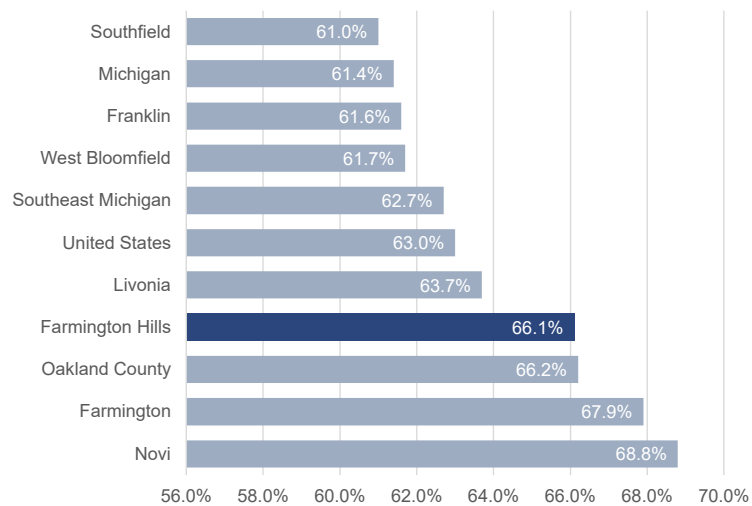


FIGURE A15: PERCENT IN CIVILIAN LABOR FORCE (16+), 2020



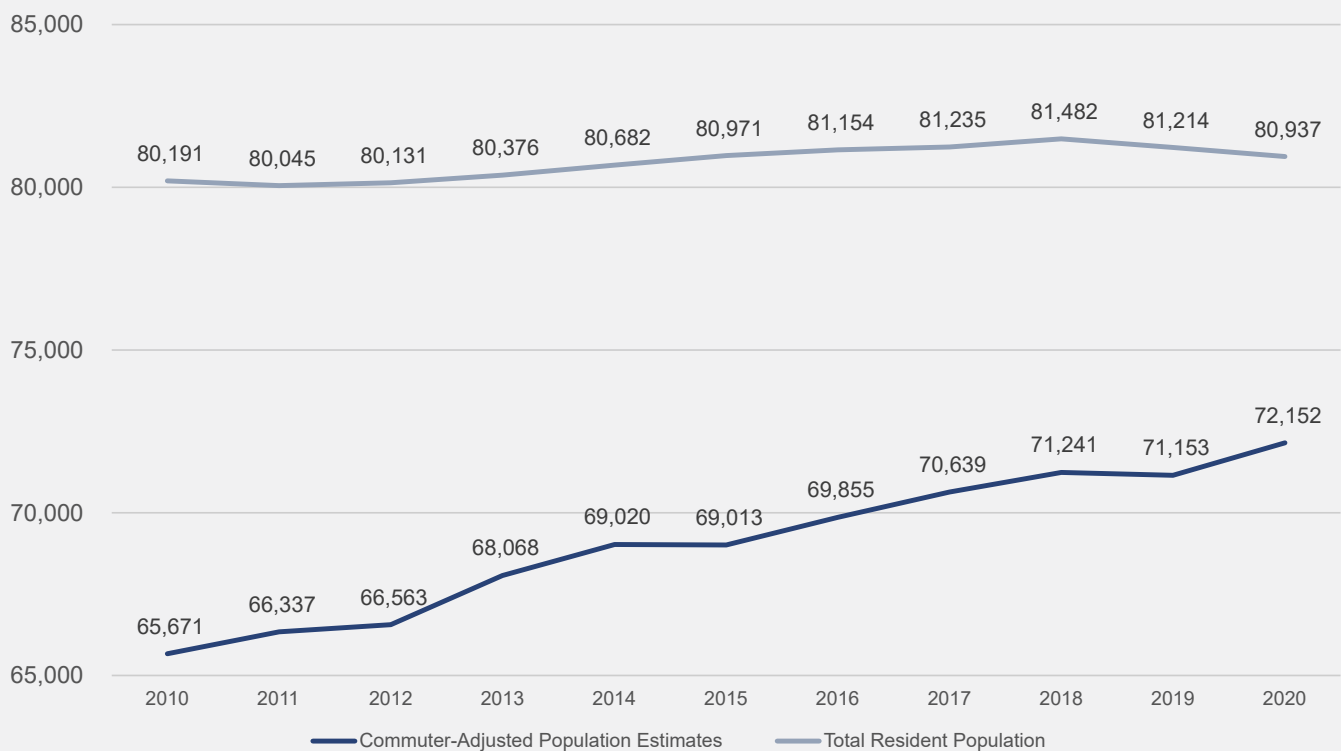
Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

Commuter-Adjusted Population

The commuter-adjusted, or day time, population is the number of people who are in an area during the day, as opposed to the resident population, which is the number of people who are in an area during the evening hours. This information can be helpful in determining how to allocate resources and understand needs for development and infrastructure.

Farmington Hills has a day time population that is growing more rapidly compared to its resident population over the last decade (see [Figure A16: Commuter-adjusted vs. Resident Population, 2010 to 2020](#)).

FIGURE A16: COMMUTER-ADJUSTED VS. RESIDENT POPULATION, 2010 TO 2020



Source: U.S. Census Bureau, 2006-2010 to 2016-2020 American Community Survey 5-Year Estimates

Income and Wages

Earnings by Residents

Median household income and per capita (average per person) income are typical metrics to determine the standard of living in a community. Incomes in Farmington Hills have grown in the last decade, with median household income rising from \$80,475 (in 2020 dollars) to \$85,152 and per capita income from \$46,668 (in 2020 dollars) to \$50,082. The City has a slightly higher median household income than the county, but is out-earned by the adjacent affluent communities of Franklin and West Bloomfield Township.

Table A8: Incomes in Farmington Hills and Surrounding Communities, 2020 shows the distribution of income groups in the City. The largest group of households within the City falls in the \$100,000 to \$149,000 annual household income bracket, and, in general, households are clearly concentrated above the \$50,000 mark while percentages of lower income brackets are in the single digits.

TABLE A8: INCOMES IN FARMINGTON HILLS AND SURROUNDING COMMUNITIES, 2020

Community	Median household income	Per capita income
Southfield	\$58,076	\$33,793
Michigan	\$59,234	\$32,854
SE Michigan*	\$62,690	\$34,631
United States	\$64,994	\$35,384
Farmington	\$78,875	\$45,685
Oakland County	\$81,587	\$46,075
Livonia	\$82,158	\$39,434
Farmington Hills	\$85,152	\$50,082
Novi	\$93,943	\$52,545
West Bloomfield	\$106,102	\$54,611
Franklin	\$158,958	\$94,681

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Southeast Michigan: SEMCOG, 2019

Poverty

The Census establishes income thresholds to determine who is in poverty. If a family's income falls below these thresholds, all members of the family are considered to be living in poverty. Almost seven percent (6.8%) of the City's population lives below the poverty line. This figure is lower than the national average and the state, as well as slightly below that of the county, but it is a few percentage points higher than surrounding communities.

TABLE A9: ANNUAL HOUSEHOLD INCOME, 2020

Annual household income	Percent
Less than \$10,000	4.0%
\$10,000 to \$14,999	3.0%
\$15,000 to \$24,999	6.8%
\$25,000 to \$34,999	6.0%
\$35,000 to \$49,999	8.6%
\$50,000 to \$74,999	16.3%
\$75,000 to \$99,999	12.6%
\$100,000 to \$149,999	18.6%
\$150,000 to \$199,999	12.7%
\$200,000 or more	11.3%
Total households	34,803

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

TABLE A10: POVERTY RATE IN FARMINGTON HILLS AND SURROUNDING COMMUNITIES, 2020

Community	Percent
Michigan	13.7%
Farmington Hills	6.8%
SE Michigan	14.4%
Oakland County	7.8%
West Bloomfield	5.2%
Southfield	11.2%
Farmington	5.6%
Novi	3.4%
Franklin	3.4%
Livonia	5.1%
United States	12.8%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Southeast Michigan: SEMCOG 2019

Transportation

Mode of Transportation to Work

In Farmington Hills, the dominant mode of travel to work is by car. The percentage of workers who drove alone to work has decreased by a fairly substantial 5.1% in the last decade, but much of that is accounted for by the 4.3% increase of those who worked from home. In 2019, the total percentage of workers who drove alone and those who worked from home were 86.5% and 4.4% respectively, suggesting that before the pandemic, there was only a slight increase in remote workers in the City.

Commute Times

Of the surrounding communities, West Bloomfield, Livonia, and Franklin had an “N” entry for mean travel time to work in the estimate and margin of error columns, indicating that data for those geographic areas could not be displayed because the number of sample cases is too small. But it would seem that the City has a commute time that is not significantly dissimilar than surrounding communities or the region. However, in 2010, the mean travel time was 24.5 minutes with fewer residents working from home, so that could mean that residents are traveling further to get to and from work.

Inflow/Outflow

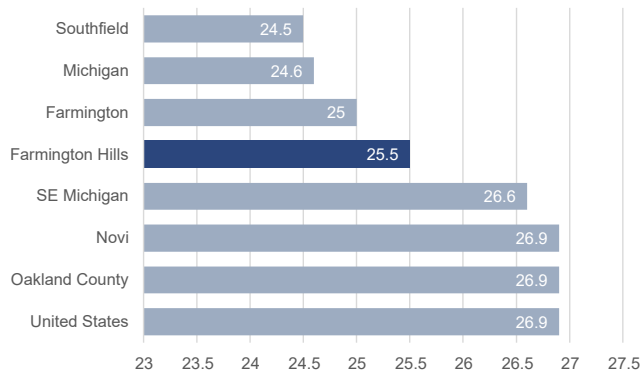
In 2019, Farmington Hills had 61,091 persons employed in the City that lived outside the City (inflow), 31,462 residents that worked outside the City (outflow), and 4,348 residents that also worked in the City. This indicates that because a small proportion of residents both live and work in Farmington Hills, the City’s transportation network is largely affected by regional traffic generated from outside of the City limits, so maintaining that network is of high importance.

TABLE A11: MODE OF TRANSPORTATION TO WORK, 2010 TO 2020

	2010	Percent of Total (2010)	2020	Percent of Total (2020)	Percent Point Change 2010-2020
Drove alone	34,329	87.7%	34,765	82.6%	-5.1%
Carpooled / Vanpooled	2,420	6.2%	3,030	7.2%	1.0%
Public transportation	293	0.7%	126	0.3%	-0.4%
Walked	254	0.6%	337	0.8%	0.2%
Biked	108	0.3%	42	0.1%	-0.2%
Other Means	260	0.7%	337	0.8%	0.1%
Worked at home	1,500	3.8%	3,409	8.1%	4.3%
Resident Workers Age 16 +	39,164	100.0%	42,088	100.0%	0.0%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

FIGURE A17: MEAN TRAVEL TIME TO WORK (IN MINUTES)



Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Southeast Michigan: SEMCOG 2019

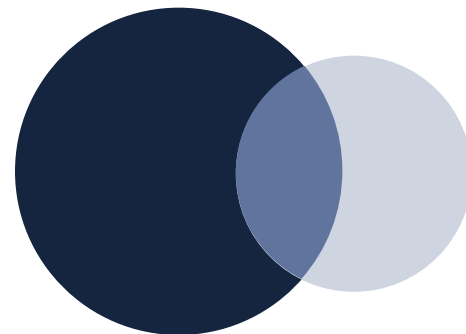


Figure A18: Inflow / Outflow, 2019

- 61,091 Employed in Selection Area, Live Outside
- 31,462 Live in Selection Area, Employed Outside
- 4,348 Employed and Live in Selection Area

Source: U.S. Census Bureau, OnTheMap, 2019



Housing

Data about housing can indicate the strength of the local economy and overall community appeal. Older housing reflects the physical, historic, and social context of a community. The age of housing influences local housing policies for rehabilitation and redevelopment. Older houses require additional maintenance and upkeep, and may also require upgrades to ensure energy efficiency, barrier-free access and increased livability for aging adults.



Total housing units
36,694 (539,742)



Vacant housing units
5.2% (6.0%)



Occupied housing units
34,803 (509,589) | 94.8% (94.0%)



Owner-occupied housing units
62.0% (71.2%)



Renter-occupied housing units
38.0% (28.8%)



Median housing value
\$270,000 (\$252,800)



Median gross rent
\$1,211 (\$1,100)



Single-family, detached homes
56.6% (68.3%)



Housing built before 1999
96.1 % (82.7%)

Housing Value and Rent Costs

In 2020, of the City's 36,694 housing units, 5.2% were vacant. Of 34,803 occupied housing units, 62.0% were owner-occupied, 38.0% were occupied by renters. The homeownership rate in Farmington Hills is less than that of the county, while the percent share of renters is higher. See [Table A12: Housing Data in Surrounding Communities, 2020](#) for details.

Census data lags behind the local real estate market. The median housing value in Farmington Hills in 2020 was \$270,000 (see Table 5). Housing values, adjusted to 2020 dollars, decreased \$12,839 from a median housing value of \$282,839 in 2010. Losses in housing value were seen in all surrounding communities except the City of Farmington, Franklin, and Novi between 2010 and 2020. This loss is similar to that of the state (-5.3%) but opposite that of the county where the median house value went up 4.3%. While the median value of owner-occupied homes and gross rents varies widely in the area, the value of homes and rents in Farmington Hills is comparable with others in the area. However, the value of owner-occupied homes is 66.1% higher than that of the state.

The median gross rent in Farmington Hills in 2020 was \$1,211 in 2020, up 10% from 2010. This cost is higher than what is found nationally, within the state, region, and county, but is similar to rents in surrounding communities.

TABLE A12: HOUSING DATA IN SURROUNDING COMMUNITIES, 2020

Community	Owner-occupied housing rate	Median value of owner-occupied housing units	Median gross rent
United States	64.4%	\$229,800	\$1,096
Michigan	71.7%	\$162,600	\$892
SE Michigan	59.0%	\$174,000	\$955
Oakland County	71.0%	\$252,800	\$1,100
Farmington Hills	62.0%	\$270,000	\$1,211
Livonia	86.9%	\$204,300	\$1,095
Franklin	93.6%	\$660,629	\$2,740
City of Farmington	62.4%	\$221,500	\$1,084
Southfield	48.6%	\$164,800	\$1,126
West Bloomfield	81.7%	\$321,600	\$1,672
Novi	66.5%	\$325,500	\$1,352
Source: U.S. Census Bureau, 2016-2020 ACS 5-Year Estimates; SEMCOG Community Explorer			

Housing Age and Occupancy

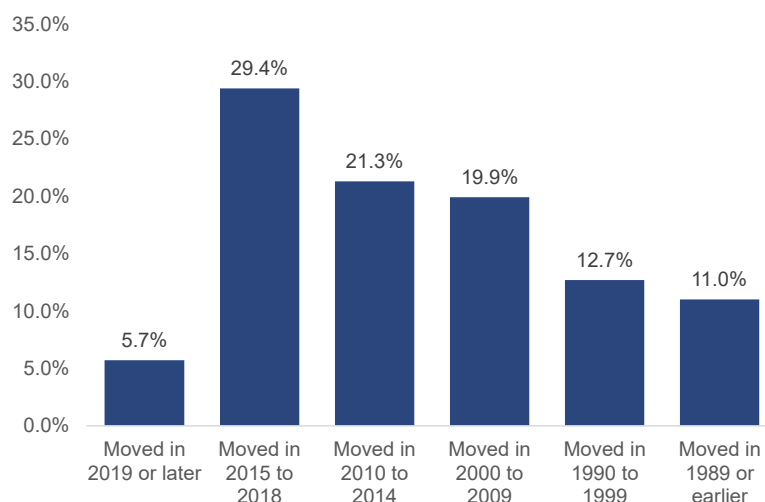
Almost one-fifth of current householders moved into their homes between 2000 and 2009. However, this nine-year span is dwarfed by those moving into Farmington Hills in the following decade, with 21.3% of current homeowners moving in between 2010 and 2014 and another 29.4% moving in between 2015 and 2018. The percent share of current homeowners that were new to their home between the time frames of 1990 to 1999 and before 1989 is less than the share that moved in during the 2000s, indicating a transition among families in housing location as people get older and their family needs change.

This trend does not follow the age of housing, as most housing (96.1%) in Farmington Hills was built before 1999. Construction of new homes since 2010 has been very minimal. [Figure A20: Year Housing Built in Farmington Hills, 2020](#) and [Map A6: Age of Housing, 2020](#) show the breakdown and geographic distribution of the age of housing in the City.

Housing Types

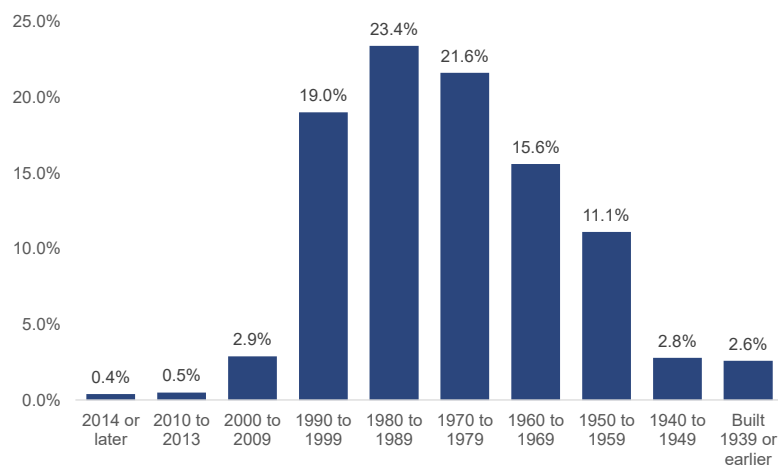
Single-family detached housing accounts for over half of the housing in the City, making up 63% of all units. The composition of housing types in the City has remained consistent since 2010.

FIGURE A19: YEAR HOUSEHOLDER MOVED TO FARMINGTON HILLS, 2020



Source: U.S. Census Bureau, 2016-2020 ACS 5-Year Estimates

FIGURE A20: YEAR HOUSING BUILT IN FARMINGTON HILLS, 2020



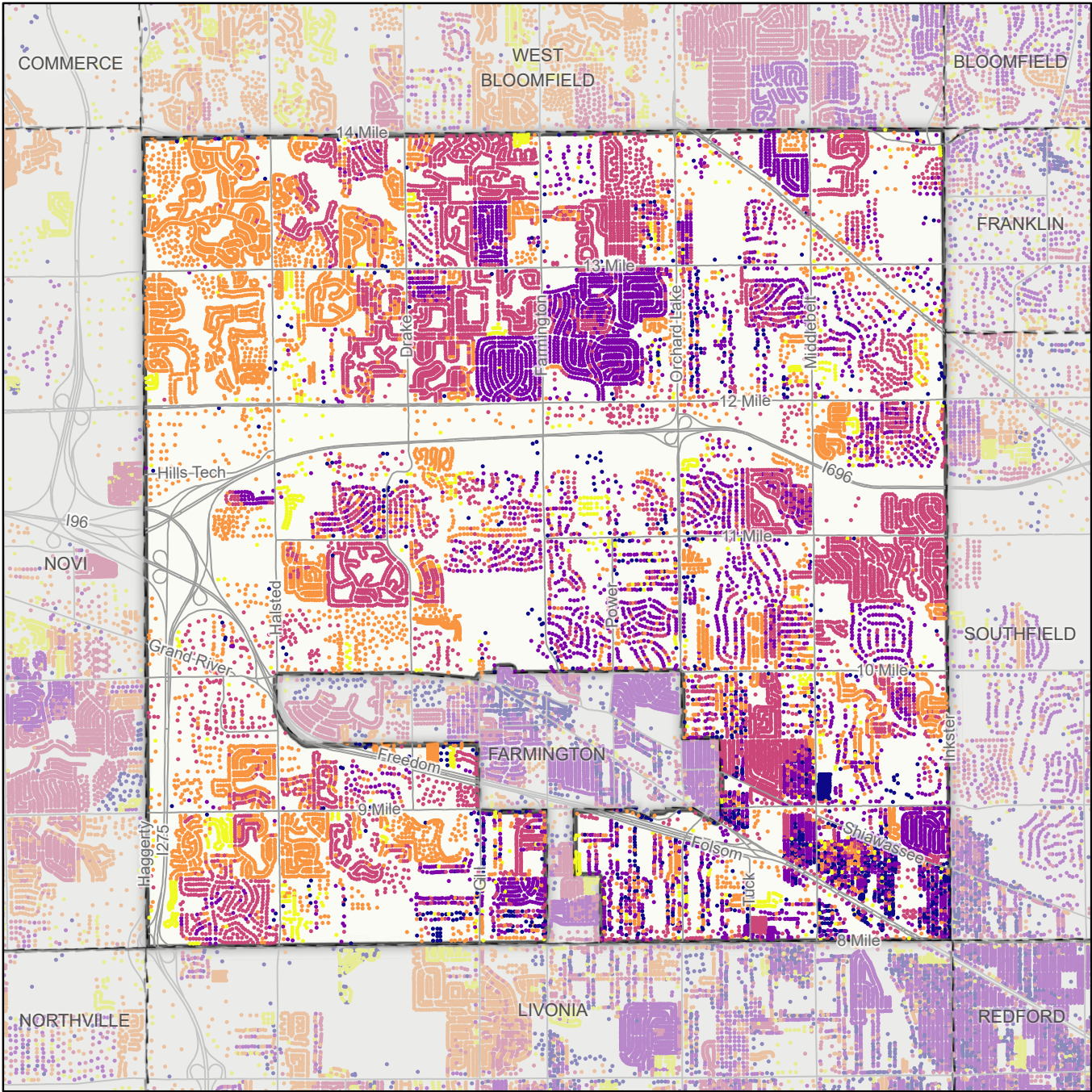
Source: U.S. Census Bureau, 2016-2020 ACS 5-Year Estimates

TABLE A14: HOUSING TYPES, 2010 TO 2020

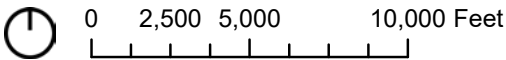
Housing Type	2010	2020	Change 2010-2020	Percent share of total, 2010	Percent share of total, 2020
Single-family, detached	20,249	20,344	95	56.6%	55.4%
Multi-unit	14,884	15,558	674	41.6%	42.4%
Mobile home or other	673	792	119	1.9%	2.2%
Total	35,806	36,694	888		

Source: U.S. Census Bureau, 2006-2010 and 2016-2020 ACS 5-Year Estimates

MAP A6:
AGE OF HOUSING, 2020



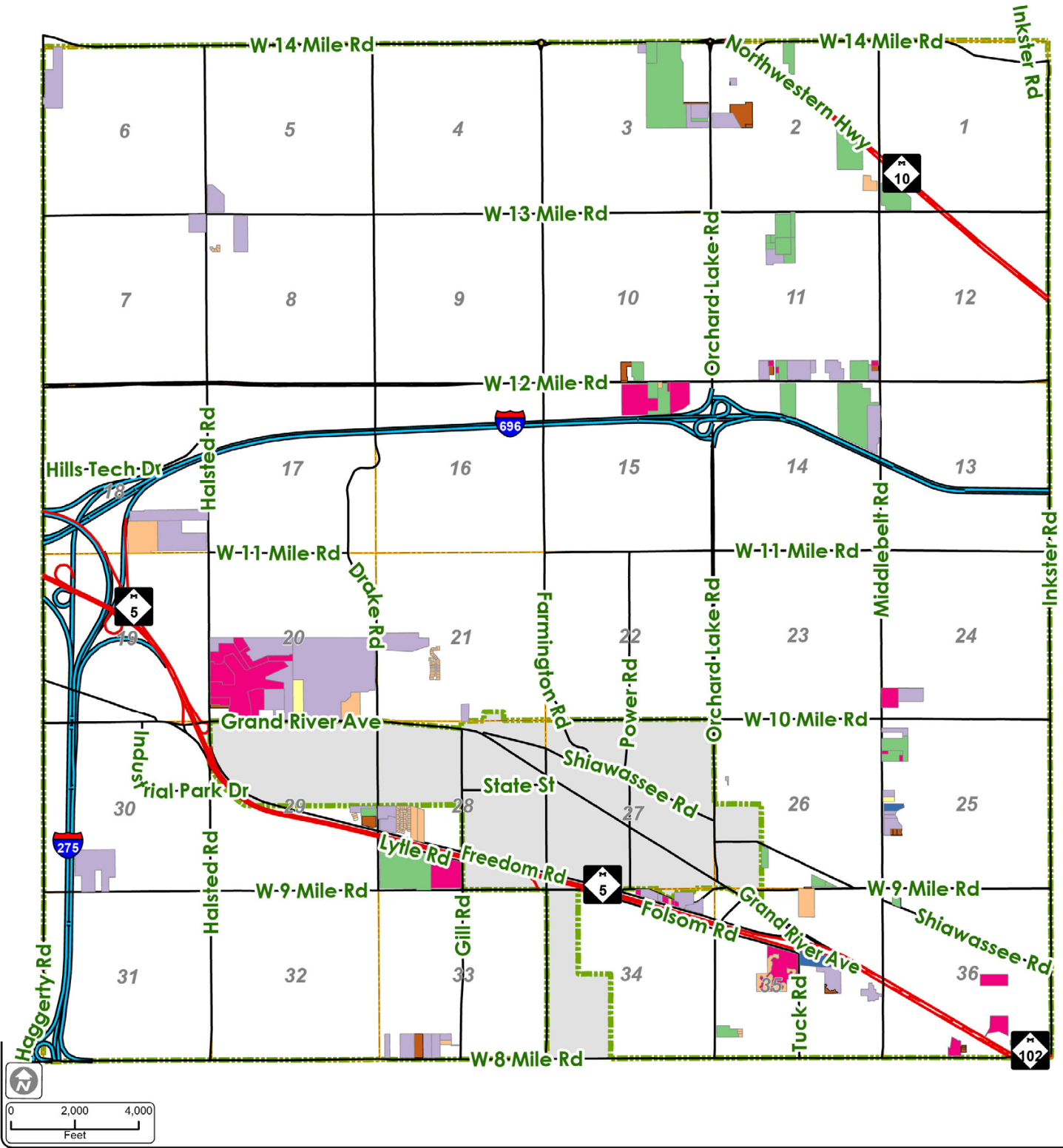
Data Source: Building Footprints SEMCOG. Roads: Access Oakland 2022. Map Exported: April 06, 2022. ©2022 Giffels Webster.



YEAR BUILT

- PRE -1940
- 1941 - 1960
- 1961 - 1980
- 1981 - 2000
- 2001 - 2020
- BOUNDARY

MAP A7:
MULTI-FAMILY ZONING (RC) PARCELS BY DECADE BUILT



SOURCE: City of Farmington Hills GIS, 2024
Oakland County GIS, 2024

LEGEND

Year Built by Decade

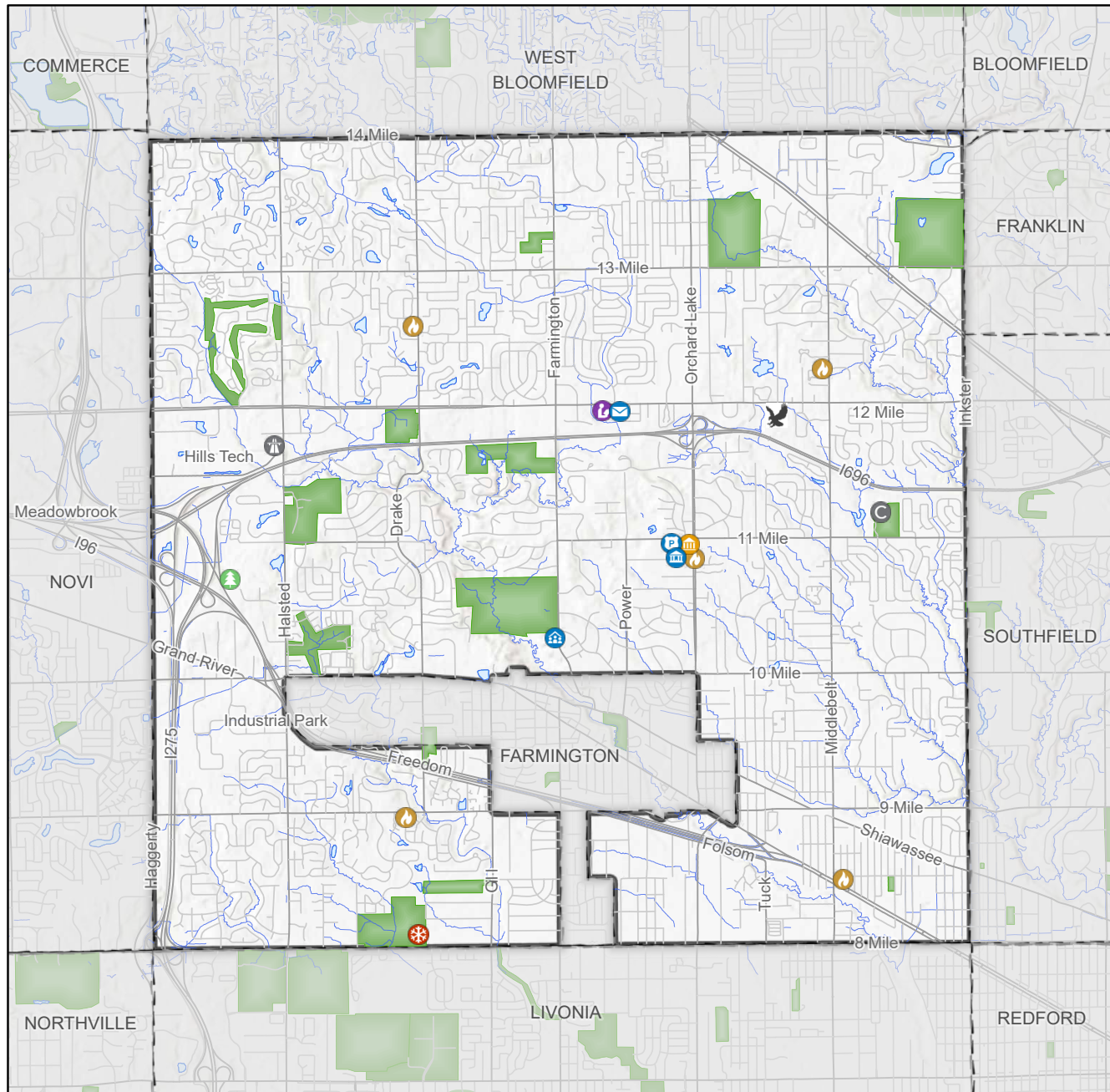
Pre-1970 (26)	1980's (47)	2010's (2)
1970's (29)	1990's (102)	Vacant-Unknown (22)
2000's (3)		



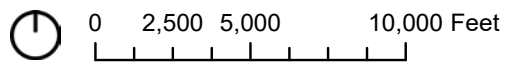
Community Facilities

Community facilities include both physical facilities located within the City of Farmington Hills as well as services provided by the City. Community facilities include essential facilities or services like a fire station or public utility, or may be non-essential facilities or services such as a public park or library. Both essential and non-essential community facilities play a vital role in the City's potential for growth and resident retention. A welcoming city hall, the availability of public safety services, attractive recreational and cultural facilities, and strong public school and library systems are some examples of community facilities that can help draw new people to the community and enhance the quality of life of existing residents.

MAP A8:
COMMUNITY FACILITIES



Data Source: Esri, NASA, NGA, USGS, FEMA Facilities: Farmington Hills. Parks and Roads: Access Oakland 2022. ©2022 Giffels Webster.



- 47th District Court
- City Hall
- DPW
- Main Library

- Fire Station
- Ice Arena
- Police Station
- Longacre House

- Parks and Golf
- US Post Office
- William Costick Center
- The Hawk

Civic Facilities

City Hall

The City renovated City Hall with a focus on sustainability and maximizing the energy efficiency of the building in 2010.

Farmington Community Library

The Farmington Community Library is a district library with locations in Farmington and Farmington Hills. The Liberty Street location in Farmington is a branch, while the main library is located on W. 12 Mile Road in Farmington Hills. The 2018-2021 Strategic Plan focused on goals related to technology literacy; community outreach and partnerships; marketing and communications; and attracting a younger demographic, ages 13-30. In 2017, over one million items were checked out and 609,371 visitors patronized a library building.

Parks and Recreational Facilities

- **William Costick Activities Center.** Multi-purpose facility with a swimming pool, gymnasium, three soccer fields, and meeting rooms.
- **William Grace Dog Park.** Newly renovated in 2020, the recreation area for off-leash pet dogs has improved accessibility and added dog agility play equipment.
- **Founders Sports Park.** A 101-acre park with a variety of active recreation facilities including six soccer fields, eight baseball/softball fields, four sand volleyball courts, two half-court basketball courts, one bocce ball court, disc golf course, ice arena, skatepark, fishing pier and one shuffle board court.
 - **Founders Fishing Pier.** Funded through a Bosch Community Fund grant, the pier is open to the public for catch and release fishing and offers programming and learn-to-fish classes.
 - **Farmington Hills Ice Arena.** A 70,000 square-foot ice arena containing two ice surfaces with a total seating capacity of 1,200 people that provides both recreational and competitive skating opportunities.
 - **Riley Skate Park.** A 29,000 square-foot all-concrete park for skateboarders and in-line skaters, attracting 200 skaters on a daily basis.
- **Farmington Hills Golf Club & Driving Range.** An 18-hole, 175-acre course and a 32-station driving range offering golf lessons, classes, and leagues.
- **Heritage Park.** A 211-acre park with hiking and nature study, picnic area, splash pad, group picnic shelter, youth playground, in-ground grills, two sand volleyball courts, an in-line hockey rink, and six horseshoe pits.
 - **Splash Pad.** A series of fountains and sprayers open during the summer.
 - **Nature Center.** Featuring interpretive exhibits, nature programs are offered by the center year-round and change seasonally. The center also has a fire pit/gathering area that can be reserved.
- **Jon Grant Community Center.** Built in conjunction with the Fire Department's Fire Station #3, the center offers classes, programs, and rental opportunities.
- **Longacre House.** Built in 1869, a Victorian home that is a registered historic site and serves as a community space for special events including weddings, receptions, showers, business meetings, etc.
- **The Hawk - Farmington Hills Community Center.** A 245,000 square-foot community center and 42-acre park with a fitness center, gymnasium, makerspace, theatre, aquatics center, pickleball courts, stadium field and track, tennis courts, central turf field, grass field, softball field, and the Hawk's Nest which is a two-hour maximum babysitting service for children ages 3 to 11 while parents or legal guardians are on-site.

- **Woodland Hills.** A 74-acre nature park focused on allowing the quiet observation of birds and animals in a variety of habitats that features a primitive-walking path.
- **Olde Towne Park.** A 3.7-acre neighborhood park featuring a shelter, two tennis courts, picnic tables, grills, and a youth playground.
- **Pioneer Park.** Open for public use except during regularly scheduled games, the park has two baseball fields and two soccer fields available in the spring and four soccer fields during the fall soccer season.
- **Memorial Park.** A place for peaceful reflection to honor and recognize friends and family members of Farmington Hills residents who have passed away.
- **Bond Field.** A 1.7-acre youth baseball complex consisting of two fields.
- **Harmon Oaks Park.** A quarter-mile path winding through a 1.7-acre nature preserve.

Public Utilities/Services

Fire

The Farmington Hills Fire Department operates out of five fire stations strategically located throughout the City and provides fire and emergency medical services (EMS) as well as fire prevention and safety education, and Fire Code enforcement.

Police

The Department is divided into two bureaus. The Operations Bureau provides uniformed police patrol, traffic services, and all criminal investigations. The Administrative Bureau manages staff, planning, the budget and training.

In 2020, Munetrix ranked Farmington Hills the second safest city (with a population over 50,000) in Michigan with 32.4 crimes per thousand residents.

Water & Sewer

Farmington Hills' drinking water is purchased from the Great Lakes Water Authority (GLWA) and comes from two sources: surface water from the lower Lake Huron watershed via the Lake Huron Water Treatment Plant in Port Huron and surface water from the Detroit River intakes via the Springwells Water Treatment Plant. See [Map A9: Water System](#) for a map of the water system.

Sewer facilities exist and serve nearly all existing development within the City. Farmington Hills is a community with a sewer system operated by Oakland County's Water Resources Commissioner (WRC). See [Map A10: Sanitary System](#) for a map of the sanitary system in the City.

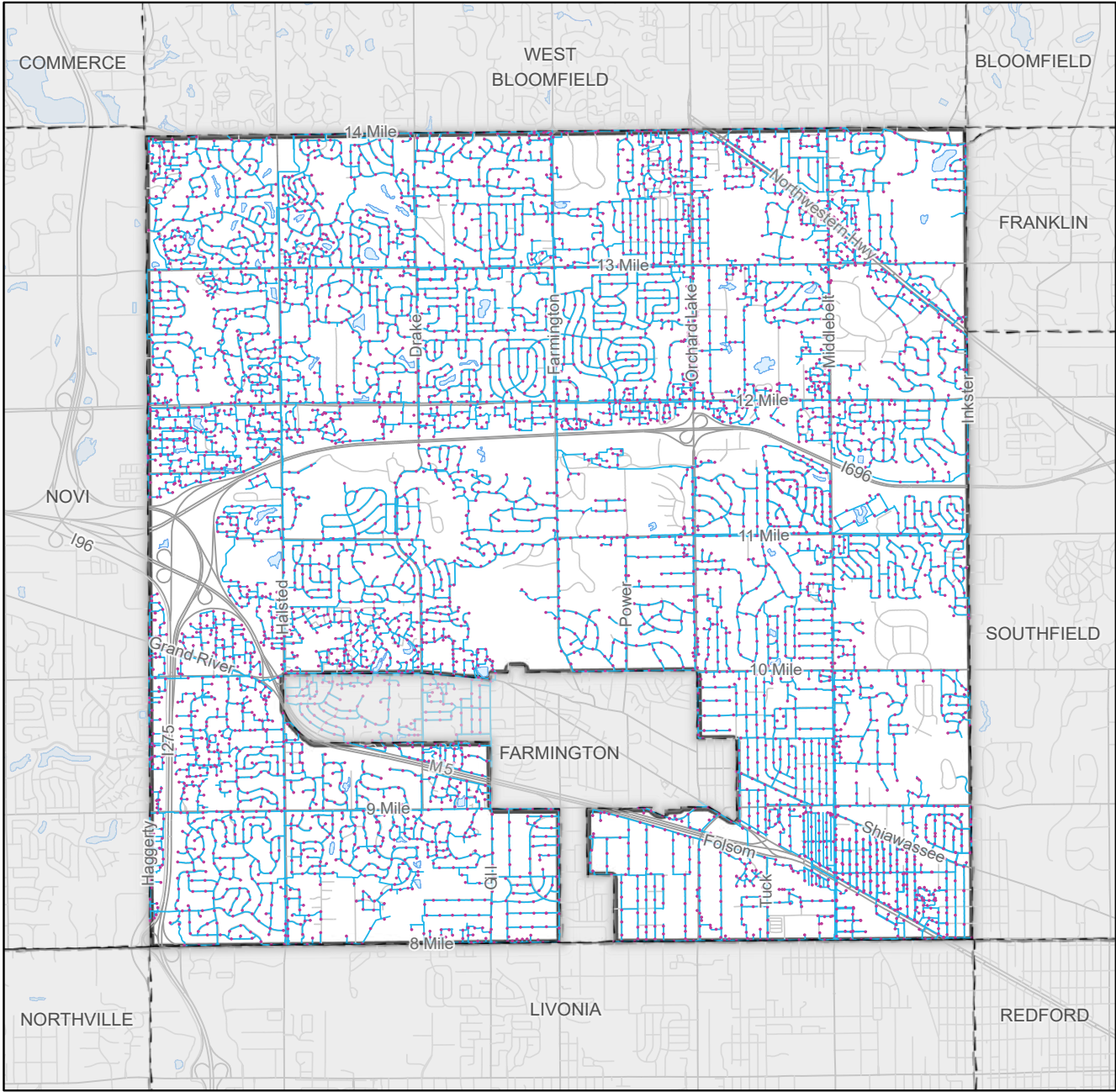
School District

Farmington Hills is served by three school districts. Farmington Public Schools serves students from Farmington, Farmington Hills, and a portion of West Bloomfield. A small portion of northwestern Farmington Hills is served by Walled Lake Consolidated School District, and the Clarenceville School District serves a portion of southeastern Farmington Hills.

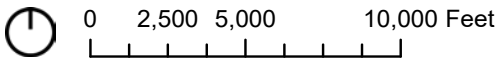
Other

In addition to these services, other services available to residents include garbage/recycling administered by the Division of Public Works, curbside yard waste collection, snow and ice control for all roads under the City's jurisdiction, cable channel 203, and WQEP 1650 AM Emergency Advisory Radio Station.

MAP A9:
WATER SYSTEM

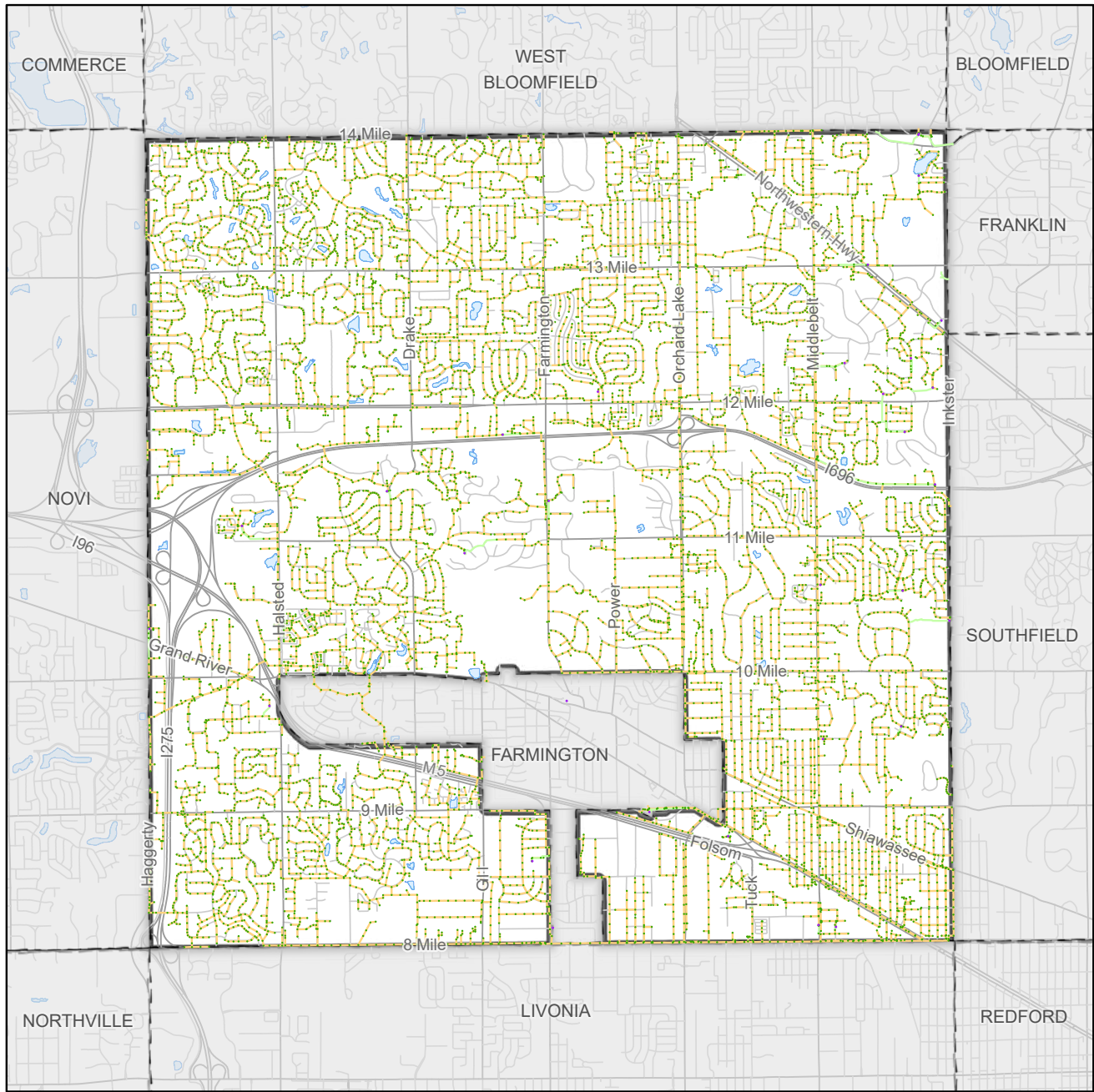


Data Source: Facilities: Farmington Hills. Roads and Water Features: Access Oakland 2022. ©2022 Giffels Webster.

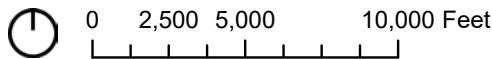


- HYDRANT
- WATER MAIN

MAP A10:
SANITARY SYSTEM



Data Source: Facilities: Farmington Hills. Roads and Water Features: Access Oakland 2022. ©2022 Giffels Webster.



- MANHOLE
- LIFT STATION
- GRAVITY MAIN
- FORCE MAIN



Environment

Natural Features

Soils, topography, woodlands, rivers, lakes, creeks, wetlands, and floodplains have a direct relationship with the land use in the City of Farmington Hills. Each type of land use is influenced by the City's natural features; likewise, natural features are impacted by development. In the master planning process, the optimum arrangement of land uses should maintain the City's natural resources and physical features for future generations, while balancing the needs of the community for housing and businesses.

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 the Longacre House property.

Soil and Geology

Most of the northern half of the City has soils that are well-drained, with just a few pockets of areas that are poorly or very poorly drained. The southern half, however, has mostly somewhat to very poorly drained soils (See [Map A11: Soil Drainage](#)). This is likely due to the coldwater shale that is found in the northern part of the City compared to the areas of sunbury, Bedford and antrim shale and Berea sandstone located farther south (See [Map A12: Bedrock Geology with Wetlands](#)).



WHY IS THIS IMPORTANT?

It is helpful to understand how soils support or hinder development and what the impact of development could be on the natural environment. In Farmington Hills, this may mean some areas in the City may need additional considerations for the management of stormwater.

Watersheds, Drains, and Streams

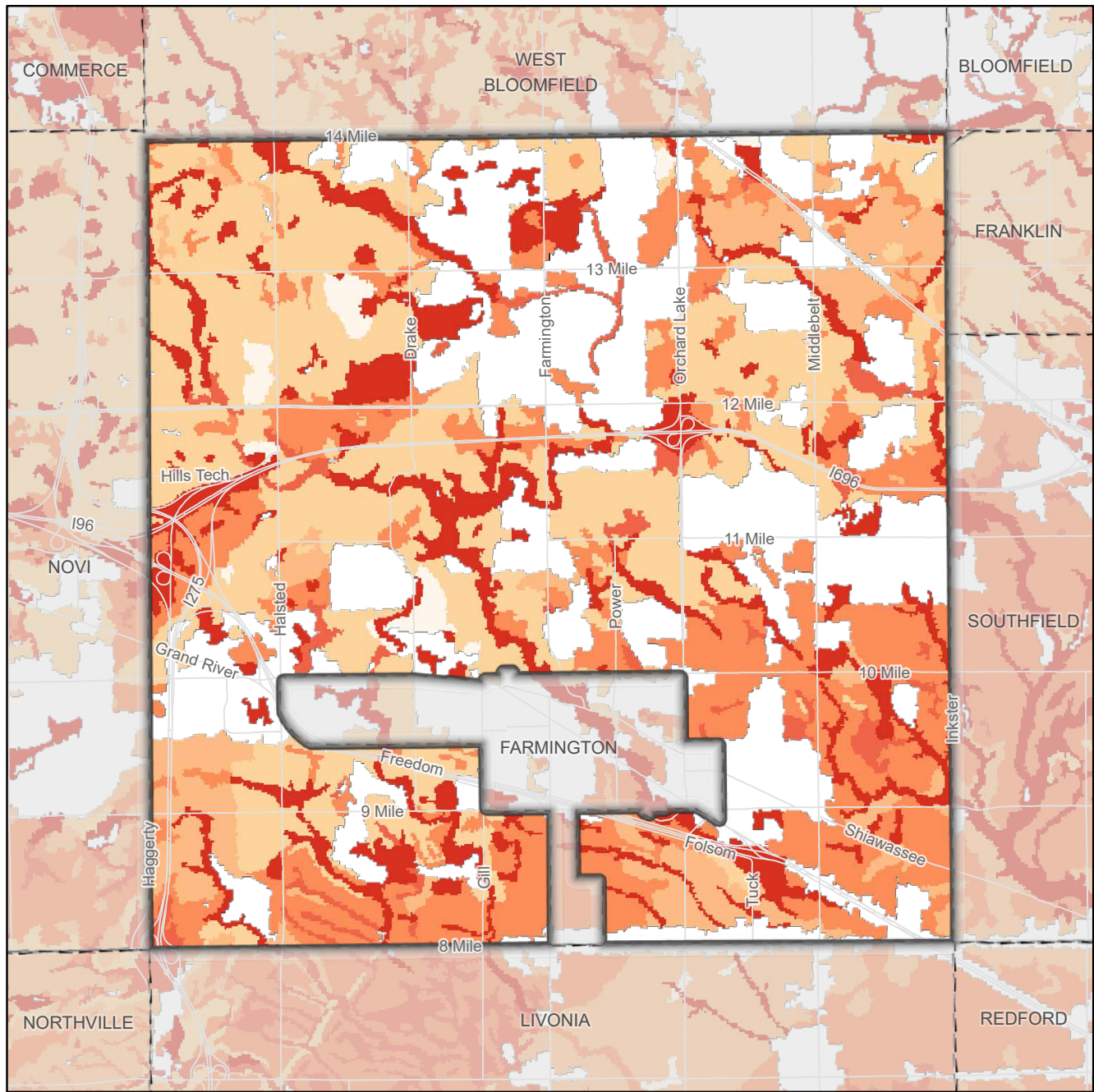
Farmington Hills is located within the Rouge River watershed, with several streams throughout the City. There are five streamsheds within the City. Most of the western side of the City is part of the Pebble Creek – River Rouge streamshed, and the Smith Drain-Upper River Rouge cuts from the northwest corner down to the southeast. The southwest corner of the City feeds into the Newburgh Lake-Middle River Rouge, Bell Branch, and Wolfram Drain-Bell Branch streamsheds (See [Map A13: Streamsheds with Wetlands](#)). Minnow Pond Drain and Seeley Drain are both located in the northwest corner of the City. There are many small lakes and ponds also located primarily in the northern portion of the City.



WHY IS THIS IMPORTANT?

The City plays a big role in the health of the Rouge River watershed. From flooding concerns to the impacts on flora and fauna, development should be reflective of the capacity of the area and recognize that just about everywhere in the City contributes to this ecosystem.

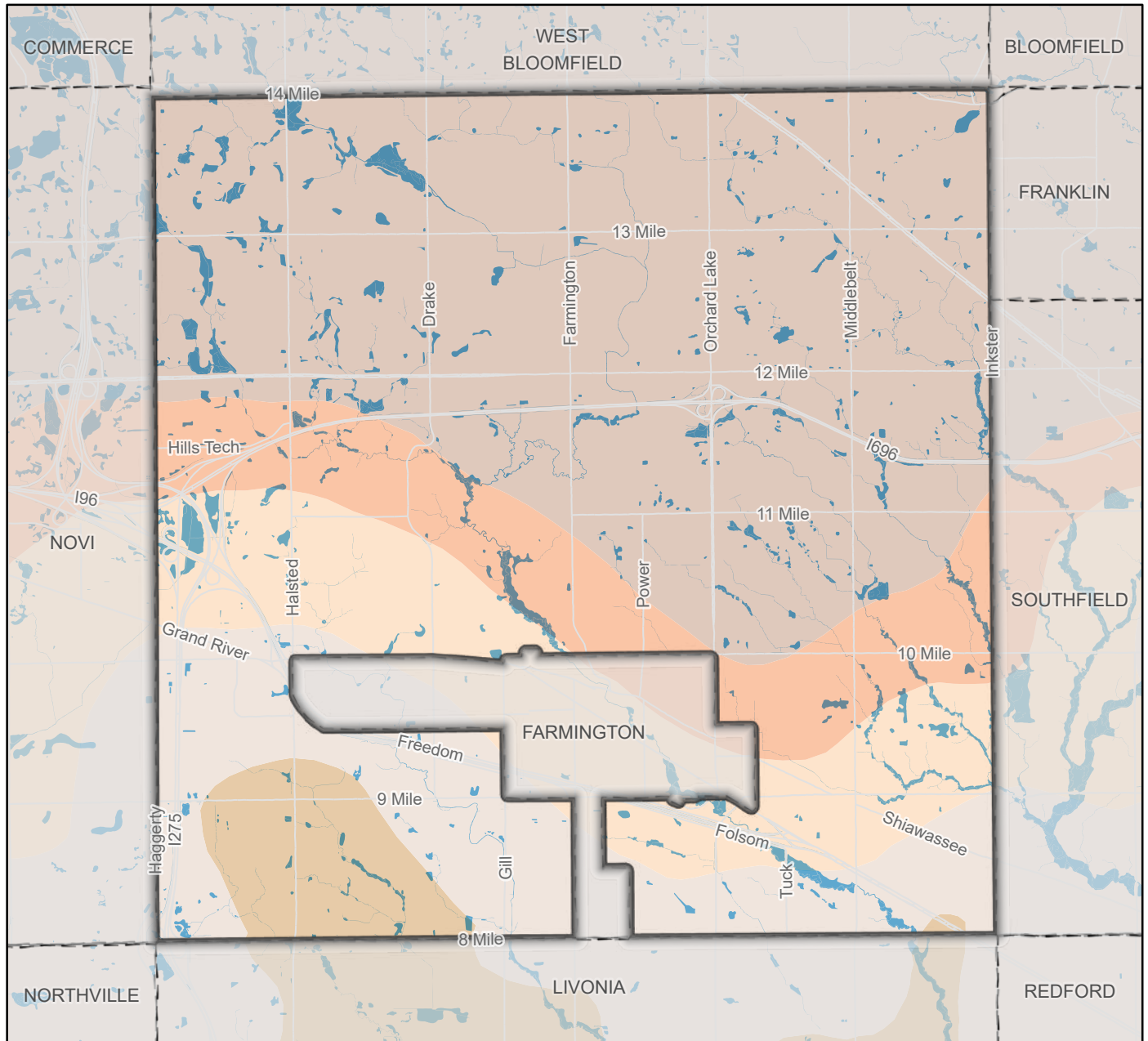
MAP A11:
SOIL DRAINAGE



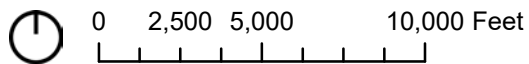
Data Source: USDA NRCS, Esri: USA SSURGO Drainage Class, Roads: Access Oakland 2022. Map Exported: April 06, 2022. ©2022 Giffels Webster.



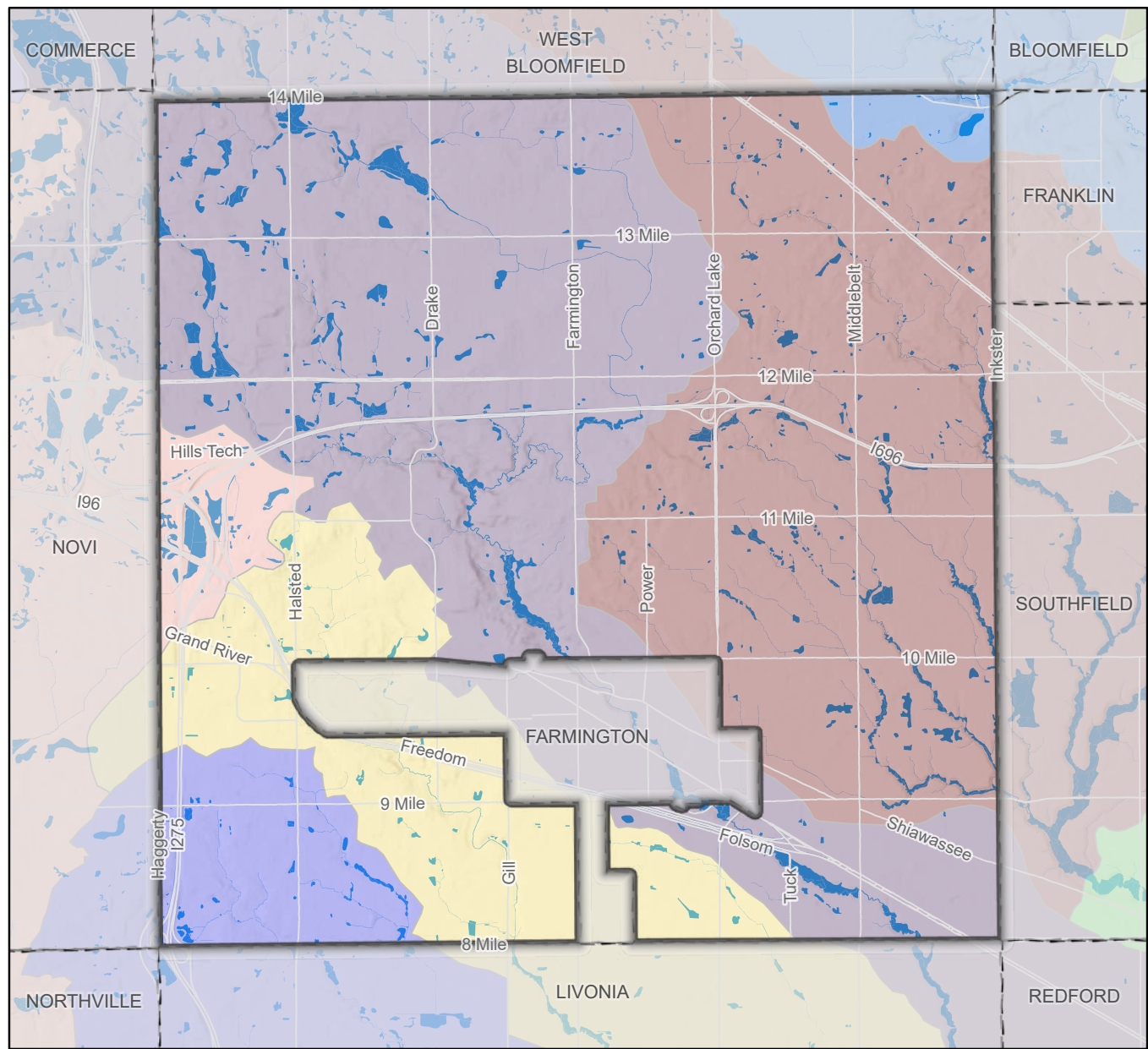
MAP A12:
BEDROCK GEOLOGY WITH WETLANDS



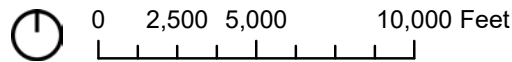
Data Source: Bedrock Geology: Michigan DNR. Wetlands: SEMCOG. Roads: Access Oakland 2022. Map Exported: April 07, 2022. ©2022 Giffels Webster.



MAP A13:
STREAMSHEDS WITH WETLANDS



Data Source: Esri, NASA, NGA, USGS, FEMA Watershed Boundary: USGS HUC 12. Wetlands: SEMCOG. Roads: Access Oakland 2022. Map
Exported: April 13, 2022. ©2022 Giffels Webster.



- | | |
|-------------------------------|----------------------------------|
| BELL BRANCH | NEWBURGH LAKE-MIDDLE RIVER ROUGE |
| FRANKLIN BRANCH | PEBBLE CREEK-RIVER ROUGE |
| SMITH DRAIN-UPPER RIVER ROUGE | WETLANDS |
| WOLF FROM DRAIN-BELL BRANCH | |

1% Flood Chance

Due to the well-draining soils throughout Farmington Hills, most of the City is at a very low risk of flooding (See [Map A14: Flood Risk](#)). However, areas directly adjacent to streams at a higher risk with frequent floods. As storms become more frequent and intense, and as more impervious surface is added to the community, the risk of flooding is likely to increase as stormwater will have no where to go.

Wetlands

Farmington Hills has many small sections of wetlands scattered throughout the City. The most concentrated area is near the I-96/I-275 interchange (See [Map A15: Wetlands and Woodlands](#)). While these wetlands are relatively small, they are a valuable resource to the community, providing many important ecological services such as:

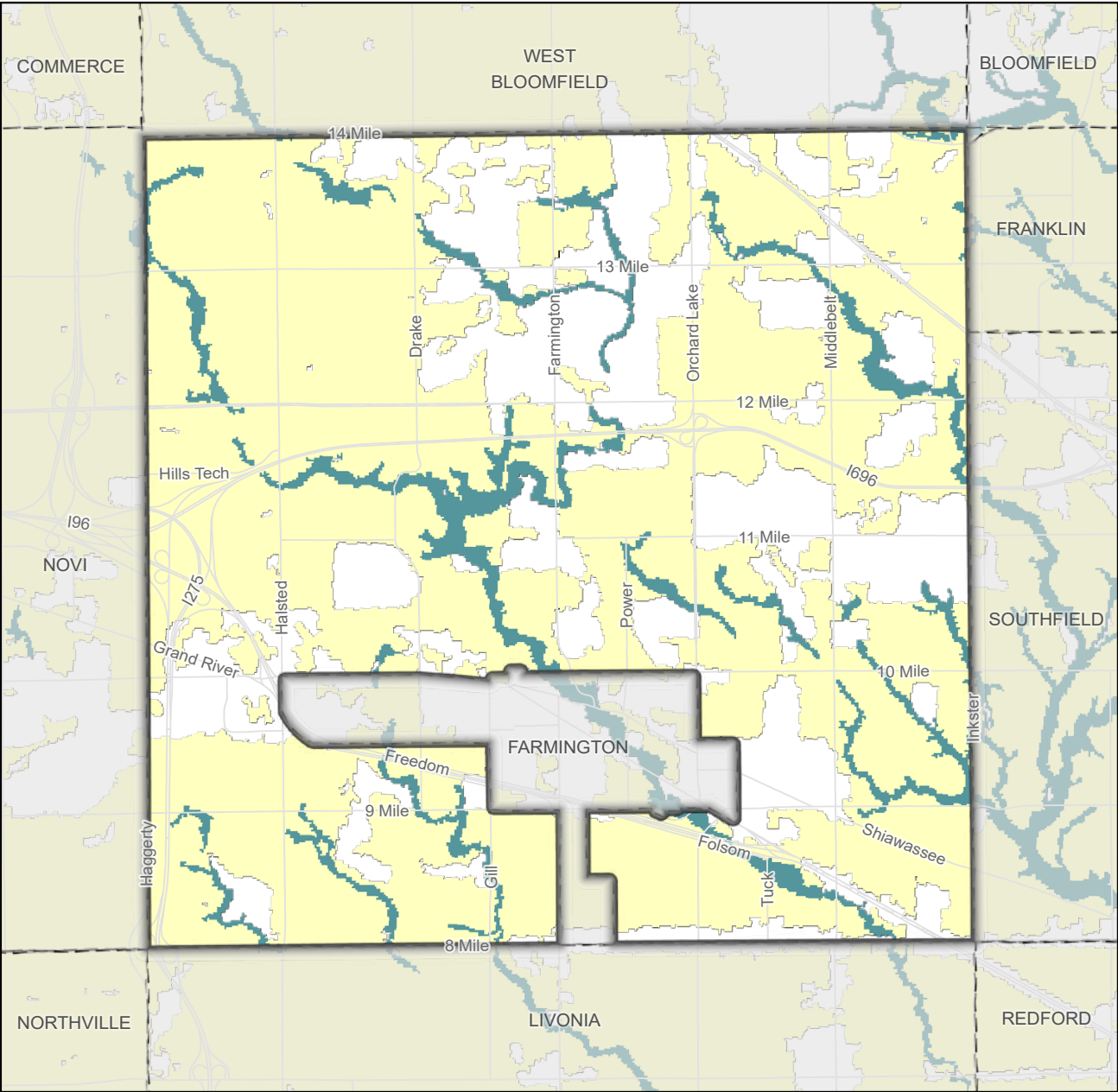
- Protecting downstream water supplies by providing clean ground water through nutrient retention and sediment removal. Wetland vegetation traps these sediments and pollutants, thereby preventing them from being deposited in surface water bodies.
- Functioning as a natural storage basins for floodwater. Wetlands act as large sponges that absorb substantial quantities of precipitation and gradually release it when the receiving channels are able to accept it.
- Providing habitat for many types of plants and animals that thrive in the type of physical environment created by wetlands. These plants and animals provide an economic and recreational benefit as a result of hunting, fishing, and other leisure activities.



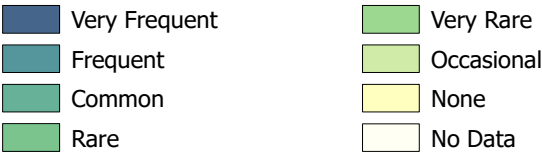
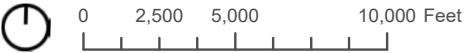
WHY IS THIS IMPORTANT?

Efforts to mitigate further loss of wetlands is needed, particularly near areas with lots of impervious surface and where flooding could result in loss or damage to property.

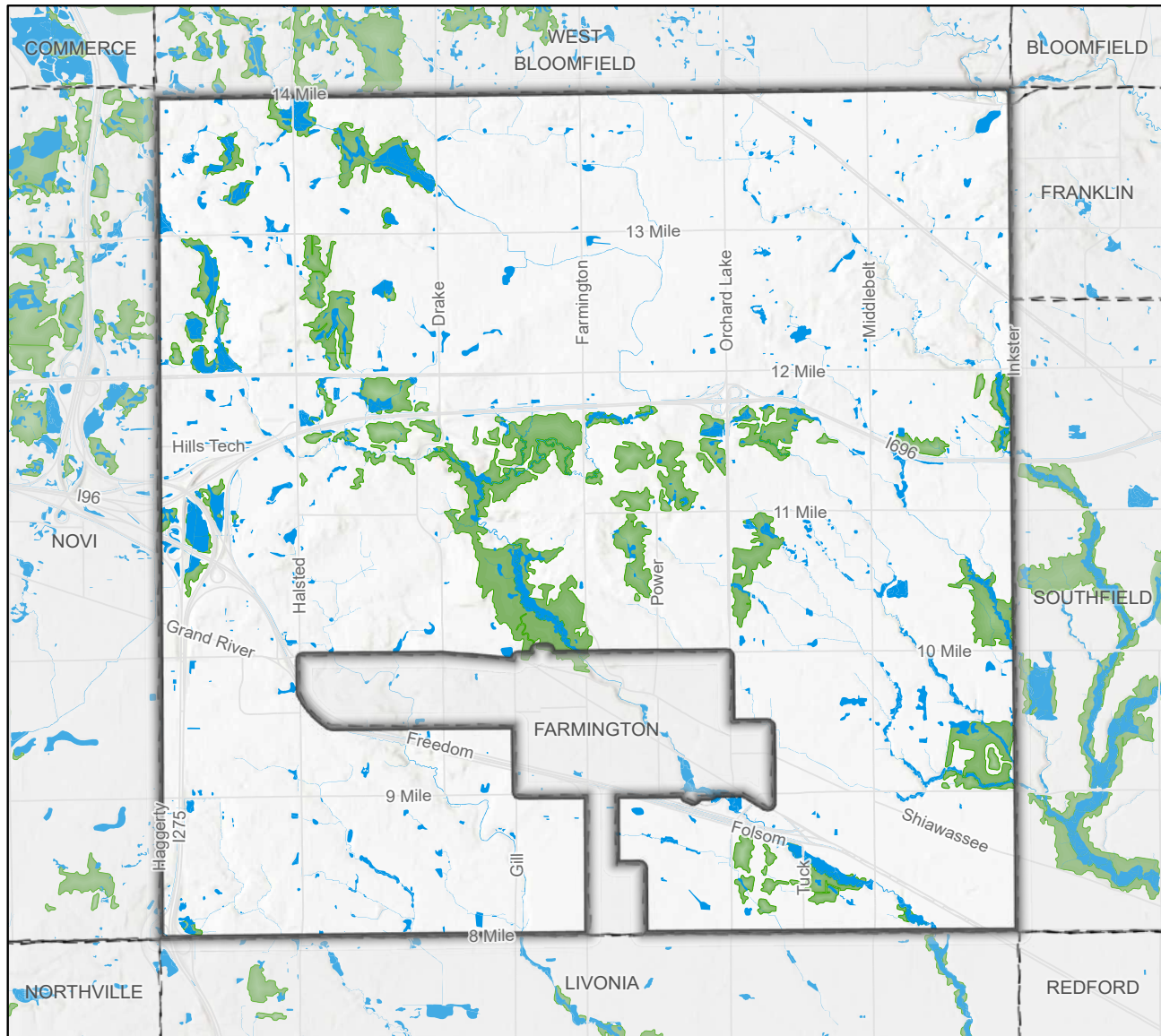
MAP A14:
FLOOD RISK



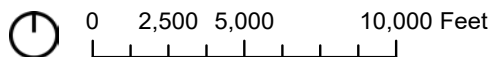
Data Source: USA SSURGO Flooding Frequency, Esri. Roads: Access Oakland 2022. Map Exported: April 13, 2022. ©2022 Giffels Webster.



MAP A15:
WETLANDS AND WOODLANDS



Data Source: Esri, NASA, NGA, USGS Wetlands: SEMCOG ArcGIS Woodlands: USGS Land Cover Roads: Access Oakland 2022. Map Exported: April 06, 2022. ©2022 Giffels Webster.



Woodlands and Tree Canopy

There are few large undisturbed wooded areas in Farmington Hills, as the City is almost entirely developed (See [Map A16: Tree Canopy](#)). However, the City has a tree canopy density ranging from almost none to over 75% in certain areas. (See [Map A17: Impervious Surfaces](#)). In an urban environment such as Farmington Hills, the importance of trees should not be underestimated. Studies have demonstrated that having trees in and greenery in a neighborhood reduces stress and anxiety for residents and visitors, encourages exercise and generally makes people more civil.¹ In addition to their aesthetic value, collectively, trees serve many useful environmental and economic purposes that should be recognized for planning. These include the following:

- Mitigating climate change: Asphalt and concrete streets and parking lots increase urban temperatures by three to seven degrees. Trees provide shade and mitigate the heat island effect found in cities and areas with lots of impervious surface. In addition, trees near homes can help lower cooling costs in warmer months. Additionally, trees provide some mitigation against flooding, which is becoming more frequent regionally.²
- Filtering pollution: Trees improve air quality by producing oxygen and soaking up particle pollution.
- Increasing property value: The U.S. Forest Service estimates that trees can increase property values from 5-20%. When combined with a walkable business area, nearby home values increase by about \$3,500 in a treeless neighborhood, but more than \$22,000 in a tree-lined one.³
- Providing habitat: Trees are often home to a variety of birds and animals.

1 U.S. Department of Agriculture, Forest Service. 2018. Urban nature for human health and well-being: A research summary for communicating the health benefits of urban trees and green space. FS-1096. Washington, D.C. 24 p.

2 <https://www.epa.gov/soakuptherain/soak-rain-trees-help-reduce-runoff>

3 Donovan, G.H.; Butry, D.T. (2010). Trees in the city: Valuing street trees in Portland, Oregon. *Landscape and Urban Planning* 94:77-88.



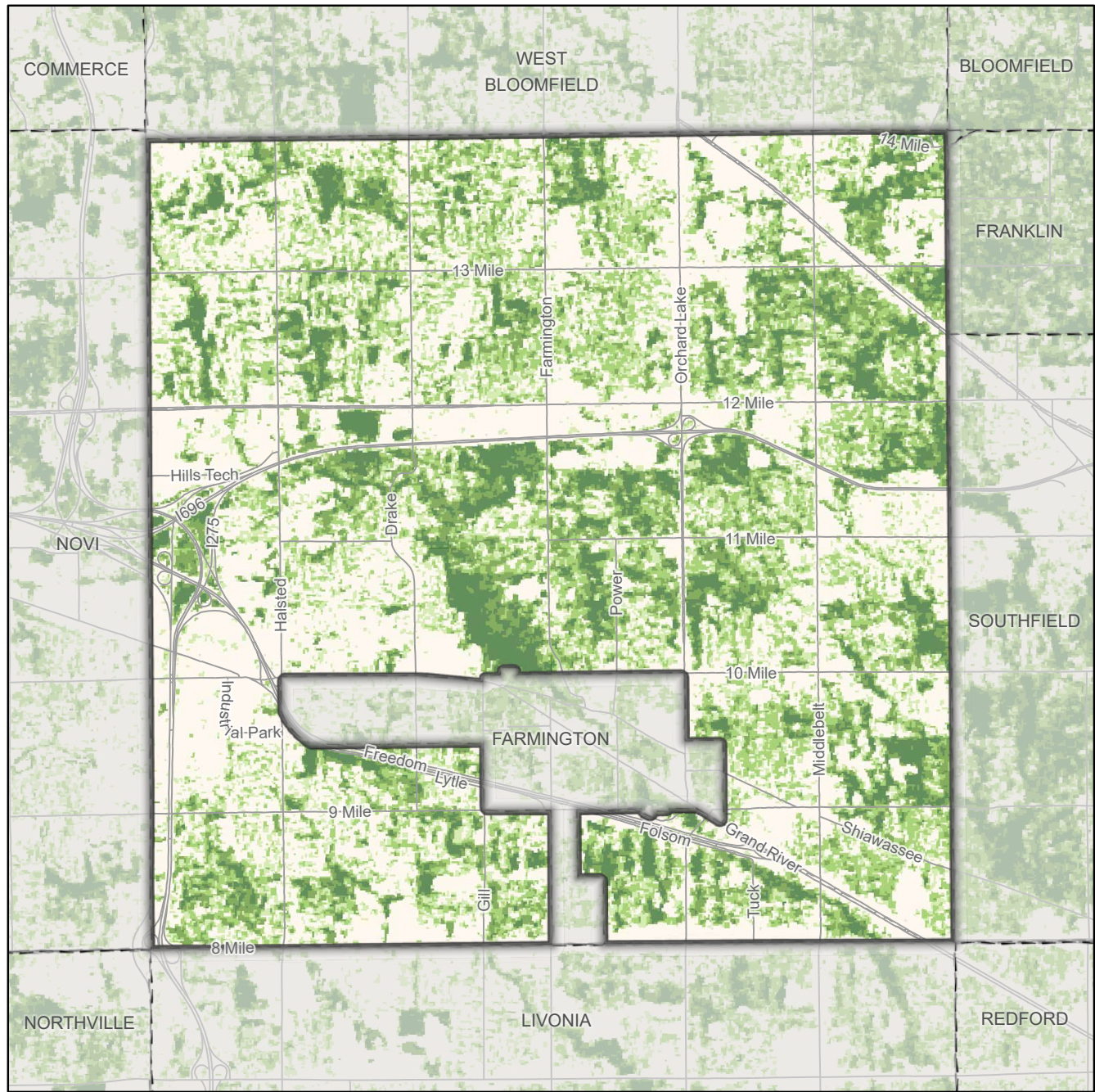
WHY IS THIS IMPORTANT?

In Farmington Hills, 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.

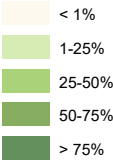
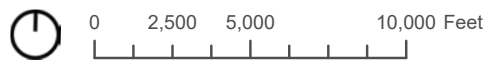
The best forms of tree protection continue to be accomplished through the options of the zoning ordinance and subdivision regulations. Woodlots, street trees, canopy trees required in parking lots and other landscape plantings have contributed significantly to the City's visual appeal.

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.

MAP A16:
TREE CANOPY



Data Source: USA NLCD Tree Canopy, Esri. Roads: Access Oakland 2022. Map Exported: April 04, 2022. ©2022 Giffels Webster.



Land Cover/Impervious Surfaces

Hard surfaces that are impermeable to infiltration, such as rooftops, parking lots, streets, sidewalks, and driveways, impact a watershed by limiting the ability of rainfall to recharge underlying soils/groundwater. In addition, the more impervious surface there is in a watershed, the more runoff and erosion occurs in stream beds from the greater flow of water. Streams degraded by high percentages of impervious surface in their watersheds are often prone to larger and more frequent floods, causing property damage as well as ecological harm. They are also prone to lower base flows which degrade or eliminate fish and other stream life, as well as reduce the aesthetics of the stream. The City's impervious surface coverage is illustrated in [Map A17: Impervious Surfaces](#).



WHY IS THIS IMPORTANT?

Most of the City is developed to some extent, with the greatest intensities along Northwestern Highway, 12 Mile Road, Grand River, the I-96/I-275 interchange, and Orchard Lake Road. As properties in these areas redevelop over time, strategies for reducing impervious surfaces should be employed.

Resiliency and Sustainability

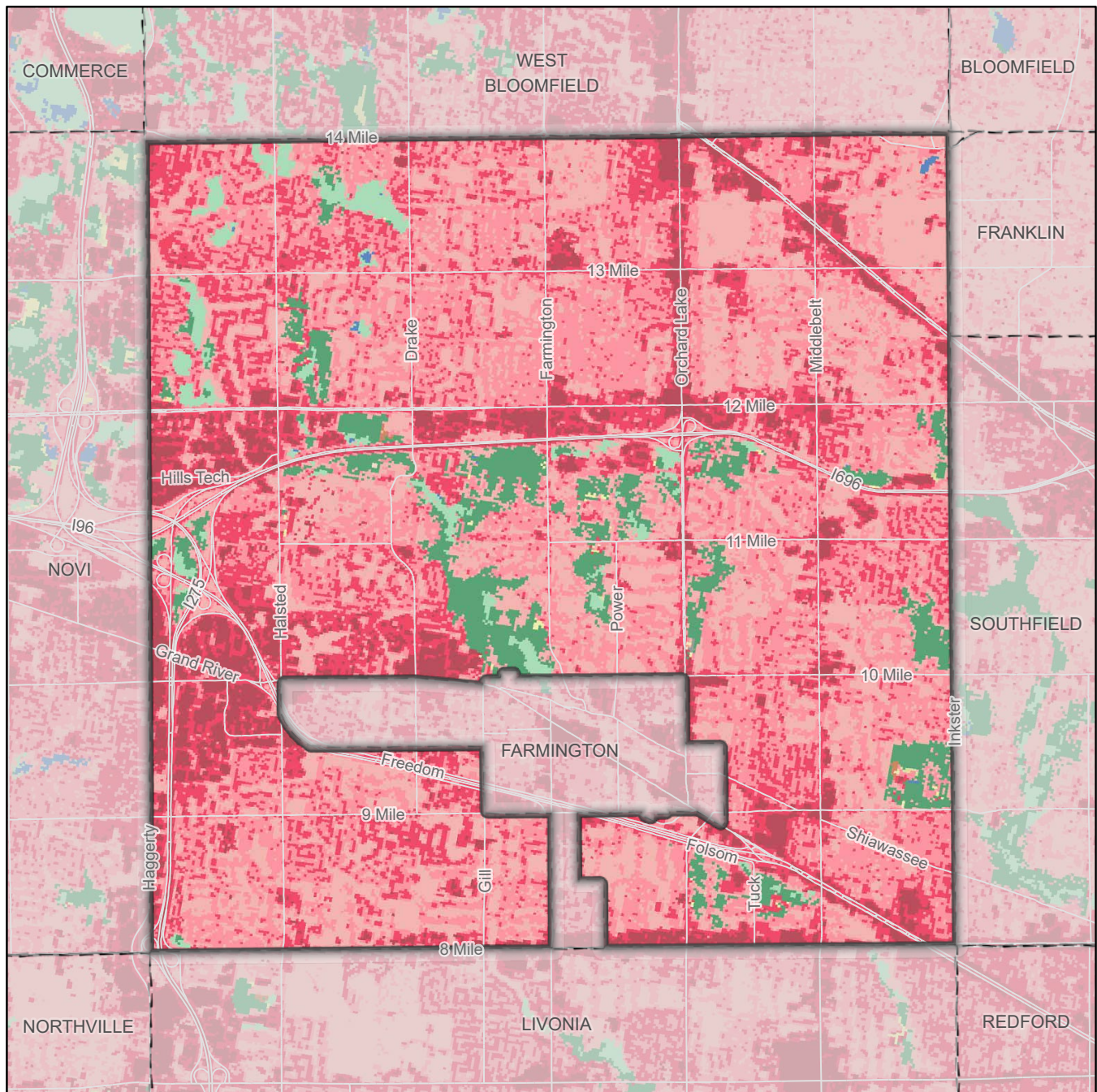
As we plan for the future, in addition to consideration of lake health in and on the community, it is also important to note that many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive even in the face of the most severe challenges. We may think of these challenges in terms of sustainability and resiliency, both of which are defined in the sidebar at right.

Boards and Commissions

Farmington Hills has several Boards and Commissions that residents can be involved in as volunteers. Some of these boards have connections to the health of people, planet, and the environment, and are working on initiatives and goals that will help the City and its residents thrive, even when disruptions to daily life occur. These initiatives will help the City be sustainable and resilient, now and in the future. Some Boards and Commissions that could serve as potential partners in achieving the goals outlined in the plan are highlighted below:

- [Brownfield Redevelopment Authority](#). Brownfield sites are areas that have or may have been contaminated by a hazardous substance, pollutant, or contaminant which makes it difficult to safely redevelop, reuse, or expand uses on the property. Many of these sites are old manufacturing, industrial, or resource extraction sites. There is a sizeable amount of federal funding available to clean up these sites and incentivize

MAP A17:
IMPERVIOUS SURFACES



Data Source : USA NLCD Land Cover, Roads: Access Oakland 2022. Map Exported: April 06, 2022. ©2022 Giffels Webster.



- | | |
|----------------------------|----------------------|
| DEVELOPED OPEN SPACE | OPEN WATER |
| DEVELOPED LOW INTENSITY | MIXED FOREST |
| DEVELOPED MEDIUM INTENSITY | SHRUBLANDS |
| DEVELOPED HIGH INTENSITY | GRASSLAND/HERBACEOUS |
| BARREN LAND | PASTURE/HAY |
| | CULTIVATED CROPS |
| | WOODY WETLANDS |

redevelopment. The goals of this group are “to facilitate the redevelopment of eligible properties, to provide new jobs and/or tax base, to foster development in areas that are already served with utilities, and to prevent urban sprawl.”

- [Economic Development Corporation \(EDC\)](#). The EDC encourages the establishment of businesses beneficial to the City, and works to support new and existing industries. One of its main goals is to create an environment that allows for industry growth while balancing the interests of the entire community. A recent project is the Hawk Innovation Center, a business incubator within the City.
- [Emergency Preparedness Commission](#). This Commission works to “support and enhance the efforts of local safety organizations in helping ensure that residents and business owners have the information, education, and skills necessary to protect themselves, their families, homes and businesses in the event of a local emergency.” They have done things to prepare the community for emergencies such as offer monthly CPR classes, conduct educational events in the community, and purchases emergency supplies.
- [Grand River Corridor Improvement Authority](#). The purpose of this group is to “correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to authorize the levy and collection of taxes; and to authorize the issuance of bonds and other evidences of indebtedness.” They are currently working on an update to their vision plan.
- [Housing Rehabilitation Loan Board](#). This board consists of a lending institution representative, a representative of a construction profession, and three residents. The Board reviews applications submitted by low-income families for low interest home repair loans. Funding is prioritized based on repairs that improve the health, safety, and sanitary conditions of the home. Eligible repairs include those for septic field replacement, roof repair, and window replacements, among others.
- [Innovation Energy and Environmental Sustainability Committee \(IEESC\)](#). The IEESC supports the City’s environmental sustainability efforts by researching, studying, and relaying findings on innovative programs to the Mayor and City Council. The Committee will also create sustainability goals and work to develop partnerships and funding sources to meet these goals
- [Multicultural/Multiracial Community \(MCMR\) Council](#). The MCMR Council is “dedicated to promoting awareness and acceptance of diversity” in Farmington Hills. Their goal is to create a community where all residents feel welcome and comfortable and can enjoy a harmonious, healthy environment.
- [Parks and Recreation Commission](#). This commission serves in an advisory role to City Administration and City Council regarding the parks and recreational needs of residents. The main responsibilities of this commission are to review the parks, programs, services, facilities, and policies that currently exist and plan for long-term park and recreation needs.

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A02

FULL RESULTS FROM PUBLIC INPUT

MARKET ANALYSIS REPORT

Number Living in Household

# in HH	Percent
1	10%
2	38%
3	20%
4	22%
5	9%
6	2%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Households with Members younger Than Six

Number	Percent
0	86%
1	10%
2	4%
3	1%
4 or more	0%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Age of the Primary Income Earner

Age of Primary income Earner	Percent
Under 25	1%
25 to 34	8%
35 to 44	24%
45 to 54	23%
55 to 64	22%
65 to 74	18%
75 or over	7%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Proportion of Year Living in this Area

Portion of Year	Percent
Full-time, at least 48 weeks a year	94%
Full-time, but leave Michigan for a couple of months in the winter	3%
Part-time, but at 6 to 9 months a year	1%
Part-time, about 6 months a year	1%
Part-time, generally less than 6 months a year	1%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Employment

Number Employed	Full-time	Part-time
0	22.3%	68.7%
1	36.0%	26.3%
2	38.3%	3.7%
3	3.2%	1.2%
4 or more	0.2%	0.2%
Total	100%	100.0%

Source: The Chesapeake Group, Inc., 2022

Income Levels

Income	Percent
Less than \$10,000	0.4%
\$10,000 to \$19,999	1.3%
\$20,000 to \$34,999	2.5%
\$35,000 to \$49,999	3.8%
\$50,000 to \$74,999	9.8%
\$75,000 to \$99,999	11.1%
\$100,000 to \$124,999	15.5%
\$125,000 to \$149,999	14.0%
\$150,000 to \$174,999	9.8%
\$175,000 to \$199,999	7.1%
\$200,000 to \$249,000	11.9%
\$250,000 to \$299,999	8.0%
\$300,000 to \$349,999	1.7%
350,000 to \$399,999	0.6%
\$400,000 or more	2.5%
Total	100.0%

Source: The Chesapeake Group, Inc., 2022

Housing Ownership Pattern

Ownership Pattern	Percent
Own	94%
Rent	5%
Condominium	1%
Not Certain	0%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Walk for fitness, rec, or commuting	once/wk or more	Few times/mon	Once/mon	Few times/yr	less oft	Rarely or never
Walk	72%	15%	4%	5%	1%	4%

Source: The Chesapeake Group, Inc., 2022

Ride for fitness, rec, or commuting	once/wk or more	Few times/mon	Once/mon	Few times/yr	less oft	Rarely or never
Bicycle	25%	19%	6%	15%	6%	30%

Source: The Chesapeake Group, Inc., 2022

Grocery Market Share

Operation	Percent
Kroger in Farmington Hills	33%
Meijer in Southfield or Northville	12%
Busch's Fresh Food Market in Farmington Hills	11%
Costco at various locations	9%
Aldi in Farmington Hills	6%
Fresh Thyme in Farmington	5%
Kroger in other locations	4%
Trader Joe's in Northville	3%
Heartland	3%
Target in Farmington Hills	2%
Whole Foods in West Bloomfield	2%
Plum Market in West Bloomfield	1%
Other	10%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Frequency of purchases of fresh vegetables, breads, baked items, fresh fish, or other fresh items from a farmers' market, roadside stand, a butcher or a bakery

Frequency	Percent
A few times/week	4%
About once/week	20%
About twice/month	15%
Once/month	11%
4 to 9 times/year	16%
Once or twice/year	20%
Less often than once/year	14%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Online and Catalog Purchases

Frequency Online or Catalog	% Pre-Covid	% Since Covid
A few times/week	12%	23%
About once/week	20%	22%
About twice/month	21%	25%
Once/ month	18%	12%
4 to 9 times/year	13%	10%
Once or twice/year	11%	5%
Less often than once/year	5%	3%
Total	100%	100%

Source: The Chesapeake Group, Inc., 2022

Pre-Covid Entertainment Activity

Frequency	Movies	Arts/Crafts Shows	Collectibles	Concerts in Parks	Profess. Sports	College Sports	Any Form of Entertainment
A few times/week	1%	0%	0%	0%	0%	0%	5%
About once/week	3%	1%	0%	2%	0%	1%	10%
About twice/month	9%	4%	1%	4%	2%	1%	12%
Once/month	14%	6%	2%	7%	3%	2%	16%
4 to 9 times/year	21%	14%	3%	22%	13%	7%	19%
Once or twice/year	28%	43%	18%	29%	31%	17%	17%
Less often than once/year	14%	17%	23%	20%	28%	23%	11%
Never	10%	15%	53%	15%	22%	50%	20%
Total	100%	100%	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Select Outdoor Recreational Activity Participation

Recreational Activity	Plus once/wk	Few times/mon	About every mon	4 to 9 times/yr	Few times/yr	About once/yr	Less oft or never
Fishing in the area	2%	4%	3%	3%	9%	7%	72%
Boating in the area	1%	3%	1%	4%	8%	8%	75%
Hunting in the area in season	0%	0%	0%	1%	2%	3%	94%
Kayaking in the area	1%	1%	1%	4%	13%	13%	67%
Hiking	7%	16%	10%	11%	24%	7%	25%
Birding or nature observations	5%	7%	4%	7%	15%	10%	52%
Running	9%	6%	3%	2%	7%	3%	70%
Skiing nearby	1%	1%	1%	3%	6%	6%	82%
Skating	1%	2%	1%	4%	11%	11%	69%
Golfing	6%	6%	2%	6%	12%	5%	63%
Biking/Cycling	10%	14%	6%	10%	16%	4%	39%
Other forms of recreation	10%	12%	11%	13%	18%	7%	30%

Source: The Chesapeake Group, Inc., 2022

Actual Select Activity Participation Pre-Covid

Activity PARTICIPATED	Percent
Arts or crafts shows	55%
Small venue live musical, dance, or other performances	53%
Live theater	38%
Non-professional sporting events	39%
Collectible shows	14%
Other (please specify)	11%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Within the past two years, activities members of your household participated for enjoyment, exercise, or as a professional outside of your home.

Activity	Percent
Regular scheduled exercises	58%
Any other arts and crafts of any type	29%
Playing music	28%
Photography	26%
Dance	24%

Peer book club or discussions on other topics	22%
Painting	20%
Adult education classes	16%
Readings or poetry	11%
Writing, production, acting, or other involvement in live theater	10%
Other performing arts	8%
Pottery production	8%
Technology-driven activity such as 3D printing	8%
Computer training	7%
Film production	3%
Sculpturing	3%
Other	12%

Source: The Chesapeake Group, Inc., 2022

Activity with Fiscal or Planning responsibilities in Next Few Years

Responsibility in Next Three Years	Percent
Catered weddings	21%
Receptions	16%
Regular meetings for family or organizations	27%
Graduation parties	29%
Fundraisers	21%
Family or school reunions	22%
Other family or organization functions or celebrations	48%
Other	7%
Total	100%

Quality evaluation

Characteristic	Poor	Fair	Good	Very Good	Excellent
Indoor spaces for special events	6%	23%	41%	20%	9%
Indoor space for meetings	5%	21%	47%	21%	7%
Indoor space for cultural or artistic activity	5%	17%	43%	25%	10%
Indoor space for youth education and training or arts and crafts	2%	11%	43%	32%	11%
Indoor walking areas that are safe and comfortable with enjoyable views	36%	25%	25%	9%	4%

Home Description

Type/Characteristic of Home	Percent
single-family home	91.9%
duplex	0.2%
townhouse	0.0%
loft	0.2%
apartment	2.4%
rented room	0.0%
Grandparent, in-law, or accessory unit	0.0%
condominium	4.4%
Mobile or manufactured home	0.6%
Other (Cooperative)	0.4%
Total	100.0%

Source: The Chesapeake Group, Inc., 2022

Bedrooms in Current Home

Number of Bedrooms	Percent
0 to 1	2%
2	7%
3	42%
4	44%
5 or more	4%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Dedicated area for office, hobbies, etc.	Percent
Yes	76%
No	17%
Not Certain/ Nothing Permanent	7%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Size of Current Home

Size of Current Home	Percent
Under 750 square feet	1%
750 to 999 square feet	4%
1,000 to 1,249 square feet	7%
1,250 to 1,499 square feet	9%
1,500 to 1,749 square feet	10%
1,750 to 1,999 square feet	12%
2,000 to 2,499 square feet	28%
2,500 to 2,999 square feet	18%
3,000 to 3,499 square feet	7%
3,500 to 3,999 square feet	3%
4,000 square feet or more	1%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Current Monthly Payments for Housing

Monthly Payments	Percent
None	28%
Less than \$750/month	6%
\$750 to \$999/month	10%
\$1,000 to \$1,249/month	11%
\$1,250 to \$1,499/month	13%
\$1,500 to \$1,749/month	11%
\$1,750 to \$1,999/month	9%
\$2,000 to \$2,499/month	8%
\$2,500 to \$2,999/month	3%
\$3,000 or \$3,499/month	1%
\$3,500 to \$3,749/month	0%
\$3,750 to \$3,999/month	0%
\$5,000/month or more	1%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Characteristic	Poor	Fair	Good	Very Good	Excellent
Overall housing options	5%	18%	36%	30%	11%
Housing options specifically for older adults	9%	26%	42%	19%	5%
Availability of professional and personal services	2%	12%	45%	29%	11%
Shopping options to which I can walk	40%	37%	15%	6%	2%
Farmington Hill's overall shopping experience	10%	35%	35%	17%	3%
Farmington Hill's restaurant options	10%	29%	34%	20%	7%
Walking experiences that are safe, comfortable, and interesting	8%	29%	36%	19%	8%
The availability of places where I to live, recreate, walk, and work all in one location	21%	36%	29%	10%	5%
Farmington Hills employment opportunities	6%	33%	44%	13%	4%

Source: The Chesapeake Group, Inc., 2022

Share of Households May or Likely to Move

Likely to Move	Percent
Yes	23%
No	50%
Maybe	27%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Primary Reason for Move	Percent
lifestyle changes	35%
increase in the number of people living in the residence	3%
decrease in the number of people living in the residence	11%
housing market conditions	4%
rental conditions	1%
changes in a household member's physical conditions/medical change	15%
changes in fiscal conditions	6%
Other	26%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Age of the Primary Income Earner

Age of Primary income Earner	Percent of Sample	Percent of Moving HH
Under 25	1%	1%
25 to 34	8%	8%
35 to 44	24%	20%
45 to 54	23%	21%
55 to 64	22%	24%
65 to 74	18%	19%
75 or over	7%	8%
total	100%	100%

Source: The Chesapeake Group, Inc., 2022

Age and Incomes of Those Moving

	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 or over
Less than \$10,000	0%	0%	0%	2%	0%	0%
\$10,000 to \$19,999	0%	0%	2%	4%	2%	0%
\$20,000 to \$34,999	5%	0%	2%	4%	4%	0%
\$35,000 to \$49,999	5%	6%	0%	6%	13%	6%
\$50,000 to \$74,999	9%	4%	11%	14%	15%	11%
\$75,000 to \$99,999	23%	10%	2%	8%	19%	28%
\$100,000 to \$124,999	14%	20%	13%	6%	9%	17%
\$125,000 to \$149,999	14%	16%	15%	12%	9%	6%
\$150,000 to \$174,999	5%	10%	6%	14%	13%	0%
\$175,000 to \$199,999	14%	6%	2%	8%	2%	17%
\$200,000 to \$249,000	5%	14%	28%	10%	4%	0%
\$250,000 to \$299,999	0%	6%	11%	10%	6%	11%
\$300,000 to \$349,999	5%	2%	2%	0%	4%	0%
\$350,000 to \$399,999	5%	2%	0%	0%	0%	0%
\$400,000 or more	0%	2%	6%	2%	0%	6%
Total	100%	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Internal Household Growth

Internal Household Creation	Percent
Yes, one person	16%
Yes, more than one person	5%
No	71%
Not sure or maybe	8%
Total	100%

Source: The Chesapeake Group, Inc., 2022

Importance to Future Home Location

Importance to Where You Live	Extrem ely	Ver y	Somewh at	Not So	Not At All
Having park lands or open space where I live	51%	30 %	15%	2%	1%
Having park lands or open space where I work	22%	16 %	22%	21%	18%
Having a walkable community in which to live and work	41%	26 %	23%	7%	3%
Being able to walk to work or work from home	20%	12 %	20%	22%	26%
Being able to walk to various public and private service providers	22%	19 %	31%	20%	8%
Being near or able to walk to shopping	22%	19 %	29%	22%	8%
Live near schools	15%	17 %	17%	17%	34%

Source: The Chesapeake Group, Inc., 2022

Overall Housing Options

	Poor	Fair	Good	Very Good	Excellent
Under 25	5%	0%	1%	2%	0%
25 to 34	11%	5%	12%	4%	14%
35 to 44	21%	28%	18%	17%	19%
45 to 54	21%	24%	20%	24%	19%
55 to 64	21%	21%	21%	22%	19%
65 to 74	21%	14%	21%	24%	19%
75 or over	0%	9%	8%	7%	10%
Total	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Walking experiences that are safe, comfortable, and interesting

	Poor	Fair	Good	Very Good	Excellent
Under 25	0%	1%	2%	0%	0%
25 to 34	8%	11%	6%	11%	0%
35 to 44	27%	16%	19%	20%	27%
45 to 54	19%	24%	22%	18%	9%
55 to 64	19%	23%	22%	14%	36%
65 to 74	15%	20%	20%	27%	9%
75 or over	12%	5%	8%	9%	18%
Total	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

The availability of places where I can live, recreate, walk, and work all in one location

	Poor	Fair	Good	Very Good	Excellent
Under 25	2%	2%	0%	0%	0%
25 to 34	12%	7%	8%	6%	0%
35 to 44	30%	15%	15%	28%	33%
45 to 54	26%	25%	15%	17%	0%
55 to 64	23%	22%	25%	11%	50%
65 to 74	4%	22%	23%	33%	0%
75 or over	4%	7%	14%	6%	17%
Total	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

In the future,

Having park lands or open space where I live

	Under 25	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 or Over
Extremely important	67%	45%	54%	56%	51%	46%	19%
Very important	0%	32%	26%	36%	24%	26%	29%
Somewhat important	0%	23%	16%	5%	20%	24%	38%
Not so important	33%	0%	2%	2%	3%	2%	10%
Not at all important	0%	0%	2%	0%	2%	2%	5%
Total	100%	100%	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Current Home Size and General Comparative Size of a Future Home for Those that May or Are Likely to Move in the Near Future

	Larger	Same	Smaller	Uncertain
Under 750 square feet	3%	0%	1%	4%
750 to 999 square feet	16%	3%	1%	4%
1,000 to 1,249 square feet	16%	12%	6%	0%
1,250 to 1,499 square feet	16%	6%	5%	7%
1,500 to 1,749 square feet	17%	17%	5%	0%
1,750 to 1,999 square feet	8%	10%	13%	19%
2,000 to 2,499 square feet	14%	33%	36%	26%
2,500 to 2,999 square feet	6%	7%	19%	30%
3,000 to 3,499 square feet	3%	6%	11%	7%
3,500 to 3,999 square feet	2%	0%	4%	4%
4,000 square feet or more	0%	6%	0%	0%
Total	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Size Desired for Next Home for Those that May or Will Move by Age

	Under 25	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 or over
Larger	67%	64%	58%	16%	7%	6%	0%
Same	0%	27%	31%	31%	26%	20%	20%
Smaller	33%	5%	8%	36%	53%	65%	70%
Uncertain	0%	5%	4%	16%	14%	8%	10%
Total	100%	100%	100%	100%	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Desired size of the next home for those without monthly payments

	Same as Current/No Monthly	Smaller than Current/No Monthly	Larger than Current/No Monthly Payments
Under 750 square feet	0%	0%	0%
750 to 999 square feet	0%	0%	14%
1,000 to 1,249 square feet	0%	4%	29%
1,250 to 1,499 square feet	0%	7%	0%
1,500 to 1,749 square feet	23%	4%	29%
1,750 to 1,999 square feet	15%	7%	0%
2,000 to 2,499 square feet	31%	43%	29%
2,500 to 2,999 square feet	8%	17%	0%
3,000 to 3,499 square feet	15%	11%	0%
3,500 to 3,999 square feet	0%	7%	0%
4,000 square feet or more	8%	0%	0%
Total	100%	100%	100%

Source: The Chesapeake Group, Inc., 2022

Housing Permits for Oakland County

Oakland County	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total Units	3,174	2,475	2,842	2,642	3,707	3,196	2,645	2,458	2,705	1,901	1,277
Units in Single-Family Structures	2,044	1,935	1,976	2,482	2,744	2,143	2,180	2,114	2,296	1,880	1,266
Units in All Multi-Family Structures	1,130	540	866	160	963	1,053	465	344	409	21	11
Units in 2-unit Multi-Family Structures	20	14	0	16	4	60	58	16	14	6	0
Units in 3- and 4-unit Multi-Family Structures	127	111	83	71	105	49	44	49	60	15	11
Units in 5+ Unit Multi-Family Structures	983	415	783	73	854	944	363	279	335	0	0

Source: Developed by The Chesapeake Group, Inc., 2022. Based on HUD's permit database.

Oakland County	Total	Ann Avg
Total Units	29,022	2638
Units in Single-Family Structures	23,060	2096
Units in All Multi-Family Structures	5,962	542
Units in 2-unit Multi-Family Structures	208	19
Units in 3- and 4-unit Multi-Family Structures	725	66
Units in 5+ Unit Multi-Family Structures	5,029	457

Source: Developed by The Chesapeake Group, Inc., 2022. Based on HUD's permit database.

Oakland County	Mkt Share
Total Units	1589
Units in Single-Family Structures	1262
Units in All Multi-Family Structures	326
Units in 2-unit Multi-Family Structures	11
Units in 3- and 4-unit Multi-Family Structures	40
Units in 5+ Unit Multi-Family Structures	275

Source: Developed by The Chesapeake Group, Inc., 2022. Based on HUD's permit database.

Farmington Hills Housing Permits

Farmington Hills	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total Units	13	20	47	26	17	19	21	43	73	34	18
Units in Single-Family Structures	13	12	47	26	17	11	21	43	73	34	18
Units in All Multi-Family Structures	0	8	0	0	0	8	0	0	0	0	0
Units in 2-unit Multi-Family Structures	0	0	0	0	0	8	0	0	0	0	0
Units in 3- and 4-unit Multi-Family Structures	0	0	0	0	0	0	0	0	0	0	0
Units in 5+ Unit Multi-Family Structures	0	8	0	0	0	0	0	0	0	0	0

Source: Developed by The Chesapeake Group, Inc., 2022. Based on HUD's permit database.

Farmington Hills	Total	Ann Avg
Total Units	331	30
Units in Single-Family Structures	315	29
Units in All Multi-Family Structures	16	1
Units in 2-unit Multi-Family Structures	8	1
Units in 3- and 4-unit Multi-Family Structures	0	0
Units in 5+ Unit Multi-Family Structures	8	1

Source: Developed by The Chesapeake Group, Inc., 2022. Based on HUD's permit database.

Sales and Incomes for Markets

		Low	Higher	Highest
2021 total Income	\$5,290,056,000	\$41,040,000	\$49,552,000	\$191,824,000
Total Sales	\$2,724,378,840	\$21,135,600	\$25,519,280	\$98,789,360
		\$2,745,514,440	\$2,749,898,120	\$2,823,168,200
2021 total income	\$80,727,745,600			
Farmington City	\$743,015,608	\$743,015,000	\$743,015,000	\$743,015,000
	Total 2030 Combined	\$3,488,529,000	\$3,492,913,000	\$3,566,183,000

Lower End Market Share Projection Retail

Sub-category	2022	2030	2022-30	2022	2030	2022-30
Food	244,922,000	246,822,000	1,900,000	389,602	392,625	3,023
Supermarkets	204,509,870	206,096,370	1,586,500	309,863	312,267	2,404
Independents	19,593,760	19,745,760	152,000	48,984	49,364	380
Bakeries	5,388,284	5,430,084	41,800	17,961	18,100	139
Dairies	3,183,986	3,208,686	24,700	8,844	8,913	69
Others	12,246,100	12,341,100	95,000	3,950	3,981	31
Eat/Drink	396,125,000	399,198,000	3,073,000	943,155	950,471	7,317
General Merchandise	350,628,000	353,348,000	2,720,000	2,081,071	2,097,214	16,144
Dept. Stores	124,122,312	125,085,192	962,880	517,176	521,188	4,012
Variety Stores	25,245,216	25,441,056	195,840	148,501	149,653	1,152
Jewelry	24,193,332	24,381,012	187,680	34,075	34,339	264
Sporting Goods/Toys	38,218,452	38,514,932	296,480	152,874	154,060	1,186
Discount Dept.	131,485,500	132,505,500	1,020,000	1,195,323	1,204,595	9,273
Antiques, etc.	1,753,140	1,766,740	13,600	7,622	7,681	59
Others	5,610,048	5,653,568	43,520	25,500	25,698	198
Furniture	84,456,000	85,111,000	655,000	194,386	195,895	1,509

FARMINGTON HILLS MASTER PLAN - APPENDIX

Furniture	12,752,856	12,851,761	98,905	41,138	41,457	319
Home Furnishings	17,566,848	17,703,088	136,240	65,062	65,567	505
Store/Office Equip.	13,344,048	13,447,538	103,490	27,800	28,016	216
Music Instr./Suppl.	3,631,608	3,659,773	28,165	18,158	18,299	141
Radios,TV, etc.	37,160,640	37,448,840	288,200	42,228	42,556	328
Transportation	327,198,000	329,736,000	2,538,000	1,072,347	1,080,665	8,319
New/Used Vehicles	114,519,300	115,407,600	888,300	286,298	288,519	2,221
Tires, Batt., Prts.	144,294,318	145,413,576	1,119,258	601,226	605,890	4,664
Marine Sales/Rentals	17,341,494	17,476,008	134,514	46,869	47,232	364
Auto/Truck Rentals	51,042,888	51,438,816	395,928	137,954	139,024	1,070
Drugstore	198,880,000	200,423,000	1,543,000	194,980	196,493	1,513
Apparel	211,957,000	213,601,000	1,644,000	588,086	592,647	4,560
Men's and Boy's	27,766,367	27,981,731	215,364	69,416	69,954	538
Women's and Girl's	70,369,724	70,915,532	545,808	190,188	191,664	1,475
Infants	4,451,097	4,485,621	34,524	14,837	14,952	115
Family	58,924,046	59,381,078	457,032	235,696	237,524	1,828
Shoes	44,299,013	44,642,609	343,596	50,340	50,730	390
Jeans/Leather	847,828	854,404	6,576	2,826	2,848	22
Tailors/Uniforms	3,815,226	3,844,818	29,592	19,076	19,224	148
Others	1,483,699	1,495,207	11,508	5,707	5,751	44
Hardware	214,409,000	216,072,000	1,663,000	873,711	880,488	6,777
Hardware	103,773,956	104,578,848	804,892	377,360	380,287	2,927
Lawn/Seed/Fertil.	4,073,771	4,105,368	31,597	11,982	12,075	93
Others	106,561,273	107,387,784	826,511	484,369	488,126	3,757
Vehicle Service	278,704,000	280,866,000	2,162,000	678,500	683,763	5,263
Gasoline	94,759,360	95,494,440	735,080	65,351	65,858	507
Garage, Repairs	183,944,640	185,371,560	1,426,920	613,149	617,905	4,756
Miscellaneous	417,102,000	420,338,000	3,236,000	1,665,716	1,678,639	12,922
Advert. Signs, etc.	6,673,632	6,725,408	51,776	24,268	24,456	188
Barber/Beauty shop	25,443,222	25,640,618	197,396	127,216	128,203	987
Book Stores	19,186,692	19,335,548	148,856	106,593	107,420	827
Bowling	9,593,346	9,667,774	74,428	95,933	96,678	744
Cig./Tobacco Dealer	2,919,714	2,942,366	22,652	5,839	5,885	45
Dent./Physician Lab	16,684,080	16,813,520	129,440	51,336	51,734	398
Florist/Nurseries	31,282,650	31,525,350	242,700	73,606	74,177	571
Laundry, Dry Clean	14,181,468	14,291,492	110,024	47,272	47,638	367
Optical Goods/Opt.	10,010,448	10,088,112	77,664	28,601	28,823	222
Photo Sup./Photog.	28,780,038	29,003,322	223,284	82,229	82,867	638
Printing	33,785,262	34,047,378	262,116	122,855	123,809	953
Paper/Paper Prod.	17,935,386	18,074,534	139,148	89,677	90,373	696
Gifts/Cards/Novel.	59,645,586	60,108,334	462,748	198,819	200,361	1,542
Newsstands	3,336,816	3,362,704	25,888	6,674	6,725	52
Video Rent/Sales	54,223,260	54,643,940	420,680	271,116	273,220	2,103
Others	83,420,400	84,067,600	647,200	333,682	336,270	2,589
TOTAL	2,724,381,000	2,745,515,000	21,134,000	8,681,554	8,748,900	67,347

Category	2022	2030	2022-30
Food	389,602	392,625	3,023
Eat/Drink	943,155	950,471	7,317
General Merchandise	2,081,071	2,097,214	16,144
Furniture	194,386	195,895	1,509
Transportation	1,072,347	1,080,665	8,319
Drugstore	194,980	196,493	1,513
Apparel	588,086	592,647	4,560
Hardware	873,711	880,488	6,777
Vehicle Service	678,500	683,763	5,263
Miscellaneous	1,665,716	1,678,639	12,922
TOTAL	8,681,554	8,748,900	67,347

Higher End Market Share Projection Retail

Sub-category	2022	2030	2022-30	2022	2030	2022-30
Food	244,922,000	247,216,000	2,294,000	389,602	393,252	3,649
Supermarkets	204,509,870	206,425,360	1,915,490	309,863	312,766	2,902
Independents	19,593,760	19,777,280	183,520	48,984	49,443	459
Bakeries	5,388,284	5,438,752	50,468	17,961	18,129	168
Dairies	3,183,986	3,213,808	29,822	8,844	8,927	83
Others	12,246,100	12,360,800	114,700	3,950	3,987	37
Eat/Drink	396,125,000	399,835,000	3,710,000	943,155	951,988	8,833
General Merchandise	350,628,000	353,912,000	3,284,000	2,081,071	2,100,563	19,491
Dept. Stores	124,122,312	125,284,848	1,162,536	517,176	522,020	4,844
Variety Stores	25,245,216	25,481,664	236,448	148,501	149,892	1,391
Jewelry	24,193,332	24,419,928	226,596	34,075	34,394	319
Sporting Goods/Toys	38,218,452	38,576,408	357,956	152,874	154,306	1,432
Discount Dept.	131,485,500	132,717,000	1,231,500	1,195,323	1,206,518	11,195
Antiques, etc.	1,753,140	1,769,560	16,420	7,622	7,694	71
Others	5,610,048	5,662,592	52,544	25,500	25,739	239
Furniture	84,456,000	85,247,000	791,000	194,386	196,208	1,820
Furniture	12,752,856	12,872,297	119,441	41,138	41,524	385
Home Furnishings	17,566,848	17,731,376	164,528	65,062	65,672	609
Store/Office Equip.	13,344,048	13,469,026	124,978	27,800	28,060	260
Music Instr./Suppl.	3,631,608	3,665,621	34,013	18,158	18,328	170
Radios, TV, etc.	37,160,640	37,508,680	348,040	42,228	42,624	396
Transportation	327,198,000	330,263,000	3,065,000	1,072,347	1,082,392	10,045
New/Used Vehicles	114,519,300	115,592,050	1,072,750	286,298	288,980	2,682
Tires, Batt., Prts.	144,294,318	145,645,983	1,351,665	601,226	606,858	5,632
Marine Sales/Rentals	17,341,494	17,503,939	162,445	46,869	47,308	439
Auto/Truck Rentals	51,042,888	51,521,028	478,140	137,954	139,246	1,292
Drugstore	198,880,000	200,743,000	1,863,000	194,980	196,807	1,826
Apparel	211,957,000	213,942,000	1,985,000	588,086	593,595	5,506
Men's and Boy's	27,766,367	28,026,402	260,035	69,416	70,066	650
Women's and Girl's	70,369,724	71,028,744	659,020	190,188	191,970	1,781
Infants	4,451,097	4,492,782	41,685	14,837	14,976	139

Family	58,924,046	59,475,876	551,830	235,696	237,904	2,207
Shoes	44,299,013	44,713,878	414,865	50,340	50,811	471
Jeans/Leather	847,828	855,768	7,940	2,826	2,853	26
Tailors/Uniforms	3,815,226	3,850,956	35,730	19,076	19,255	179
Others	1,483,699	1,497,594	13,895	5,707	5,760	53
Hardware	214,409,000	216,417,000	2,008,000	873,711	881,894	8,182
Hardware	103,773,956	104,745,828	971,872	377,360	380,894	3,534
Lawn/Seed/Fertil.	4,073,771	4,111,923	38,152	11,982	12,094	112
Others	106,561,273	107,559,249	997,976	484,369	488,906	4,536
Vehicle Service	278,704,000	281,315,000	2,611,000	678,500	684,857	6,356
Gasoline	94,759,360	95,647,100	887,740	65,351	65,964	612
Garage, Repairs	183,944,640	185,667,900	1,723,260	613,149	618,893	5,744
Miscellaneous	417,102,000	421,009,000	3,907,000	1,665,716	1,681,317	15,604
Advert. Signs, etc.	6,673,632	6,736,144	62,512	24,268	24,495	227
Barber/Beauty shop	25,443,222	25,681,549	238,327	127,216	128,408	1,192
Book Stores	19,186,692	19,366,414	179,722	106,593	107,591	998
Bowling	9,593,346	9,683,207	89,861	95,933	96,832	899
Cig./Tobacco Dealer	2,919,714	2,947,063	27,349	5,839	5,894	55
Dent./Physician Lab	16,684,080	16,840,360	156,280	51,336	51,816	481
Florist/Nurseries	31,282,650	31,575,675	293,025	73,606	74,296	689
Laundry, Dry Clean	14,181,468	14,314,306	132,838	47,272	47,714	443
Optical Goods/Opt.	10,010,448	10,104,216	93,768	28,601	28,869	268
Photo Sup./Photog.	28,780,038	29,049,621	269,583	82,229	82,999	770
Printing	33,785,262	34,101,729	316,467	122,855	124,006	1,151
Paper/Paper Prod.	17,935,386	18,103,387	168,001	89,677	90,517	840
Gifts/Cards/Novel.	59,645,586	60,204,287	558,701	198,819	200,681	1,862
Newsstands	3,336,816	3,368,072	31,256	6,674	6,736	63
Video Rent/Sales	54,223,260	54,731,170	507,910	271,116	273,656	2,540
Others	83,420,400	84,201,800	781,400	333,682	336,807	3,126
TOTAL	2,724,381,000	2,749,899,000	25,518,000	8,681,554	8,762,873	81,312

Category	2022 Space	2030 Space	2022-2030
Food	389,602	393,252	3,649
Eat/Drink	943,155	951,988	8,833
General Merchandise	2,081,071	2,100,563	19,491
Furniture	194,386	196,208	1,820
Transportation	1,072,347	1,082,392	10,045
Drugstore	194,980	196,807	1,826
Apparel	588,086	593,595	5,506
Hardware	873,711	881,894	8,182
Vehicle Service	678,500	684,857	6,356
Miscellaneous	1,665,716	1,681,317	15,604
TOTAL	8,681,554	8,762,873	81,312

FALL 2022 OPEN HOUSE

Housing - Providing More Options

2022 Farmington Hills Master Plan

Duplex Side-by-side

Duplex Stacked

Fourplex Stacked

Courtyard Building

1 Missing Middle Housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

2 These types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities, locally-serving retail, and public transportation options.

3 Missing Middle Housing can reduce the mismatch between the available housing stock and shifting demand and can improve housing attainability.

Cottage Court

Attached Townhouse

Multiplex Medium

Triplex Stacked

What do you think?

- What type of housing might you like to live in later in your life?
- What type of housing might be most attractive to first-time homebuyers or those starting new families?
- Where in the City would each of these housing types be most appropriate?

How can you respond?

Option 1.
Scan the QR code below with the camera on your phone. Click on the link that pops up and respond.

Option 2.
Pick TWO images you feel fit best in Farmington Hills and place a dot in the box below the image.
AND
Use the blank form available at the station to provide further thoughts.

giffels webster

Funding Priorities

2022 Farmington Hills Master Plan

What are your funding priorities?

Bike Paths/Lanes/Trails	Sidewalks	Shade Trees and Benches Along Major Roads	Expand Transit	Widen Roads

What do you think?

- Each dot represents \$1 Million – If you are given three million to spend, what items would you pick to invest in?
- Place the dots in the box below your preferred investment to reflect your area. You may use more than one dot per box.

How can you respond?

Option 1.
Scan the QR code below with the camera on your phone. Click on the link that pops up and respond.

Option 2.
Place the dots in the box below your preferred investment to reflect your area.

giffels webster

African America Art & History

Goods & Services

Grading of Select Commercial Activity

A market study was conducted in early 2022 by the Chesapeake Group, Inc. The results in the table are drawn from a large sample survey of area residents.

Characteristic	Poor	Fair	Good	Very Good	Excellent
Availability of professional and personal services	2%	12%	45%	29%	11%
Shopping options to which I can walk	40%	37%	15%	6%	2%
Farmington Hill's overall shopping experience	10%	35%	35%	17%	3%
Farmington Hill's restaurant options	10%	29%	34%	20%	7%
The availability of places near home to recreate, walk, and work in close proximity	21%	36%	29%	10%	5%

What goods and/or services do you feel are hard to get to or aren't available in the city?

Write your comments on a sticky note and place it below.

we have bike/lanes - none are protected

No recycling for anything other than single family homes.

Blight in existing neighborhood (compact or is top volume)

outdoor pool

Restaurant and Shopping center to go for evening

Rental rates in empty plazas.

small business/restaurant corridor

provide greater incentive to maintain area

create more - but some - drive in - parks

park(s) similar to downtown Farmington to encourage new business


back to parks for size of community and population

Zone or sidewalk improve use of space or bus lane or OLR BRT 12 3/4 mile

Costick Center allows elderly to exercise & socialize


Reasonable price classes/activities

2022 Farmington Hills Master Plan



What do you think?


- Are you able to get all of the goods and services you need on a regular basis within the City?
- How difficult is it to get the goods and services you need or want?
- What goods and/or services do you feel are hard to get to or aren't available in the City?



How can you respond?


Option 1.

Open camera app on your phone, scan the QR code below. Click on the link that pops up and respond.

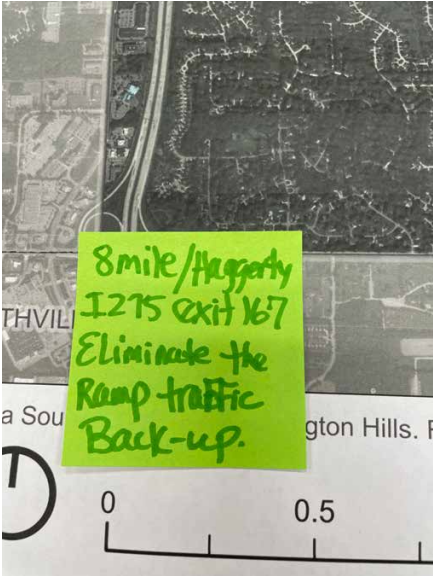
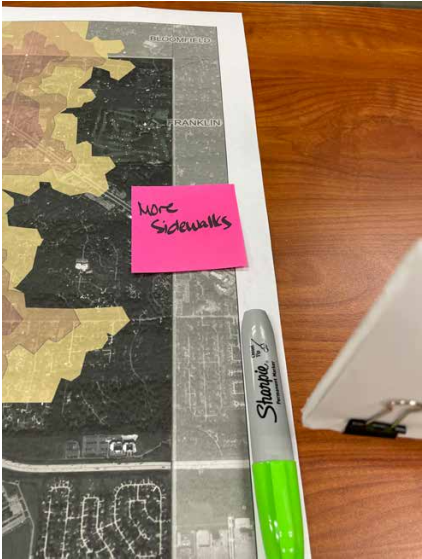
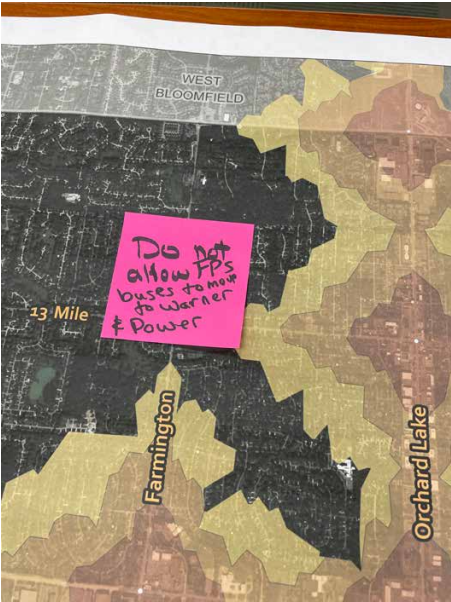
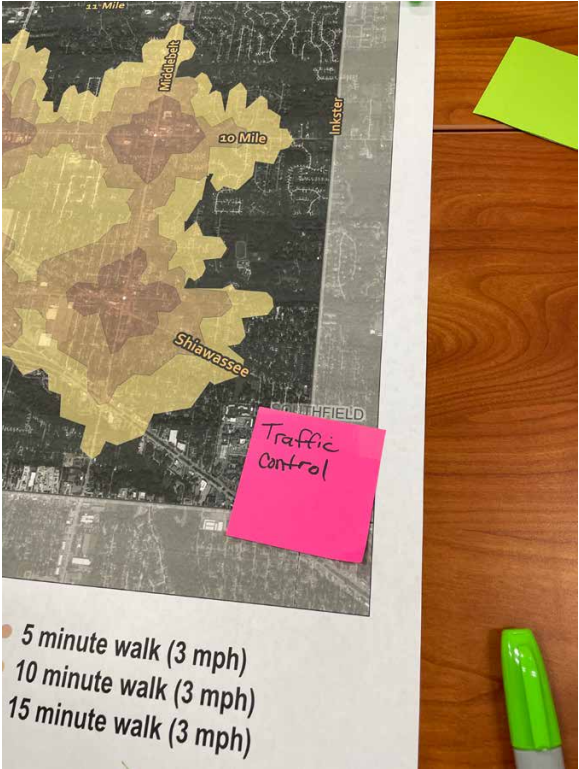


2.

Sticky notes available at your station and provide your responses. Place your sticky notes on the white space on the board.



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Additional Comments

- Stronger better housing ordinances to protect renters
- More multi-unit housing for young people
- Transparency in what you do. There has been a lack of this in the past
- Walkable community
- Reasonable activities should be continued low-cost activities
- Green infrastructure
 - o Bike lanes (protected)
 - o Rain gardens
 - o Sidewalks
 - o Expanded public transit
 - o Greenways between parks & city services, like library
- Deer! X2
- Lack of shopping
- Tired & old community (lack of maintenance)
- HAWK – affiliated order
 - o Believed it was important for Costick Center to remain as a separate facility
- Concerned (many attendees) about Seniors @ Costick Center
 - o Like the pool
 - o Locker rooms need to be upgraded (Suit dryer)
 - o Shower curtains need repair/replacement
 - o General upkeep
 - o Costick still needed, despite HAWK
- Affordable Housing
- Transportation

- North Stockton – road narrowed during paving
 - o Difficult to get a car through when vehicles are parked on both sides
 - o Driveway approaches are cracking
 - o Neighborhood flooding – yards
 - o Feels like the neighborhood is getting ignored

- W. of Gill Road
 - o Gill Road – traffic conflicts at school; traffic travels fast when the light is flashing
 - o People pull out into traffic from school
 - o Gravel tracks in 2021,2022 have damaged the road

- I hadn't heard about the Master Plan until I saw a notice for this meeting on Facebook. Nothing in the Farmington newspapers. Yet, Phase 1 is already done. The website for this plan has nothing on it. There is a 200-page report about it that no one knows about.
 - o What is Leadership Advance?
 - o What are neighborhood Tool Kit Meetings?
 - o News of this Master Plan must be promulgated better

Winter 2022/23 Survey

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Quiet, safe, kinda rural	Quiet, safe, kinda rural	Mike Bridges, Jacki Bolaware, Mable Fox
	Police Department, Recreational Services, Public Works	Lack of unified purpose, lack of unique dining options, lack of sense of community,
Beautiful, safe, and diverse microsm version of our world	Public safety, DPW, & our city council.	Road construction, road road construction, road construction.
In decline, very poorly managed	Diversity, police department, location	Horrible roads, no enforcement of blight violations, poor city management
It's not what it used to be. Going downhill.		Dirt roads. No sewer hookups for certain residents. Not enough public activities.
Sprawl, diverse, great parks, very suburban	Great parks and programming, interest in sustainability, close to highways	Non-motorized mobility or transit opportunities, connectivity,
Too crowded with traffic because city is developing faster than roads can handle	Community, communication and things to do	Traffic, guns, too much development
Location, location, location.	Governance, diversity, retail	No downtown, uncovered bus stops,
Nice place to grow up	Beautiful area, long time residents, has everything we need	Trying to convert quaint streets to paved, uncaring board re: changes that don't need to happen, board has its own agenda
increasing crime rate	access to highways, lots of shopping	increasing crime rates, lack of good "American" restaurants, roundabouts
Huge!	Safety, wetlands and location!	Lack of traffic police, lack of bike paths, not clearing snow from sidewalks!
An over all good city to live in.	City services, government and progressive proactive outlook.	No inspection of rental houses to bring them up to code and appearance!, vacant office buildings and businesses, power outages
Love the mature trees, landscaping, green areas....feel like vacationing at home.	Safety(Police,Fire), Centrally located, Current Layout of roads vs. housing vs. retail, Trees/Landscapes,Greenery	Public Schools/School Board, Lack of Restaurants/Entertainment Area
Great place to live and raise a family!	Public safety departments, family friendly, & friendly people.	Lack of sidewalks, curbside leaf pick up,
A sprawling metro place	Diverse population good schools great employment opportunity	Well maintained roads sensible traffic patterns the roundabouts stink!
Very spread out.	The people that live there, the parks and green spaces, the amount of industrial, retail, and residential space.	Lack of road infrastructure for east/west roads, lack of walkable areas, lack of sidewalks in many areas.
Small nice downtown. Smaller than plymouth.	Low crime, diversity, great schools	Not enough restaurants,
Beautiful, safe , welcoming city	Neighborhoods, shopping access, schools	
Safe, friendly, clean	Diversity.	
Conveniently located. Aging residential communities.	Police and fire departments, hospitals, and located close to Metro airport.	Poor School (student) achievement performance, poor subdivision streets, ,

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Very conservative with respect to growth.	Parks and nature events, community and senior events, infrastructure improvements	Attracting younger residents, no downtown gathering area, poorly planned construction traffic
Multicultural and vibrant	Farmer's market, multiple cultural events, easy access to multiple freeways	Neighborhood roads are awful, school rating is low
Reasonably safe place to live	good location for access to freeways; good police protection; public services	taxes are too high for services received (no leaf pickup, Farm. and Livonia do); rentals of private homes reduces appearance and value of neighborhood; no exit from 696 between Telegraph and Orchard Lk. Rd.
Nice	Zoning, people, location	Creeping crime, failure of churches, speeding vehicles
Suburb		
Good	Responsive	Services are not provided equally to different areas of the Cit
Clean and green suburb	Trees, location to major health and shopping.	Development of wooded areas instead of redevelopment failing strip malls.
Nice place to live	Safety, diversity, downtown	Construction , taxes,
suburb	low density housing, parks, bike paths	Noise, congestion, Interstate 696
Quiet, car dependent, suburban city	Safe, greenery, centrally located	Car dependent, no downtown/entertainment district, sprawling
Safe	Good Policing	Not enough sidewalks and greenspaces.
Charming, friendly, diverse	Family friendly, diversity, central	Needs to be more bikeable, walkable, and needs more restaurants
Safe, family friendly	Parks & Rec, over 50 activities/support, police/fire	Too many new office buildings being constructed, open/vacant buildings, schools
Family friendly community	Parks, bike paths	School system
Nice place to live.	Parks, access to expressways, access to goods (shopping & restaurants).	Infrastructure (fast internet, good roads, etc), lack of open spaces, lack of community center
A comfortable place to live	Community, convenience	DEER, DEER and DEER

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
The city of Farmington Hills use to be a place that I loved to live. But in the last several years decisions that have been made have made the city less desirable. While the city is excited about the new community center. This transition and impacts on the schools was horrible. Families are leaving the city because of the schools, if you want to attract residents you need to make sure you have good schools and while the city got a great deal on buying Harrison High school the other two high schools are over crowded and having many issues because we didn't use our bond dollars from the schools appropriately.	1) Parks the city parks are very nice. 2) Community outreach for neighbors in need with Goodfellows, CARES, Optimist Club, Operation Common Good, FH Foundations. 3) Safe and walkable city areas.	1) Bullying and Negative Community Environment. Politicians allow community members to be bullied. This goes to diversity issues as well as some politicians in our city have bullied others and NO one in this city cares that people have been bullied or willing to stop the bullying. You have had a politician who has broke the law (ex: Went to a community members house and put her campaign flyer in the mailbox) it is illegal to open and put something in a mailbox without a stamp this is just one example) and gets to serve on the school board. Congratulations for the awareness in this city of threats made to people and everyone ignores it. Our governor was threatened and the people that threatened her were put in jail. But in FH if you are a politician you can threaten people and it is covered up and ignored or just get over it. These threats need to stop or you will lose more families in your city. Oh and many of the people that bullied people have all seem to got jobs and new opportunities for bullying people that is what is called GOVERNMENT CORRUPTION! 2) Our Public Schools do you realize how many residents live in FH but have their children in other schools private or public outside FH. While the city doesn't have a direct impact on the schools joint meetings were held before and pressure can be put on the schools to improve. Instead we spend too much time worrying about facilities and buildings in our school and changing grade configurations than actually focusing on academics. 3) The HAWK it was a waste of resources as the third floor of the building is not used and we are paying taxes for wasted space.
Diverse community, beautiful library, semi-country atmosphere	Great responders, up-to-date community services, community center	Speeding on Orchard Lake Rd, deer population, repaving roads with poor material
Beautiful community, nature park and farmers market.	Close proximity to expressway, good schools, great police and fire.	More natural areas, large amount of empty businesses,
Losing it's wildlife & natural areas	sense of community, a few nature/natural areas besides parks, local small businesses	Allowing trees and nature to be torn down to put up more houses

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
bedroom suburb	proximity to neighboring cities; police protection; fire protection	taxes that over the decades incrementally increasing without a material change in services
Diverse	Safety, diversity, community services	Worn roads, diminishing small business downtown I,
Established neighborhoods	Neighborhoods, Access to highways for east or west commute, and good schools	No traditional downtown, Orchard Lake/12 mile interchange, too many rental communities
This is Home.	Location, Parks, The Hawk	Lack of walkability and deer over population
Great place to live; City government that works	A responsive government; good roads; good school	
Struggling to remain upscale.	Neighborhoods, safety,	
A well run city that offers a lot of services to the citizens	Good tax base, good city staff, good infrastructure	Built out city, very large senior population, rapidly deteriorating schools
Large, chain stores	Diversity, public works, parks	Zoning board, trying to deal with building dept, some city employees are very grumpy
Diverse	Close to many shopping choices while still retaining an 'in the country' feel for many of the city's neighborhoods	Lack of commitment to genuine public engagement with decisionmakers. A sense that a handful of individuals are deciding the direction for the city and then 'back-filling' to get the public's buy in. (This survey being a prime example of this--i.e., extreme bias in what is being asked and how it's being asked) Using the Farmington Press as an unofficial platform for proposed city policy under the guise of 'reporting.' Be honest with residents and stop making personal agendas into city policies.
Nice	Farmers market, heritage park, activities guide offerings	Deer, traffic, school sports could always improve
Pleasant neighborhoods	It's parks It's walk ways	Does not have a main downtown Farmington is our downtown area Hopefully the new Farmington Blvd project will attract more people to the downtown area
bedroom community	neighborhoods and city management	no downtown
Nice place to live.	I feel safe. Beautiful older trees and parks.	Not enough bars and restaurant options. Too many coffee shops. Not enough parking.
Small town atmosphere	Police response great, feel safe in my area. Love the Farmers Market.	Taxes are high, but road maintenance lacking. Need more downtown charm to draw in people, small shops, better restaurants

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
A pleasant suburban are to live, work and play	Location, Natural beauty, Safe	No downtown, Incomplete walkways, ?
Safe, suburban city within reach of city and lakes	Schools, parks, affordable housing	Not enough walkable areas, would like more interesting non chain restaurants, would like more original city events
Diverse, eclectic, suburban	Location, resources, diversity	Slow to change, racism, racism
Wonderfully ethnically & racially diverse community w/lots of green spaces and access to amenities.	1. Diversity 2. Green spaces 3. Access to shopping, amenities	1. Lack of dog-friendly parks. Only one dog park in far SE corner 2. No town hall / town center. 3. Dogs not allowed in all parks.
A stable, relatively safe community of varied ethnicity.	An amazing park system. Great location with easy access to Detroit, Ann Arbor and other cities. City takes care of it's assets...a beautiful City Hall and campus.	No walkable downtown area. Need to improve school performance. Work on extending underground utilities to eliminate storm damage.
Very comfortable place to live.	Graet police, fire, and emt. Good and equitable buisness tax base. Most nneded services and items are found within 12 --- 15 minute drive.	Roads.
Large Suburb	Cultural Programs and Resident Support	Biking paths, No city center, pedestrian mobility
Lovely family-friendly community that provides services to a diverse group of people.	Schools. Parks. City services.	Walkable neighborhoods. Insufficient bike lanes (with safety bump outs). Collaboration with City of Farmington.
Family Friendly	Diversity, Proximity to and away from the city, education	
Family Oriented city	Connection to Community/services provided	Lack of control of deer population x 3
Tradition / Forward /	Resident oriented,	
Preserving Traditions while moving forward thinking to the future	Resident oriented, nature caring, culture (The Hawk great addition to cultural life)	Implementing changes takes too long (next door house burnt down Jan 2021, torn down in Oct/Nov 2021, since then nothing has happened, developing the last few open spaces, reaching citizens for involvement
Strong suburban city	Great government, Location, Hawk center	Crime in some areas, Bike infrastructure, Home blight
City of no downtown, decentralized, vast spaces, best connections to other places	Rich people living here, landscape, quiet, great police and fire department force	No downtown, traffic/intersection planning, huge underutilized parking lots, road repair situation
suburb	Location	Crowded
Very nice relatively upscale suburb	low crime, nice physical area, close to everything	Slow progress of some issue brought to city council
an attractive city in a great location	honest government; good schools; great location on highways	street numbers on business hard to read/ find; some poor quality main roads;

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diverse. Clean. Comfortable.	Diversity. Maintaining its history and remembering its roots.	Housing prices and rental prices, not safe to walk. lacks street lights
A great city to live in.	Police and Fire Departments, Schools	Still roads.
Community	Parks, Citizen/Senior services, proximity to and working relationship with Downtown Farmington	No "Main Street", lack of "hot spots",
nice place to live	Heritage Park, neighborhoods, sidewalks on main roads	
Unpretentious, safe, good schools	Schools, easy access to the whole metro area, diversity	
A suburb with Farmington proper being a benefit	Open green space, programs (summer camps are by far the best in the area),	Not pedestrian friendly, parks, restaurants
Friendly, kind, beautiful	Parks/nature center, Hawk/Costick, library	Lack of downtown area, no sidewalks in older neighborhoods, few (non quick-serve) dining options
A good place to downsize to and to move to for retirement (From the Vincetta Park area of Royal Oak)	1)It is a safe place to live (2)The properties are kept up (3)It has services for seniors and handicappers	1)It does not offer free retraining for seniors, to update their skills enough to volunteer (Schoolcraft Com College offers their resident seniors free tuition - I have 2 licences and cannot volunteer because I lack the typing and computer skills) (3) The deer are completely out of control (I live on over an acre with a woods and hill behind me so a bow hunter could - with city approval - hunt and thin the deer population in my back yard in a completely safe way (I do not bow hunt but my neighbors son does)
A place where husbands and wives share EMail accounts. A nice suburb where their is diverse housing, that is not right on top of each other	Shopping is close enough to quickly drive to. It is safe. It has diverse style of houses	There is no way to safely ride a bike or moped out of the immediate neighborhoods. Too many deer, they are unsafe for driving and are eating all the gardens
residential, diverse, suburban	sense of safety, housing options/variety, diversity of people, restaurants, shopping, etc.	traffic
Overly Taxed, no property maintenance enforcement	Mostly a bedroom community, parks, good police and fire services	High taxes, sub par schools, no zoning enforcement (people don't maintain property)
Safe, Beautiful, community	Well maintained, relatively safe, good location	No 'City Center', Post Office is horrible
Comfortable family oriented community	Diverse, safe, community programming	Infrastructure problems, many stores and employers cannot find quality employees,
A nice city to live in	The police dept, Fire Department, neighborhoods	The schools, school board, education system

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
diverse population, convenient to neighboring communities	excellent policy and fire departments	lack of public parks and paths, split with Farmington Hills
tranquil, family	quiet, low on crime, schools	lost business opportunities (for example, Bosch expansion in Plymouth), aging infrastructure, no downtown walkable area (other than Farmington)
Nice place to live	green city, convenience, desire to improve	1) difference between east and west part of FH 2) difference between north and south side of FH
Welcoming, diverse, friendly		
A warm and family oriented community made up of mostly single family homes and a strong business base.	Public safety, secure privacy of lifestyle and financial strength	Lack of a meaningful city center, a public school system that has lost connection with the values of the community and an aggressive polity that is moving the community in a wrong direction.
diverse, multi-cultural	close to expressway and major roads, amenities, city government	no downtown area, spread out, taxes
		no downtown Farmington Hills
Calm well laid out housing to population ratio. Good real estate value.	1) location 2) community 3) very convenient	1) Sprawl 2) too many cars 3) not enough biking/ walking to city centers and amenities
Calm, safe, compliant	Progressive schools / policies, available shopping and recreation amenities, historic downtown small businesses and farmer's market	Car dependence (discontinuous sidewalks, car centric large fast streets, lack of transit/ alternatives), none others observed so far
Suburb of independent people living in community	Safety, Quiet neighborhoods, living in community with respect for nature	Street quality (like most of Michigan), making Farmers market more accessible
Very nice	City Government, police department, parks	Some roads in disrepair, lack of lighting on some roads, lack of fine dining options
Center location for all free ways and high ways	Central location, free ways, good neighbourhood	no internet providers, no side walk/bike paths, no downtown
Beautiful neighborhoods, vibrant, active community.	Parks, wildlife, easy access to freeways, vibrant senior programs	High tax rate, quality decline of FPS, lack of neighborhood sidewalks
Busy, vast, divided by highways	Commerce, the libraries, free parking	No downtown, not walkable, 12 mile/ Orchard Lake
Diverse, community based, low crime,, friendly	Parks, schools, restaurants	Lack of a central downtown, few bike trails
very progressive and responsive	strong elected city government, good police and fire, low crime	increasing crime, Angie Smith ruining our schools, poor school board
Residential, Open, and Family oriented	Lot sizes, Parks and Recreation, Access to freeways	Limited public transportation, congestion and growth on Twelve Mile, Declining test scores in public schools

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
safe, nice residential areas	diversity, proximity to Detroit, freeway access	lack of bike TRAILS, high taxes, too many deer
A good place to leave.		Rec department has eliminated many good opportunities for teen employment.....like as rec basketball refs. Replacing Farmer and his boss could help substantially.
Nice, quiet, upscale	That it's considered a more affluent than average suburb, many properties are larger than 40 foot city lots, and it's a low crime area	Many people don't distinguish it from the city of Farmington, the expressways that cut through it cause noise and create separation, the disconnect of Orchard Lake Road at Grand River Avenue is confusing and slows traffic on the city's main north-south thoroughfare
Family friendly. Safe. Nice people live here	Diverse and good neighborhoods. Good police and fire protection Great recreational facilities parks bicycle paths. Lots of green space Ability to attract major businesses Basically everything you want is within a ten minute drive	I keep hearing that the school rankings have slipped. That's a problem Even the impression they have slipped is a problem
Diverse, sprawling	Heritage Park, proximity to downtown Farmington,	Schools, taxes, lack of community
Modest, Melting Pot, Corporate	Centralized location, city government, retail offerings	Tax millage rate, traffic, deer
A liveable city	Size and Diversity	Lack of cohesiveness
Suburbia	Central location to metro area, lots of trees	Electricity reliability, not walkable
Getting there	Good roads nice parks,easy drive to other cities	No central city area
Residential, quiet, greenery.	Good police and fire protection, good city government, good city parks.	Unkempt rental homes, increasing crime, weak school board.
	Diversity, proximity to the rest of the metro area, community	Walkability
Diverse	Diversity, Community, Location	Walkability
Historical, Diverse	Affordable Homes,	Not many places for the younger generation
		litter,sidewalks that do not connect, not bike friendly
Crowded. Active. High taxes.	There are a lot of jobs available. Plenty of activities to do in the city. Schools are highly rated.	The roads get flooded too easily/Too much road construction. Too many people live here. Taxes are too high.
Safe, convenient travel to other cities	Good government, good senior programming	Allowing so much new growth, losing the small town feel
safe place to live and work	public safety, parks,	high taxes

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diverse, centrally located community with numerous amenities and services	Parks, homes and diversity, recreation services	Restaurants, central community services and development opportunities / addressing poorly maintained properties
Farmington is a well planned community with the right mix of residential and commercial.	Parks and trees, many single family homes with common areas, attractive commercial areas.	Some empty store buildings, too many deer
Has everything- never have to go too far.	Parks, wildlife/nature areas, variety of businesses	Poor lighting, too many forests being cut for development, too many large apartment complexes
Friendly, cohesive, comfortable	community, downtown (nice), diverse	organization, education (quality has gone down), growth (too much construction)
Too expensive	Police, Fire, Dpw	Affordable, inconsistent communication, taxes
Nice place to live	Police presence,	High property taxes,
Diverse	Parks, rec centers, schools	Taxes, vacant commercial properties, the south east corner of the city.
convenience to Detroit and local suburbs	parks/especially Heritage- community bldgs e.g. the Hawk, city road work	Lack of a downtown or hub/gathering place
Comfortable	Easy hwy access. Relatively low crime. Schools.	Increasing crime. Some city services like trash removal and snow plowing
Convenient, Friendly	Location, Parks & Recreation (Heritage Park, The Hawk), People	loss of businesses, no truly walkable areas/ downtown, aging infrastructure
Safe	Fast responding police, fire and ambulance	You don't get much "benefit" for your tax dollars
gentrified, boring, waystation	senior care homes, rental housing, high taxes	Lack of small business diversity (and retention), lack of community feeling, poor taxpayer funded services (winter road clearing, trash services, storm cleanup)
Friendly and safe	generous residents, excellent public safety, rural feel	dining options are limited, susceptible to deviants coming in from Detroit, poor school district
		Sidewalks. Also, signal timing. The lights at 9 mile and middlebelt are timed terribly. Causes unnecessary traffic backups and is not timed well with the lights just south and north of the intersection.
Neighborhoodly, friendly, small town feel	Safe, Natural Spaces (Parks), Mature trees	Clearing of natural areas for more housing, need more safe bike paths/lanes, Too many empty strip mall - unused spaces

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
A great place to live.	Community sidewalks and close proximity to everything	Schools are behind not enough senior housing and need less coffe shops
Great services provided and great programs offered.	Variety of community programs for all ages and needs; superior snow removal; top notch city workers from police to fire to golf course to recreational staff!	A few of the residential streets need to be re-paved.
welcoming, open to working on city problems	Hawk rec center, diversity	amplified destruction and stealing in residential areas
	Location and accessibility to the interstate	Aging houses, orchard lake road buildings are aging
Quiet	Services, safety, school	Parents
Diversity, well governed	Diversity, parks, good government	bike trails/lanes - hard to bike in the community, New housing too often is too dense and too tall - the density and height does not match the surrounding area. More small specialty shops
Preserving nature yet expanding for businesses	1) Big business 2) schools 3) parks	2) small business 3) lack of "downtown" 4) aging buildings
Beautiful big awesome	Relationship with downtown Farmington The schools and the hawk	12 mile and orchard lake, empty buildings, city run outdoor pool
Safe place to live	Accessibility, safety, location	Traffic, taxes, amenities
It's convenient. Busy but quiet not like a college town like Ann Arbor.	Convenient, relaxed environment and quiet	Feels like a city only older people live. Not younger oriented but that's ok. Internet connectivity issues or limitations. It feels isolated from time to time.
nature	environmentally friendly, park centric	lack of protected bike paths, pedestrian unfriendly
Big but small...	Residential friendly, Tucked away from the hustle and bustle, close distance to main shopping and events.	One exit from 696, Main corridors don't support a safe walkable feel, no diversity in land uses.
Diverse people, big potential, chain restaurants	The people, location, community programs	Food is all chain, no good dive bars or "local" feeling bars for young families or younger adults (30-40) to go to.
Pleasant place to live	Looks good, nice homes in a range of prices, services are good	Car vandalism/theft seems nonstop, needs to be addressed, restaurants - I generally end up in Novi if eating out, same with shopping
Strong neighborhood focused city	Well managed. Financially stable. Strong fire and police	Not well connected
it's a nice area to live	Location, retail/grocery, schools	no central area, no walkability, restaurants
	broadness of activities, ex. Hawk, Costick centers diversity , overall park and recreation activities	
Perfect blend of city and suburb	Location, community activities, schools	Needs more walkability, more adult sports, high cost of living
A great place to live	Parks, schools, cost of living	Shopping, public involvement in government, entertainment

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
A residential community with access to an exciting downtown and good amenities	Exciting diversity, improving walkability, people focus	still too much focus on cars, not enough downtown engagement, not enough parks
My hometown since birth!	Beautiful area, good schools, good shopping	Getting a bit overbuilt, question approvals on some projects, desire to pave roads that don't need it (Shady Ridge- charming dirt cul de sac)
		All of the HOAs. There needs to be city governed rules to allow fences with the over population of deers and safety.
Wonderful parks and recreation programs	Parks, schools, and housing	Rising car crimes, traffic roundabouts, and closing restaurants.
Nature, wildlife, heavily wooded lands	Nature Conservation, sustainability, safety	Development of wooded lots, not re-purposing closed businesses, power outages infrastructure
Home. Community. Safe.	Activities planned for all ages at places like Hawk,. Awesome library system. Heritage Park.	Limited nightlife activities , overrun with coyotes and deer, needs a downtown.
		Investing far too much money in the Hawk designed mostly with the younger population. The Costick has great activities, but is in desperate need of updating and renovating.
Too many empty old business buildings. No central businesses	Riley Park. People get along and celebrate different cultures here.	Empty buildings. Too many apartments. Not enough nice restaurants. All over the place.
Friendly, community oriented, diverse	Community and community activities, City Officials who care about updating and caring for the city, multiple parks in the area	Proximity to high crime areas. I see reports of vehicle break-ins and the occasional home break-in every day via the Ring app. Not enough outdoor recreation areas (that I'm aware of), I can't think of a third. I love it here
Country in the city	Established, beautiful neighborhoods, friendly	New construction/tree removal, not many young families, school closures
A beautiful city that cares	Diversity, care for infrastructure, nature	None
Suburban	Great parks, good public services, access to expressway.	No walkable area, struggling school district, lack of continuity between areas-it's not easy to walk or bike around.
Many residences	Location, city services, safety	No downtown
Diverse and welcoming	Safety, Inclusion & Diversity	Vehicle centric, pedestrian/bicycle safety is an afterthought. electrical grid. Infrastructure in the south part of the city.

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diverse	Diversity, schools, desirable location to other cities	Lack of stricter zoning laws in residential areas, lack of fun things to do, lack of bar/restaurant or shopping variety
Diverse	Cultural diversity, diversity of options from arts and parks to activities	I feel like there are so many nursing homes going up. We have a lot of underutilized building space that clothes from Covid. The school board is a mess and the school district does not have a good reputation in the larger SE community.
Neon signs, tattoo parlors, smoke shops, dirty, lack of playing fields, lacking exceptional schools/Programs (High Meadow, Harrison) and not place to raise a family.	Freeways, Glen Oaks and Heritage Park	closing of top schools, no longer place to raise a family, Tattoo parlors, smoke shops etc sad.
Farmington's little sister	No smoothie places/ fire dept/ home of the roundabouts	Taxes/water rates/taxes
Suburban city full of trees	City of Farmington, abundance of trees, great plows	Too many strip malls, vehicles prioritized over pedestrians, non-connected bicycle trails
Boring, quiet, swampy, neighborly.	Good place to raise kids. Good community feel. Road millage.	Not enough grocery stores. City Council seems like a private club. Needs to be contentious like in Warren. Middlebelt sucks as a road. Choose a number of lanes and stick with it. And redevelop the corner of grand river and orchard lake.
Green, friendly, community	Residents, beautiful homes, location to major freeways	Roads (specifically subdivisions), lack of nicer restaurants , neighborhood programs,
office bldg city	Farmington Shiawassee park, Heritage park ,	Vacant Office bldg., ugly store fronts, no decent restaurants
Traffic		Allowing more office bldg to be built
Diverse. Friendly. Comfortable	Diversity. Schools	Plowing public sidewalks that aren't downtown.
Diverse	Size, location and landscape	Lack of activities other than in downtown, it's own presence outside tech, more outdoor venues
Big and beautiful	Parks, police officers and business	Deer control, subdivision road maintenance, home inspection for code enforcement
Diverse, family, laid back	socio economic diversity, surrounds cute town, many families of Farmington	Unoccupied buildings/failed businesses, no downtown (we're nothing without Farmington), seedy southeast end
Business buildings,		Shopping options, dining options, dog friendly parks

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Great central location to metro Detroit area with very good city services,	rich history, variety of historic housing, green spaces	too many apartment complexes, too many under utilized parking areas and strip malls. safe bike routes to parks and rec resources.
Efficiently run city with well maintained services. Nice neighborhoods with shopping areas within easy access and abundant green spaces	Solid tax base, inclusive home ownership market and inclusive wonderful schools and great Library(s)	Need to address the many large under utilized poorly maintained parking lots. Deer population explosion devastating native species and plantings, cull the herd,. To many apartments allowing for a large transient population which reflects negatively on school achievement scores
Well taken care of by people we Trust(so Far)	Government not being Woke with asinine ideas. Easy accessible to the Libraries. Availability to city council via public TVWell	Cable tv. Cancel current Co. Downtown
Diverse	Location, safety , activities	Lack of street lights, lack of walking paths , dog park license people make it difficult to get pass at dog park
a wonderful place to live	Strong local government, community outreach, lots of great community services ie the Hawk and Costic center	better roads needed, snow plowing
Typical suburb	People, location, history	High costs. (taxes real estate schools)
Suburban, Residential, Amenities	Diversity, Location, Parks and Recreation	High Taxes, Lack of Walkability, Lack of "Magnet" Attractions
We love the families and children in our neighborhood!	Diversity, family, and kind people	No street lights, no side walks
A nice place to live	Not sure	Rising crime. empty businesses. too many apartments
Wonderful parks, Library and the hock recreation entertainment center	Support of education in the arts	Lack of affordable and practical housing for aging population
Well run, week kept, nice city features	Parks, recreation opportunities, safe	Keeping older buildings looking good, what to do if business don't go back to the office
Home, parks, friends,	Strong community education and resources, great parks, safe	Traffic
	Police and Fire Departments.	
used to be a great place to live	can't think of any	the school system, the residential roads, overdevelopment
Beautiful, natural, historic, incredible resources and welcoming	Resources, parks, trees	Traffic. being overgrown by office buildings, increasing safety and theft issues.
Progressive, diverse, stable	Green space, well managed, diverse	Too many deer, lack of senior housing, no great restaurants
Diverse	Diverse community	Activities central area
Business first	Business, senior living, warm weather gatherings	Green space, unused office space, school district
Aging suburban city	Close to major highways, safe, investment in downtown area	Lack of nice restaurants, lack of nice retail stores, no identity/brand of the city - why would anyone come to Farmington - what are we known for?

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Mostly residential with large pockets of industrial parks	Close to downriver Farmington. Home values remain high. Diverse community.	Not enough restaurants. No sidewalks in residential neighborhoods. Old strip malls allowed to deteriorate
I don't actually have words that are super specific. It's another suburb. It's an older Novi.	I like how diverse it is, and that there are a lot of types of housing (too expensive) but it's there. I also like the businesses available to frequent.	It doesn't have its own clear identity or brand. When I think of Farmington, I have such a distinct impression. It has a great downtown, it has these staple community events that so many people take part in, and it really highlights small businesses. I don't think FH has that.
Complicated, evolving, not in a good way.		Lack of noise policy and enforcement of noise issues.
Relatively safe with good public services.	Public services, parks and recreation, natural beauty	Too many multi-housing units, too many empty office buildings, continued development of open spaces.
Safe, well run, home	The many and varied parks. Activities for all ages available thru parks and rec. Good public safety.	It has no "down town". Walking can be difficult due to lack of sidewalks and freeways creating barriers. Traffic congestion on major streets Traffic
safe comfortable place to live	good public services (fire, police, library)	Public offices seems to have little to no diversity of ethnic groups
Fine	Parks, Roads in winter (kudos to the road crews), proximity to lots of shopping and freeways	Schools/school board, high property taxes, declining younger population (made worse with all of the new senior living complexes)
Diverse, mature, fairly conducive to active lifestyle	Nice Parks, community services, walkable to small downtown area with potential	Lack of entertainment, no parks with trails accessible to dog walking,
friendly, neighborly, easy access	nice people, close to highways, quiet	poor planning, too much traffic, apathy
Suburb	close proximity to expressways	lack of downtown, lack of community, downscale retail everywhere
Community	Downtown, activities, community feel	Quality restaurants are a little scarce, housing options (condos, live/work, young families/first time home buyers), parking tricky at times
Safe, clean. Family-friendly	Safe, location, improvements	DEI, CRT, deer
diverse, progressive, safe	community spaces, safety, diversity	roads, traffic, suburban character of commercial areas
Outstanding place to raise a family	Location, diversity, proximity to a variety of businesses	Needs some updating in public places
Friendly for families, good place for business	Housing is generally reasonably priced, green spaces like Heritage Park, city offices well run	School academic performance is getting worse, aging population - needs more young families, property taxes are on the high end.
A family community that is safe and quiet.	Keeping our city safe for our children and there future. No gentlemen clubs, no cannabis shops, etc. Different levels of affordable housing.	Our property taxes seem to keep getting higher. Cell signals are very weak in many areas. Fiber optic internet is not coming fast enough.

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Suburb		Power outages,
Growing, improving, freindly	Growing? New businesses? I honestly am not sure	Very unbikable. Lots of high speed traffic, especially in residential areas. No connection or support between city and the public schools
A very diverse community in about every aspect.	Property use as diverse as the people, recreation and wildlife are easily accessed.	Land use, School security, Low pay of professionals like teachers, firefighters, EMS. Police.
quaint	Family activities	Not enough Downtown restaurants and taking care of the deer population in the neighborhood areas
Friendly and inclusive community	Senior citizens activities; friendly; accessibility to services	Public transportation; street lighting at intersections
Safe, not connected	Great schools, fun community activities, diversity	not great government communication, more community outreach needed,
Safe and welcoming.	Safety, Sense of Community and Prospering	Road conditions, traffic congestion, lack of quality restaurants.
Safe	Clean, safe, parks	Light, old school buildings, public transportation
Safe and quiet	Balance of access to amenities while having the comfortable space between homes	Idk
Quiet suburb close to everything	Access to freeways. Safe neighborhoods. Schools	Number of parks. Unused office space. No downtown area/walking space.
Racist, Slow to adopt and apply modern ideas, plenty of attractions all basic and blend.	Diversity, Accessibility, Options	47th District Court, Police Culture, Old mentality in running the city
Large City	Close to freeways, shopping, and great parks and rec department.	Increasing crime, deer population out of control, and switching garbage haulers.
A diversified community	Crime rate, Diversity, Neighborhoods	Not pet friendly especially in parks, neighborhood roads and people's property need to be kept up, police are not community friendly like other cities.

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diversity, Nature, Commerce	Diversity, Nature, Commerce	#1. Crime is starting to creep in and up too much for comfort. #2. Not holding the apt complexes up to reasonable standards for their residents. I've lived HAPPILY in Independence Green Apts for almost 9 yrs under Hayman but when JRK took over in 2020, they made the amenities LOOK impressive/gorgeous BUT I am ready to call the health dept to come see how bad my poor apt has gotten bc of JRK & we are heartbroken bc after 11 yrs & wishing to live here indefinitely, once JRK took over the neglect is so severe for actual residents that we are anxiously waiting for Homemarket to improve so we can get out of here! #2. Not enough sidewalks for walking and biking and not enough public transportation that is easily accessible for 55+ yr olds in all kinds of weather that have trouble getting to bus stops or it does not go far enough or enough places.
Good community services and schools (although some decline in the schools in the last 10 years), excellent first responder services.	Libraries, community facilities (i.e. Costick Center, The Hawk); and police/fire departments.	Lack of oversight with city planning - too many 4+ storied bldgs going up ; traffic congestion.; and not addressing "blight" in the commercial and residential areas
Interesting, beautiful, inclusive	Variety, safe, low unemployment	(can't think of any)
Uncentered	1. 50+ programs 2. Concerts in the park 3. Affordable housing	1. Too many deer 2. No curbside leaf vacuuming
Safe, multicultural, established, attractive	Green spaces; family-oriented ie The Hawk, Heritage Park concerts; established neighborhoods	Taxes are too high especially after hiring cheap(er) sub-contractors ie garbage pick up; the 3.5 times plus overpopulation of deer; the divisiveness in the educational system
Non-descriptâ€residential with business corridor	Proximity to highways and downtown ; trees.	Taxes, Trees (infrastructure issues, power outages), wildlife over-population,
In decline; not keeping up with Troy, Canton & Northville/Novi.	Freeway access, available shopping, Heritage Park	Failing schools, musical chairs on City Council, poor city road conditions
Safe, Family Friendly and Beautiful	Safety, parks and libraries	Cost of living, Taxes, workers lack of follow-through
Mix of nature and commercial	Nature, stores, restaurants	Lack of sidewalks and street lighting on some roads roads
community	police, fire community	city doesn't pay its employees enough for what they do
		we need more businesses (who pay taxes)

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Professional, Family, Old	City Services are excellent, Most of the things I need on a weekly basis I can get to easily within the city limits, Focus on future growth and improvement	poor walk/bike-ability, poor freeway access (Orchard Lake only on the east side of the city), Many areas of the city look very bland or uniform in a bad way
Friendly. Community-oriented. Safe.	Good leadership. Diverse population. Nice neighborhoods.	Not bicycle friendly. Needs better/more parks. Poor roads.
Progressing, Fun, Historic	Organization, Programming, Diversity	Access, Awareness, Outdated
	Central location and access to freeways	Too many deer and skunks , condition of roads
Nice place to live but no downtown-- Farmington is where it's at	Nice parks, nice community, great community programs	Needs more sidewalks, no downtown (that's in Farmington),
Diverse, good schools and clean	Proximity to basic needs, plenty of parks farmers market,	Affordable housing, 25 mph roads, lack of recycling center
Good		Commercial centers / big markets (there is not a Meijer!!)
Family and Community oriented	The Hawk, Woodside Farmington Hills, Heritage Park	Expensive Busch's, no 4th of July fireworks, no summer fair
Locally owned businesses and multicultural	1)Locally owned 2)Multicultural 3)Great Schools	1)Not enough specialty shops 2) No high end stores 3) Not enough street lights on Grand River)
Residential, Family Oriented, Driveable	Schools, Retail, Driveable	Lack of neighborhood sidewalks, non-motorized transportation, multi-use properties
family, friendly	great neighborhoods, good restaurants, good parks	roads, retail/shopping, lack of festivals
high taxes low services		near zero enforcement of speeding and distracted driving
vibrant, eventful, family friendly	safe, small, cozy	Intersaction on Farmington Rd & Colfax St is unsafe for school kids or anyone. Drivers don't stop. Please build a cross over of some kind.
Safe community for families.	Safe neighborhood, library , parks	Lacks vibrancy in community ; need a downtown that's culturally diverse ; need a proper community garden like Livonia
Equal parts city and country. It fits all types of lifestyles and personalities.	Availability of jobs, home values, public safety.	DEI initiatives, lack of transparency in government, school board.
Diverse, safe, comfortable		Aging citizens that don't want to keep up city services with taxes
Inclusive, cares, has integrity	Diversity, having a lot of shops and restaurants nearby, caring about the health of the community	Lack of nice grocery stores, would like to see more original restaurants (not chains)

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Poor schools, poor downtown, crappy roads, bad leadership (see horrible proactiveness by mayor and council as pertains to city infrastructure and outages, eg downed trees resulting in lost power) increasingly unsafe		See first answer. There seems to be no plans in place to make this city as nice as Northville, Plymouth and other communities that have done a far better job making this a destination community. Plus the hills and city are terrible at working together.
Cute, small but "large" and great location for freeway access	Parks, friendly people, cute downtown with lots of potential	Downtown could be more vibrant/ more variety of shops/ more of a destination, needs parking. Schools need improvements.
Real people	Diversity, house sizes, downtown	Cannot walk anywhere
Diverse in cultures, incomes, surroundings	Diversity, the nature- parks, large trees, water, good central location	Age of infrastructure, leadership in the schools, retaining families
	Safety, community, wildlife	Neighborhood roads, unattractive business fronts (along grand river and orchard lake rd), not dog friendly
Involved, safe community, green, proud	Community activities, parks, schools, farmers market	Lack of diverse restaurants in downtown, roads,
Nice small town with a big vision	Community, Community and Community	High Taxes, No downtown Area, and high taxes
Potentially family friendly and largest Oakland County city	Schools both public and private, proximity of retail and service providers, diversity and various cultures	Lack of police friendliness, fewer opportunities for newer families due to lack of new housing, and a need for a centralized texting or email venue for emergencies or widespread broadcast messages
Suburban neighborhoods near historic Farmington	Proximity to Farmington downtown, access to freeways, great restaurants	Poor transit frequency, poor bike network and trail network, too low density for tax burdens
NA	Parks	Schools
Safe, calm, comfortable	Safety, parks, local things to do	Diversity, restaurant selection, road construction
Beautiful, diverse area of Oakland County.	Schools, recreation, parks	Some roads are in disrepair, especially 12 mile in front of the Hawk. Speeders. Zoning Dept. Does not address their own ordinances.
suburban, sprawl, expensive, opportunity	rustic character of some neighborhoods, employers, programming`	no differentiation from other suburban cities, no pedestrian infrastructure, not a variety of housing options - McMansion neighborhoods only
Safe and family friendly	1. Safe. 2. family friendly 3.	1. No downtown identity 2. Empty Office buildings 3. Possible Cannabis businesses
Diverse community close to nature	Parks, community, schools	Downtown restaurants, roads, lack of smaller houses.
Good place to live in the metro	1. Good for Families 2. safe 3. parks	2. Empty buildings and parking lots 2. too many apartment buildings 3. high taxes

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Community, Family, Nice	Good people, central location, diverse population	No downtown, no leaf pick up on the fall,
Gives a small town feeling which is good	Schools, location, community	More outside dining is needed
Friendly, safe and great parks		
Fun, Friendly, Variety, Entertaining	Schools, Community, Visual Appeal	Locale, Traffic, Excess deer
diverse, very large	accessibility around Metro Detroit, Diversity, no. of HQs located within FH	lack of dining options, outdated/vacant office, boring 12 mile corridor space,
Great schools, great parks and recreation, diverse community	Good schools, affordable living, nature parks	Empty storefronts, poor roads, increase in crime (car break-ins, etc)
Diverse, lively, good place to raise kids.	It's diversity, community activities, and recreation.	Limited shopping places, places for kids, and too few parks.
Citizen orientated	Clean city, beautiful parks, senior programs	Maintain roads in good shape, excessive city own cars, excessive old city buildings not being utilized.
Diverse, friendly, entrepreneurial	Diversity, downtown, community building activities	Schools, restaurant options, affordable housing
Quiet, generic	Parks, Arts/cultural department, downtown, people	Too much emphasis on development, lack of music and cultural venues
Suburban community in need of new life	Location, location, location	Poor planning, lack of foresight, ignorance
The City of Farmington Hills is a large city in the Southeast metro Detroit area. The area has a very diverse population and many corporations.	1) Diverse population, 2) Large corporation/business 3) Many restaurants, grocery stores, and shopping places	1) Farmington Public Schools!!!!!! 2) Bullying in community, how many people have to talk about the mean girls for this to be addressed. The bullying has caused many mental health issues for community members. No one addressed this issue and it started years ago when a small group was given power to bully. The Mafia as a few of them called themselves. No political person can address it because they keep supporting people involved in it. 3) Sidewalks to make it a walkable city.
Quaint, clean, accessible	Safe, accessible, diverse family dwelling opportunities	Older population, lack of sidewalks, lack of dining/pubs in close proximity to each other
Nice but slowly turning into not so nice		loss of natural habitats with new office buildings
Clean, safe	Schools, Natural Spaces and Fire/Police	Shopping, Bars and restaraunts
It has a small town feel	Its diversity - Its Parks - Downtown area!	School discipline - it is basically none existent -- creating too many senior areas -- create more all people homes -let our area grow - - too many vacant store fronts
Quaint downtown, bustling, attractive, fun	The downtown, the parks, and the emergency services	Electrical grid, crime near 9 mile

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diverse, family friendly, has a lot of potential	Diversity, community, lots of space	No great restaurants, no great shops downtown, playgrounds are outdated
Responsive to citizens needs	Parks, the hawk, low crime	Perception of school district
safe, diversity		not walkable, need more small/local business, need biking trails
Conservative	Athletes	Arts
Diverse, inclusive	Diversity, schools, the hawk	No downtown, public transit, regressive residents
Centrally located in southeast Michigan.	Location, people and restaurants.	lack of curbside leaf pick up, over regulation and spending tax dollars on buildings not taxpayers.
Comfortable and established	Diversity, resources, community	Change, division, vision
Everyone's City	Orchard Lake Retail Desirability to new Development.	Office Zoned properties on Orchard Lake Road
Peaceful, Slowly transitioning from retirees to younger families, Conveniently located.	Not so densely packed in, Mix of natural beauty and Urban, Location	Starting to become too woke, Lower level of creative people aka hipsters who bring attractive shops and dining, Crime
Suburban/residential campus	Safety, Parks, and Community	Public Transit, Too many Office buildings, and need more beautification.
Great, safe and diverse community	diversity, schools, community	roads, traffic, trash pickup
Center of Metro detroit	Middle class town, safe, quiet	Services for senior, education going down, facility for handicapped person
Great city with too many subdivisions trying to control the owners		Lack of community power, not enough city enforcement, increased tax rates
Convenient	Conveince, clean, good services	Not allowing dogs in the parks
Old fashion and boring	Good schools, sufficient housing, and safe.	It's not progressive, lacks a downtown and entertainment, lack of top tier dining/ American restaurants
Excellent place to live. Well ran city.	City service, peaceful & good educational system.	Not enough new neighborhood development projects near inkster
home, deer, solid	diversity, ecofriendly, location	deer, slowly increasing crime, need to strengthen schools
Relatively safe, convenient	Lots of trees, convenient shopping, Downtown Farmington	Lack of safe biking routes, lack of safe walking/sidewalks, reliable power
Great potential	Long-term residents, police department, fire department, EMS	Apartments, crime, lack of resident input on certain issues.
Nice place to live	Excellent Library. Nice Parks. Community Minded.	Roads are in need of repair. In fill development doesn't always seem to fit in with existing structures.
Just moved here so we are still learning.	Community offerings, downtown area and farmers market. We enjoy the live music and games for children	?
Lots of potential, beautiful, community	Sense of community, family activities	Declining quality, no pedestrian sidewalks,bad roads

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
diverse	parks, proximity with freeways and other towns,	No downtown, no live music venues,
Charming, Scenic Wildlife Community	Private yet located near freeways, First responders expeditious, captivating views	Power shortages, roads, security in neighborhoods
Diverse, safe, sprawling, parks, central	central location in Detroit area, diverse population, safe community	Not walkable, racism, schools
It is a large metro area in SE Michigan outside of Detroit that had a good reputation when we moved here 25 years ago. I was excited to be part of the city when I moved here. People told us while looking for houses in the area that schools are great and things are really good. Unfortunately, I don't feel this same way about the city anymore.	1) Large metro area with many major businesses, 2) Businesses support the community, 3) Library is a great asset	1) Farmington Schools are horrible ranking 61 lower than most other Oakland County Schools and we pay Higher Taxes that many of these others, what are we getting for our tax dollars, a broken school system and a toxic culture, 2) Bullying is allowed in this city, no one cares about mental health of others, 3) A small group has been allowed to run the city of FH without a community listening to all voices about our city.
Family friendly with something for people of all ages	Parks, community programs, libraries	not pucking up leaves with a vacuum truck, sidewalks and traffic congestion
Farmington Hills has become a traffic cut through route .	It's people, Police and fire departments and parks and recreation.	Very slow and lengthy process to end illegal drugs usage and sales. Zoning code violations management. How city selects vendors. be revisited, need to balance selection better between cost and better service ...
safe, spacious, relaxing	many resources, beautiful neighborhoods and parks, good schools	lack of a competitive natatorium, too many abandoned/unused buildings and parking lots, lack of affordable, modern senior living
Transistioning residential. Getting dumpier	Good access to I-696, good access to I-696, some outdoor pickleball courts	Not enough pickleball courts. Changing demographic, property taxes too high.
diverse	diversity, location, stability	vision, transparency, innovation
Diverse, engaging, beautiful	diversity, Hawk, downtown Farmington	spread out- differences between north and south; public transportation, first time home buyer opportunities
Noord-Brabant	Granite	toolset
a place to live and grow	Proximity to entertainment and social opportunities, schools (specifically Outdoor Nature Preschool and the Farmington STEAM Academy), responsiveness of Emergency Services	Diversity, division of well to do vs working class
A great place to live and raise a family	parks, neighborhoods, diverse community	affordable housing, senior housing,
vibrant	parks..culture&€.safety	outdoor strolling with dining&€;
Diverse, natural surroundings, family oriented, great senior citizen opportunities	location, natural resources, services for all ages	loss of natural habitat to building, changing business climate, zoning variations
Family friendly	Parks, safety, community events	Often lose electric power

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
beautiful well maintained	safe great police and fire departments	rents too high need more support for small business
Great parks and rec programs	kid activities, diversity, family-oriented	need more walking areas, need better restaurants, better parking downtown
Beautiful place to live.	Very quiet place to live. Market place, food is good	Not enough apartments low income for seniors
Has potential	Farmers Market, events, community oriented	Underwhelming businesses, lacks unique restaurants
Great	People Location Mgmt of city	Mgmt of Costick Ctr
Citizen focused	1. Recreational facilities like the Hawk & Heritage park , 2.Downtown, 3. Lack of heavy industry	1. Lack of, or poor design of pedestrian & bike facilities. I shouldn't have to drive my car 1/2 mile to grocery store. But I don't feel safe cycling/walking 2. Road conditions, despite constant patching, 3. Allowing unoccupied business/shopping centers to remain
	Diversity	High Property Taxes
Fabulous	Safety, Nice place to live, and Inclusiveness	Not many restaurants, No plans for redevelopment of Commercial Areas and aging infrastructure
diverse	parks,recreation opportunities, city services	schools,
Nice place to live	Safety, green space, upscale nature of city	Declining education in public schools, too many empty commercial buildings & strip malls, property values not increasing at rates of other comparable cities
Clean and safe	Safety, Cleanliness, Stable	Dull, poorly planned, attention to neighborhoods
Stable - but safety/security/law & order should be focus of community leaders	Proximity to all locations of metropolitan Detroit;	Threat of liberal policies in schools; Lack of law and order in some sectors;
Green, prosperous, and happy	Diverse, money, young population	Lack of industry, not very motivated, limited resources
Family-friendly, conveniently located in the metro Detroit area	Parks, good city services, people	car-dependence/not walkable, certain sections of city are a bit run down (grand river from inkster to orchard lake), need to make sure commercial properties are maintained (ex.the Target parking lot is awful)
My hometown	Costick senior center, parks, schools	Overrun of deer, lack of sidewalks, lack of senior services in the South area of townparks
Kind of lively, just enough but needing less coffee shops, good at meeting diverse ages, no need for att and shop.	Diverse, innovative, and homey	Space rented to companies who don't care for our communit like the orchard lake and grand river plaza...looks very low class and do not care.

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
A very diverse city in the metro southeast Michigan area. With many large corporations and neighborhoods.	1) Volunteer opportunities and organizations, 2) Parks, 3) Large corporations	1) Farmington Public Schools, 2) Ongoing Bullying in the City that is allowed!!!!!! 3) Unwilling to address the Ms Weems mafia and mean girls! Who all got jobs given to them for treating people poorly!! The corruption that has happened in this city needs to be addressed!! The new superintendent isn't addressing it and it is amazing how many people have got jobs out of being mean calling people names and bullying because they were PROTECTED in this city. In Farmington Hills you can BREAK the LAW and you will be rewarded!!! If you just do the right thing you will be bullied and every politician in this city doesn't care about that you were targeted. The city clerk, the city manager, mayor, city council and FPS BOE all allow this poor behavior to continue in this city! Too many people who are not politicians in this city were targeted in the last election. Shame on Farmington Hills!!!
Clean and safe for now keep it that way	Police, affordability, restaurants	Slum lords, being close to grand river, seedy hotels
Suburban feel	Single family homes, police department, and the restaurant's	Low income apartments, slum lords, seedy hotels on grand river
Quiet and peaceful.	safety, big on seniors, schools	government getting too big (bigger they get the less they care), crime increasing, schools are going woke
Senior community	Hunters Square shopping, near downtown Farmington , good medical access	Not enough restaurants, old apartments, no evening entertainment
Flat land	Schools, Regional location	No new modern apartments, need more shopping, not enough restaurant
Not a destination	Parks, Hunters Square, local medical access	Lack of modern apartments, not enough restaurants
Lovely City	Community, Public Services, Schools	Taxes, Roads and Cable Providers
Safe		Lack of density, biking/walking infrastructure, no real "downtown"
Beautiful parks	Parks, community facilities, senior classes	NO DEER DETERRENCE PLAN, no city leaf pickup service, no outdoor eating venues

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
A community that has large corporations, good libraries and parks but horrible public schools that are failing our kids. If given the choice I wouldn't move her again.	1) Parks, 2) Volunteer opportunity, 3) Library	1) Farmington Public Schools to many people live in the city but have pulled their kids out because of the way things have been done, 2) Clicks or Camps of People given more power than others, 3) Diversity issues
comfortable	quiet residential with many things that I need on Orchard Lake and Haggerty	better newspaper content, crime problems in rental properties
Great location low crime	Low crime rate, great location, good schools	No low cost internet available (like WOW or Fiber optic), walk ability, diverse restaurants too many burger bars
Suburb	Close to a major metropolitan city, close to freeways, good schools	Poor public transportation, overpopulation of deer,
The international nations of Michigan	It's diversity and varied culture, business community, institutions like holocaust museum, OCC, and library	Lack of forward strategic planning, planning commission and council that seemed disengaged for about a decade
Quiet	The hawk, the downtown area, shiawassee park	Very few indoor activities available for the winter months for kids, not many sidewalks outside of the downtown area that aren't very distressed, small/not functional dog park
Peaceful multicultural family community	The people, the location, the public spaces/parks	Road conditions, utility reliability specifically electrical, cost of water
Home, pleasant suburb, good place to live,	good golf courses, pleasant rolling geography, business' / office buildings, library, business base / office buildings adjacent to Detroit, freeway access	Lack of "downtown" or city center,
Diverse population	Good downtown area, good schools, OK roads	Some poor roads, too many assisted living homes, traffic on Orchard Lake Road
Peaceful and quiet	The quiet neighborhoods with plenty of room between houses	Over development of unnecessary projects
Friendly, location, diverse	location, size, local restaurants	Identity, shopping, limited name brands
Safe, clean and stable.	Safety, cleanliness and parks	Racism in the school district, lack of diversity in city government, elitism
	the downtown, diversity, programs	subdivision roads, nice restaurants, Orchard Lake corridor
Home. Quiet Springbrook	Generally safe, secure	Tax dollars misappropriated, bad roads, lack of its own downtown district
A sense of community	Public Safety, Great community, Great Parks	Schools need to be more competitive, Need more Senior Housing,
Where I live and work and play	Easy access to Metro area. Safe surroundings . Good shopping	No night life/entertainment .
The city does a good job maintaining the appearance and safety of the community.	Diversity in the community, great police & fire, program offerings to all ages	

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Diverse, unplanned, uncentered	Diversity, flora, fauna	Thoughtless zoning, neglect and mismanagement of natural spaces, Orchard Lake Road
	Great location and access to other cities in the Metropolitan area. Great resources available to both families and seniors as well as singles/young adults. Beautiful geography with hills and trees and the mix of the historical and modern in the housing architecture.	The really POOR handling of road maintenance and the way it has been financed until very recently. The abandoned and under used existing commercial areas, the forgotten and neglected residential areas on the south side of the city, overabundance of massage parlors which smells of human trafficking (does Farmington Hills REALLY have that great of a market/need for so many Asian massage parlors???) What is next? Check cashing on every corner?
Expansive, family, splintered, diverse	Schools, safe, diverse	Traffic, biking safety, community gathering spaces
A great place to live an active life.	Activities, safety, community	Visual appeal
Suburban	Location, safety, stability	Stagnation, status quo, lack of leadership
Western Suburb of Detroit with walkable downtown & good community activities	Downtown Riley Park, Independence Park, Farmers Markets, decent schools, safety	Too many old people
No downtown	Good mixture of stores/residences, Diverse population, accessible	progressive schools, not enough moderately priced traditional restaurants for dinner, traffic
Nice upper middle class homes with area of too many apartments and low income single family homes	Mix of industrial and residential. Industrial being primarily Corp head quarters	School system need significant academic improvement
	Parks, golf course, library	Schools, schools, school board
Parks, mixed demographic with younger families coming	Parks, responsive fire/PD, recreation centers	Demographics predominately senior crowd, limited internet providers allowed (ie no competition), traffic
Historically well run and cohesive community seemingly searching for "new" identity it wants in future years.	Has the DNA of a community that has striven to provide its citizens safety, a strong education system and an healthy economic growth	Some City leadership seems to have lost focus on the above character strengths. Some seem more focused on false goals of wokeism (CRT) in schools, over emphasis on divisive equity goals promoting reverse racism and community strife generally eliminating emphasis on what made us so healthy and positive in the past.
Efficiently run, safe, good shops and services	Police. DPW. Access to every need	Grandstanding politically motivated councilors. No downtown. Some roads are dreadful

What few words best describe the City of Farmington Hills?	What are Farmington Hills' three greatest strengths?	What are Farmington Hills' three greatest weaknesses?
Transition United Nations	Not overdeveloped. Involved residents. Fairly well maintained	Pockets of unmaintained property. Have implemented things with not enough input from residents. City council too often used to launch political career. Selective zoning inspectors.
Friendly. Growing.	Main Street downtown, proximity to other cities, small enough to see change happen	Too many similar business, even with the syndicate you still need other reasons to walk around ot things to do
	home for value, location,	School district, school district, safety
Nature, Parks	Nature, Parks, Schools	
Full country, full city	Economic diversity, strong leadership, independent spiriy	Public school system, hospital system, taxation system
Safe and pleasant	police department, nice neighborhoods, cute downtown.	Smart busses, poor school academics, high taxes
safe, convenient, diverse	community, diversity, responsible leadership	
Compact city with accessible open spaces for recreation. Mixture of new and old architecture with sufficient businesses. Could use more open areas or park type spaces for Families to walk and enjoy timw outdoors, though it could use more outdoor winter recreational spaces.	Downtown area, Peaceful neighborhoods, and Good Law enforcement	Communication with residents to encourage participation in outdoor activities, Summer activities for young people excluding baseball, football & soccer, network of buses to transporting people to various places.
Diverse	Heritage Park, Library, Farmer's Market	Lack of Community Supported Agriculture (CSAs) and lack of green building codes or standards
Safe Boring and Quiet	Safety, Location,	Boring, NIMBYism, Lack of transit
Diverse, safe, opportunities	Safe place to live, many recreational opportunities, good educational centers	Traffic noise...surrounded by highways, no "downtown",
		Not nearly enough sit-down restaurant options
Suburban with access to Farmington	Proximity to Farmington, Parks, shopping	biking/walking, placeless, low density
Quiet	Lots of greenspace, not a densely developed city, easy to travel	Home prices are too/artificially high, ticks, vulnerable to storms/flooding
Family friendly, safe, clean, nature	Green spaces, city services, location to major highways and roads	Connectedness of neighborhoods (lack of sidewalks and trails), a true downtown like Farmington proper, clear identity
Diverse, many activities available, good schools	Great Activities for all age levels, good governance, growth that honors all age levels	not allowing citizens to collect signatures on petitions
Open, Green, Young	Well situated between many great amenities	lack of diverse and interesting activities within walking/biking distance. Majority Single Family Detached Home Zoning.

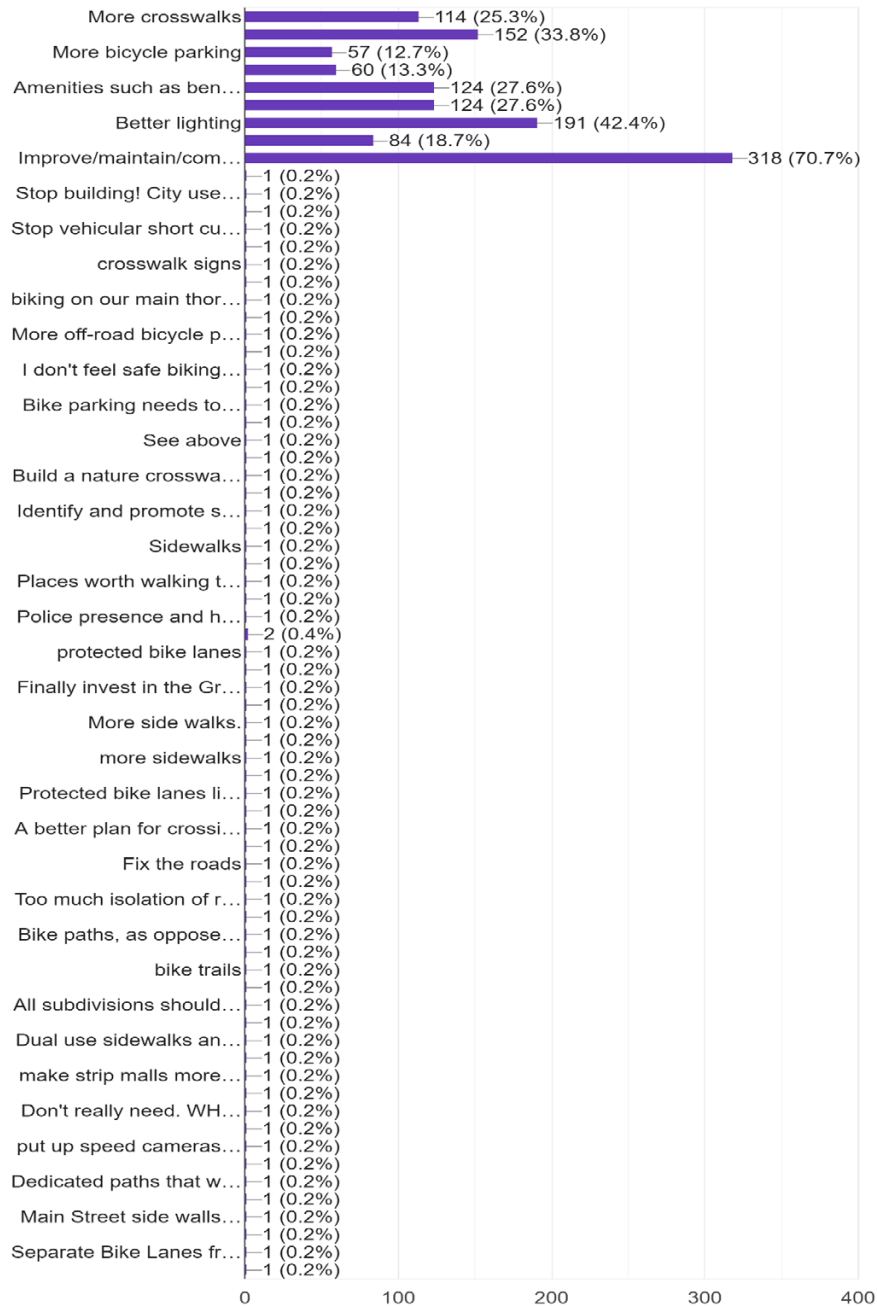
How important are the following?

[Note: The number indicates the average response with 2 being the most important and -2 being not at all important.]

Improving parks, preserving open spaces, and expanding recreational opportunities	1.51
Making it safer to walk and bike around town	1.40
Creating more areas of interest for entertainment, gathering, dining, and shopping	1.12
Housing to accommodate seniors	0.39
Encouraging greater residential density in appropriate areas of the City close to commercial areas	-0.02
Attainable housing for young families and other first-time owners	0.53
Improving opportunities to develop underutilized parking areas	0.39
Preservation of trees on residential lots	1.06
Improving the appearance of commercial and industrial properties through landscaping and other design features	0.83
Improving the quality of the design and architecture of existing and new buildings in the City	0.67

Which of the following do you think would do the most to improve walking and bicycling in the city?
(select up to three)

450 responses

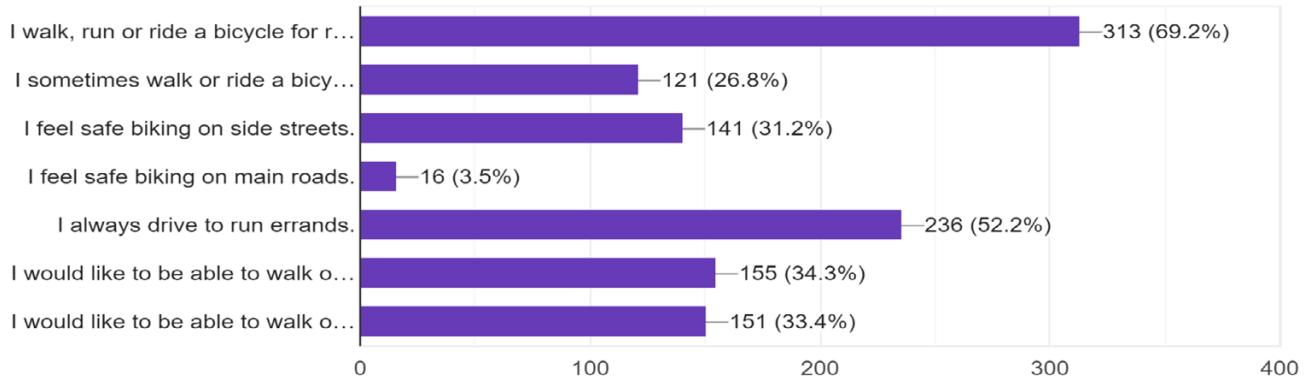


Answer choices:

- More crosswalks
- More bicycle lanes
- More bicycle parking
- Add/Improve bus shelters
- Amenities such as benches, trash cans, etc
- More street trees and landscaping
- Better lighting
- Adjust signal timing
- Improve/maintain/complete/add sidewalks

From the following list, select the statements that apply to you.

452 responses

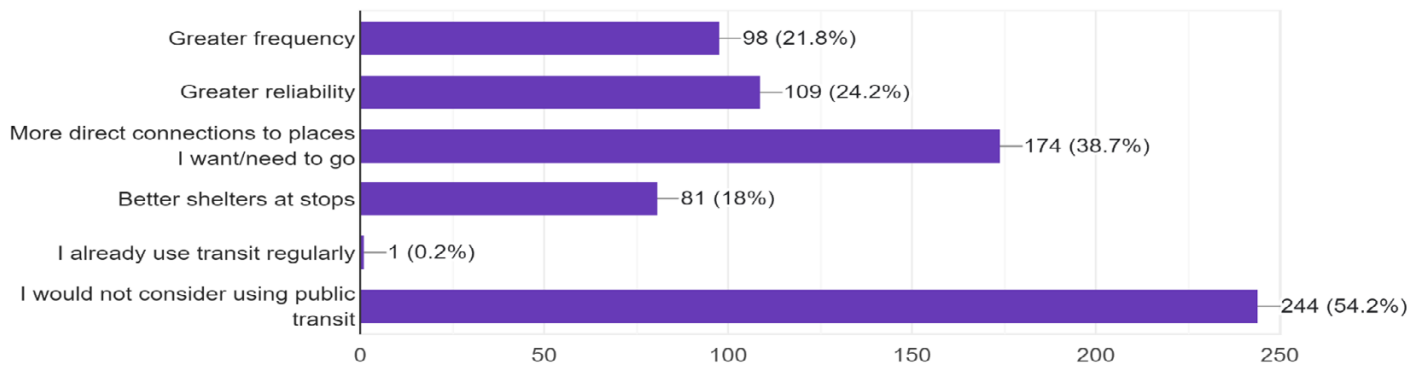


Answer choices:

- I walk, run or ride a bicycle for recreation/exercise.
- I sometimes walk or ride a bicycle to run errands.
- I feel safe biking on side streets.
- I feel safe biking on main roads.
- I always drive to run errands.
- I would like to be able to walk or bike to run errands but do not feel safe.
- I would like to be able to walk or bike to run errands but the distance is too far.

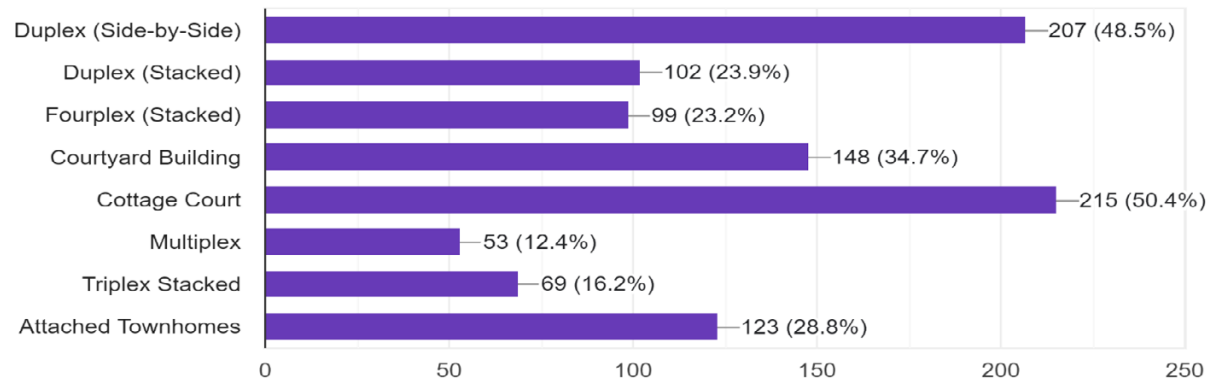
Which of the following would be most likely to increase your use of public transit? (Choose the answers that best apply to you)

450 responses



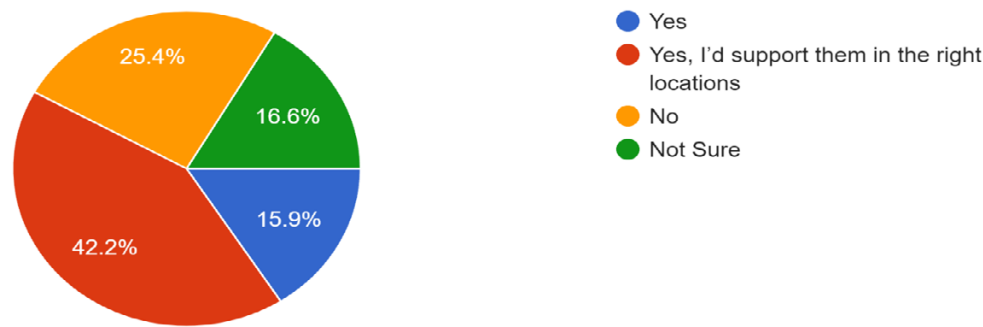
Alternative Housing: One potential way to provide more housing opportunity in the city is to permit more alternatives to traditional single-family hous...ges below, which three do you find most appealing?

427 responses



Would you support the introduction of accessory dwelling units (a second small unit on a property that already has a house) into the City? The image below is one example of such a unit.

453 responses



Do you have any additional thoughts about the City's Master Plan you'd like to share?

Residential use is good, commercial has too much parking lot w/not enough density

Consideration and integration of sustainable practices - sustainable design and building requirements, codifying language around renewable energy and EV infrastructure, building electrification and decarbonization, density and affordable and attainable housing, update landscape design requirements including green stormwater infrastructure and other stormwater mitigation and adaptation strategies, form based code in critical areas economic districts, push the boundaries of building and electrical code to include sustainable design requirements, mobility planning and project identification, real development incentives that reduce vacancy and encourage redevelopment and infill development and disincentivize greenfield development. Future land use map that incorporates more natural area preservation and encourages density without compromising community resources or pedestrian experience. Design for and consider climate change, the impacts, and future needs of FH as it relates to a changing climate.

Stop building too much traffic!!!!!!

You ask about adding bike lanes, I live near Northwestern- NO one uses the bike lanes. If you are going to add them make sure you put them where there is interest! A waste here!

Clear snow from sidewalks

"We have three rental homes on our street they're terrible! The landlords ignore them. They are not up to code. Their appearances are by far the worst on the street. The renters don't maintain the appearances either. Trees grow in the gutters, etc. Animal droppings are not picked up in the yards. Branches and garbage in the front and back yards. Trash bins left on the street all week. Everyone needs a recycling education. Detroit has much better rental monitoring and inspections. These rental houses bring down our property values. Mandate and fix the rental inspections.

"

"I don't think adding alternative housing should be part of the master plan so I have not chosen any of the options. I don't think we need to add any more density to the city. Cramming lots of people into the city, developing every inch of land should not be part of the master plan. This will make living in Farmington Hills undesirable.

A great, high ranking school system will bring in more families. Novi, West Bloomfield and Walled Lake school systems are ranked higher than Farmington Hills. Great restaurants and entertainment/shopping options will also bring more people to live in Farmington Hills.

We should be reviewing existing developed areas to see if they are still making sense.

Also, use resources wisely and not on pet projects."

Keep pot sales out of the city.

Fringe neighborhood near Southfield is not properly supported.

The city needs to address the lack of parkland in the southeast area of the city.

Too many wooded areas being removed.

decrease our density, enforce, traffic and littering laws, eliminate noise sources, stay a suburb don't try and be something else

"Since the city is in the process of reviewing the Master Plan, I would like to recommend easing the zoning restriction on Historic Buildings (particularly on major mile type roads). I live in the Eber Durham house at 35835 13 Mile Rd and I moved the house and barn from the Botsford Inn (hospital) property. I have 4 acres and think the buildings would be more likely to be maintained, now and in the future, if the zoning were relaxed and some income generation might be possible. For instance, office use or for limited (50 person) catering opportunity. Please keep me informed of any opportunity to add further input.

Thank you for your consideration,
Jeff Stewart"

Focus efforts on developing a entertainment district area near the 12 Mile corridor. That is the last open space left in FH, and having a mix of housing, shops, nightlife, and restaurants would attract more young families and also inclusive accommodation for aging population. By inclusive I mean aging population is part of city life and not isolated in remote homes.

Get rid of the DEER. I just chased a group of 10 deer away from my house. There is a commons area behind my house and the deer come back every day. GOD knows what and how many are here at night. They have no fear of humans now. Kill the deer and feed the hungry, support the soup kitchens. Get rid of the DEER!

I certainly do not want four story or taller buildings in our city except in industrial areas. I do not want us to start looking like Southfield. I've lived here since 1957 and have always loved that i can see the trees and the sky without any tall obstructions in my view.

I love this city

We are residents of Independence Commons. Our biggest concern is traffic that shortcuts at high rates of speed on our primary streets to and from the adjoining Hunt Club. We would be amenable to adding speed bumps at key locations. We walk on both our common paths and the streets; however, not so during rush hours due to traffic.

We need art galleries downtown!

The I275 Freeway bordering southwestern communities in Farmington Hills is getting busier and very noisy to nearby communities (ex along 9 mile road). Please look into sound proofing walls or other noise reduction solutions - especially with funds from the Infrastructure Bill from the Federal Government. This is very important to me.

There is a negative synergy between overdeveloping the senior facilities in the City and the deteriorating schools. No offense to seniors, because I am one of them, but they bring a heavy liability to public services and they do not typically support the flagging school system. Young working families with young kids support schools. One thing that would even out the playing field would be a bed tax based upon the type of facility and based upon an actuarial statement, but that will not change the direction of the city, merely slow the economic damage.

The idea of creating biking paths is impractical for a place with winter weather nearly half the year. Most people will opt for driving if they are going to shop and have to carry things home. Those who need non-motorized access to shopping are most likely to be elderly or less financially privileged--a robust and expanded bus service would serve this population better than bike and walking paths. Bike paths are a current fad--more aspirational than reality-based. When was the last time any

city council members and/or city employees biked or walked to a meeting or to work? As for recreational opportunities, FH needs to put money into protecting and preserving the green spaces it is already responsible for before inviting even more visitors into that space without adequate city oversight or budgetary support.

Please take care of the deer. Property value declines with their ravaging hunger for everything. We can't plant anything without a massive deer fence.

I am disappointed that the upgrade to Orchard Lake Road between 14 and 13 Mile did not include trees in the median. More trees along the roads would enhance the commercial areas.

Our roads in our sub are not being maintained by the city, Meadowbrook Hills

We really need an east-west walking/bicycle path along 12 mile that crosses M5

Need another dog park on northwest side of city instead of far southeast corner of the city. Should have dog park at The Hawk and allow leashed dogs at Heritage & Woodland Hills. Should allow unleashed dogs at parts of OCC Orchard Ridge.

Cull the destructive deer population to improve and maintain parks and wooded areas

Farmington Hills has great parks and Recreation Department, including the 50 and up program. One weakness is that heritage park is not friendly to dog walkers or people on bikes. The park seems to much like a nature preserve and not something to be used by citizens. Compared to Lake Shore Park in Novi, which is all about resident recreation.

Thank you for asking for our input.

No Highrises, no marijuana dispensaries

No highrises, no marijuana dispensaries

I bike ride on sidewalks on main streets and on streets in subdivisions. Having wider sidewalks on main streets would be nice and preferred over bike lanes unless it is a protected bike lane. Cut through traffic is an issue in our subdivision as well as speeding. Finding ways to reduce this and lower speed in sub would be helpful.

Giving the way we do business in US (short term gain only) and the goals to make the most money of everything and the way we treat each other as social groups: I would see a master plan not working at all. E.g it requires that this plan would be continued across multiple, sequential city council and major elections, keeping the same goals.

Must keep it Affordable for people to live here

I am a renter and would love to buy in Farmington hills, but housing prices are too high. I would like to see a way for the government to accommodate someone like myself: first time homebuyer that is college educated and looking to start a family in the next 5 years. I would love my future kids to attend Farmington schools!

"We don't need more houses! The city is full, roads are congested. We don't need more development, we need to make the existing infrastructure better. Put more focus in the master plan on parks and paths, please.

"

Emphasis on protecting natural areas, stewardship, watershed, and pathways.

Farmington Hills lacks a true downtown. It needs to have one.

A proper downtown with shops and restaurants is what every city needs to draw people

I am 71 and would like to see these changes happen while I am still alive and before I am forced to relocate to a different city that does offer them. The controlled hunting could be done safely in some locations, like mine, right now and Allowing a second structure on lots that have the room (I have 1.2 acres) would help seniors not have to move to a care facility, by allowing home based help in their direct vicinity. It would also increase the tax base without crowding anyone else.

Start needed changes soon!

addressing ingress for pick up and drop off at North Farmington

I don't want any low income housing to be added to the city.

The city should do more to enforce existing ordinances. Our next door neighbor has several large chicken coops in their backyard with many chickens. This is against city rules where we and many surrounding neighbors have complained, yet nothing is done. We have rodents as a result (as do many neighbors we suspect). This also degrades the property values for all.

Keep Costick Center running

No thanks! Appreciate the hard work to making our town even better! As a new couple in the neighborhood, we received so much information from our HOA. It would have been great to also receive something from the city itself :)

Side walks and biking trails provide transportation and entertainment, coming from Indianapolis which has many trails greatly improved the city and sparked growth for businesses.

Hopefully the city will take surveys seriously. The dependence on cars is wasteful. I also love cities that close their main streets for cars and make them pedestrian only. I spend a lot more time in the center scouting out businesses I never knew existed. (Northville) protected bike lanes would help a lot too. I would love to get exercise while running errands but it just isn't safe here :(way too many careless cars and no structure to ride and walk. (check out Ann arbor)

It is very important for a city to provide equity - whether that's in housing to potential residents at all stages of life or in mobility to all forms of getting around. Equity attracts diversity and creates vibrance and growth in a positive feedback cycle.

As newer home owners in Farmington, I think you are doing a great job and we are happy to be here. Thanks for all your hard work in making this a beautiful community to be a part of.

Rezoning of older, vacant office buildings, possible changing of height requirements for certain developments.

Good schools, good internet provider options, good downtown, bike paths, local shopping

"Keep the Costick Center for seniors, meals on wheels and for the young children for camping in the summer. They have great things for the people who use it.

Gordon L. Hollander. 248-893-5091. "

12 Mile/OLR is not walkable and is one of the most dangerous intersections in MI, it needs an overhaul. Thanks

The three rental houses on my street are in terrible shape. The landlords ignore their maintenance. Every year they get worse. They also have broken down autos in the driveways and on the properties. The city council, zoning and other city departments must now coordinate to oversee inspections and code upgrades of the houses and lots before renters can occupy the houses. Landlords must be held accountable for the condition of their rentals.

Keeping the three-story limit for development. It differentiates us from Southfield and gives us suburban, natural feel. Not adding additional office or retail on 12 mile rd. This is already developed enough, and the road should not be widened. It is currently walkable and attractive as is. Improving the Farmington Hills Grand River area in terms of development, attractiveness and walkability. There is a noticeable difference as you leave downtown Farmington or turn on the Grand River from Drake. Continue to invest in our parks and recreation, we are active users of the walking trails, sled hills, fishing ponds and summer camps. I love this city and I want it to keep its charm and not become an huge office corridor.

Increase the permitted ratio of garage square footage to residence square footage. Plan for access to electric car charging stations. Start feeding contraceptives to deer.

I'd prefer the remaining wooded areas to not be developed

Accessory buildings allowed but not for rental to general public. I m a senior about to share my home with my son and his family. This would be great to have.

It would be nice to be able to access Heritage Park from the West Side via bicycle or walking.

It would be nice to be invited to City Meetings to learn more about the functionality and process City Management.

"I would like a crosswalk on Ten Mile between Orchard Lake and Middlebelt. I see people crossing this road. It would allow safer access for recreational walking. Many of the lots on the south side of Ten Mile need sidewalks.

Additionally, I would like to see the area on the south side of Ten Mile near Orchard Lake redeveloped. More developments like Cafe Cortina with a nice front to walk past and parking in the back. This could also be a good area for commercial first floor and residential second floor."

Round off the bottom corners of signs along side walks and streets

"I have had this vision of creating a 'do gooders' facility. So many American Legion Posts and VFW and goodfellows, and so many of those non-profits included in the ffh chamber non-profits monthly meeting who need a meeting space could assemble at one location. I tried building a 501.c3 but I believe the scope of the project is beyond me as an individual. I would be most happy to share my thoughts with anyone who seems interested. think of it as a school with classrooms for meeting space and a large banquet hall and a large social venue with food/bev. it would need ample parking and outdoor space for fundraisers, please contact me - our do-gooders are having a hard time staying alive and a city investment could be very worthwhile. VFW Southfield and Farmington American Legion are at risk..

Marya Davis

CommanderPost346@gmail.com

"

Rental homes need city inspection to bring them up to code.

Maintain or improve the level of services for senior residents. Do NOT move senior services to the Hawk where they will once again be subject to interruption or cancellation to allow other community services. Seniors were promised that their needs would be addressed independently and separately from the Hawk.

I love the idea of renovating old properties to be more efficient for a greater amount of people. I do feel that we should not build too many new residential building because there are already so many. The second home on the properties would be good for families or close friends, but it would only work if there is still a good amount of property on the land. It shouldn't be built if it's going to be a cramped lot.

eliminate some of the apartment complexes and convert to single family properties

Expand allowable accessory structures as requested in many of the variance applications over the last several years.

"While we have the YMCA, Costick Center, Hawk and High Schools - none support the community resource of a competitive athletic center / natatorium - pool. Events are held in other cities / many cities over. A centralized competitive sports center could be supported with some adjacent cities and could provide an opportunity to host regional events.

Also, the City should consider acquiring the Beechview Swim and Tennis club as an extension of the Hawk. "

The present density of Farmington Hills with its mix of apartments and single homes seems fine. Trying to create alternatives to single family homes could be considered, but only for attractive senior housing.

Desperately needs to improve lighting on major roads and at subdivision entrances

Stop holding all property owners to the same standards. Large, secluded properties should have more freedoms than standard postage stamp lots. Consider lot coverage vs sq footage for accessory buildings.

No

If there are focus groups around the City's development, I would like to contribute to those discussions. I can be reached at dexter@dextersullivan.org.

New homes/neighborhoods in production, like the one near Village Grille at 10 & Orchard lake, or the one at 10 and Farmington road, are built too close together. New home owners/young families deserve normal residential housing, and not to live in places where you can stand in your driveway and spit on your neighbor. There also need to be more events/ recreation opportunities for young adults without children who are not seniors.

create a multi-use section that is walkable

CULL THE DEER! Way out of control and absolutely destroys any hard-paid-for plants/vegetation.

Stop allowing trees to be removed, and natural areas to be developed and paved over.

Thanks for the survey!

The accessory square foot ordinance restriction limits garage options and forces more vehicles to be parked outside decreasing appearance of the area and adding additional corrosion and risk to the outside vehicles. As long as a plan is approved, this should be a recommendation, not a rule.

FH already has a lot of senior housing, group homes, apartments, condos, and lower income housing choices, I don't see that we are lacking or have a need in increasing these. I think it is at a good population size and to look to increase it could lose the small governance we currently have and that serves us very well. I would instead focus on the livability of the city for its residents as these desires change: continue to upgrade our parks and recreational facilities, continue with our strong senior support and youth support, make the city more walkable/bike friendly, keep it green with trees and landscapes, keep encouraging small specialty shops of interest and good small restaurant choices. Keep the larger lots of single houses and don't subdivide them. I like the feel we currently have of a very livable community. You could take a look at upgrading our commercial areas to ones that encourage more of a leisurely gathering area: instead of a strip mall, convert to a more outdoor focus of seating and walking area for coffee shops, bakeries, lunch areas that have a communal feeling to it and

place to enjoy a couple of hours. Services are also very important and the City should continue to maintain and look to improve on these. Also Look for ways to help us to be more sustainable and green.

There currently isn't a singular area we would call "downtown Farmington Hills" with public accessibility and easily commutable. For example, I can drive to Plymouth, park, and walk their downtown; which we do occasionally. There's sadly nothing like that here in Farmington Hills.

Not at this time

No

We need more hiking and biking paths!

More walkable shopping areas.

roundabouts seem to be a free for all, emphasize safe driving esp. with walkers/bikers

Keep up the good work

activating spaces to increase foot traffic will create the momentum that drives everything else that people want.

I've lived here my whole life because I love it- upgrades to some things are always necessary but we shouldn't try to be any other city because it works for them, being Farmington Hills is great AS IS. If someone doesn't like the way it is they could move, why change this classic and charming city?

Over rule HOAs on fencing policies. There are far too many deer in FarmingtonHills and it's a safety issue as they are aggressive towards small children

Add incentives for more small businesses to establish.

Stop putting in round abouts!

Animal control is an issue. Too many coyotes and deer in neighborhoods

There is a huge over 50 population so anything that can be done to enhance their lives would be appreciated.

Lousy master plan. Already tore down trees

I think as long as the city plan is focused on maintaining frequent community activities, keeping the streets clean and safe, and avoids attempting to deluge the city with apartments and high occupancy buildings purely for the sake of tax revenue the city will continue to be beautiful and well populated. I think Farmington's strength lies in it's surprising level of charm for a city. It's a large city with a small town feel due to the fantastic downtown and diverse shopping and eating establishments

Keep the country feel. Don't add excessive alternate housing

I love Farmington Hills. Would be nice to have an area to walk shop & eat

Younger generation's want more recreational opportunities, investment in walking/biking lanes is crucial

I think long term focus on making Farmington Hills a destination city is needed. I've lived here 30 years and I still end up going to Novi or Royal Oak or similar for something fun to do, or for a variety of restaurants to choose from. There are a few

places I frequent here, but not much has been added in the last 3 decades that have made an impact on where I spend most of my leisure time.

“Yes! I loved Matt Strickfayden’s vision for the future and planning out far in advance. I loved the idea of a self contained community within that had everything with such as amenities, like , convenience store, restaurants etc to take over some of these unoccupied buildings. When the hot was built, I loved the event at the Costick center, where people could look at plans and voice, their opinion on what they wanted most. I remember specifically a chart where you could add stickers. I also look at other downtown communities like Berkeley and Royal Oak, which are thriving. I feel like our downtown is missing the right combination of shops and restaurants. It’s not a place I would just walk around to browse or hang out with friends. The festivals are great.

“

The area is over developed with higher crime. FH’s has taken away the beauty, trees to filter the air, nature, top schools, playing fields for kids, safety and the well known restaurants that Novi and Livonia are moving in. It is NO longer appealing place to live and/or raise a family.

Nature is key to a welcoming environment. Strip malls with big parking lots ruin this and create a generally terrible place to want to hang out. The patios that resulted from the pandemic for businesses were terrific and should continue to be encouraged. Look at European cities and how they are built. They still thrive with people in the streets and visiting cafes because of their architecture and layout. Plymouth has done a good job in creating this kind of feel in their city.

“Keep the sprawl we have. I like the big lots.

Make roads like middle belt more efficient.

Nine mile and grand river to orchard lake and grand river could be a better downtown if developed right. More grocery stores. Put high rise housing there if you want.

Don’t regulate trees on residential lots until all the invasive buckthorn plants are addressed.

Put an on ramp at m5 and Farmington road.

It feels like we have a lot of space here and that’s a good thing. Don’t focus so much on denser housing.”

Create a downtown area like Brighton , get some decent store and restaurants. Stop allowing all these junk stores and cheap fast food restaurants. Attracts more \$ and people to the area

Stop allowing huge office bldg., along 12 mile, to be built , when so many sit vacant . Such an eye sore. Creating an mini Detroit ! Chasing away our wildlife ! Creating more traffic ! Lived in Farmington all my life and used to think of Farmington as a appealing town , not any more, not all progress is good!

Be selective about what types of businesses you attract - no pot shops, seedy massage parlor, vaping/hookah, pawn

The signage and logo of the city seem dated

Could you post this to Farmington Hills (only) residents on Nextdoor?

Keep the city’s warm and welcoming atmosphere.

Keep Farmington Hills affordable for seniors and young families

“too many multifamily buildings e.g. apartments, condos. Allow too many restaurants that cannot support themselves. Empty buildings along main thoroughfares.

“

We don't need more housing. City is already populated densely.

More parks that are dog friendly

Seems like the “master plan” just wants to increase taxable property's to increase it's revenue.

We need more housing for young professionals!

Provide more space and safer transportation for kids

Need sidewalks and street lights in all neighborhoods

I would like to make it easier for small businesses to thrive, and also highlight them more as a city.

Interface between commercial zones and residential zoning area creating friction due to commercial businesses disrespect of local residents and their needs/desires. This needs to be addressed before more residents are chased out.

Please, no more office buildings and multi-housing units.

I'd like the city to consider allowing tiny houses along with accessory dwelling units where appropriate.

We need to be mindful of who we are attracting to the city. I'm not interested in bringing “alternative” housing into this area. There are plenty of young, affluent families who we could be attracting to live here without having to compromise our current traditional housing and without lowering our standards. I do worry that we already have an aging population, and the addition of more senior living does not help. There is a disparity between north Farmington Hills and south Farmington Hills, and I'd rather see the south portion try to attract more affluent residents to bring up its public perception rather than trying to provide even more “affordable” housing options.

widen the main roads to 4 lanes

Would like to see a downtown area that is mixed use. Also, would like to see fewer massage parlors, tattoo parlors, vape shops and discount stores. A downtown could afford the city and area with shops and restaurants that will be more appealing. The area between Alice Kay and Greening offers a pond and vacant property that could be a start for an area with the potential to have enough space. Really tired of low scale shops, fast food and places that make the city feel like it is a place to pass through rather than a place people may be drawn to

I'd be very interested in live/work style units where you could live on top and have a work space below that could potentially even be used as more of a small “store front” or office style space if someone wanted. I believe they have condos like this in Ferndale and Wixom, however they are not located close to a downtown area, which sort defeats the purpose. I would absolutely love this to exist in Farmington and would happily run my business out of one.

encourage neighborhood and city communication and participation

In order to enable residential close to restaurants and shops, the city should allow more flexibility in mixed use zoning. There should be greater encouragement of restaurants and outdoor dining (even if only 6-9 months of year) and pedestrianized

area to give local “city” feel. We will have a major problem with office spaces being vacated and the city should act quickly to encourage redevelopment that is attractive to younger people and young families.

Speed humps on roads coming into the city and in residential areas that are often “cut thru areas” to avoid lights. The small town area is walk and bikable with low speed cars but my sub just north of Sorrows school the local and residential traffic is SO FAST. I don’t feel safe even letting my kids walk to the bus.

Tear down the two aged high schools and build one big new one

Can we either lift the restrictions on chickens or at least lower the distance from other people’s dwellings to 50 ft? Maybe require enclosures and vaccines or something? I have space and would really like to have a couple chickens for the eggs. If the egg shortage continues this would be extremely helpful for the community.

Make it more modern if you like to keep pace with the times and become an attraction to others

More communication of the implementation of the City’s Master Plan. We would like the level of services we received from Waste Management Services to return. We would like to maintain a Senior Citizen Activities Center, including a pool (like the Costick Center services).

We moved to Farmington Hills 11 yrs ago as empty nesters and hoped to stay here forever because we have loved it so much BUT with crime starting to creep in and up beyond our comfort level and we were happy in our apt at Independence Green for 9 yrs under Hayman but since JRK took over in 2020 the actual care of actual residents IN their actual apts has gone to hell in a handbasket it is 360 change from Hayman. ONLY the amenities are beautiful but they only allow 3 maintenance people for almost 1000 apts, we have mold and destroyed ceilings walls and floors and carpets just in my apt alone and we always treated my apt VERY VERY well personally but THEY don’t! Also they avoid getting any contractors as much as possible too unlike Hayman did. If the housing market was better we would have already bought a place and moved but SADLY we may very well leave Farmington Hills to do that due to the crime creeping up and not enough AFFORDABLE places to swim. The Hawk is lovely but I can’t afford a membership to swim there! Same with the YMCA. :(We just need a small private home like those lovely looking little cottage court homes pictured above in the survey at an affordable cost or accessory dwelling unit but don’t have property we would be allowed to have it on. We are nearing retirement and really starting to feel sad and worry. WE LOVEeeee that out of our back patios we have so much nature and so much wildlife in our yard (it hurts our hearts to hear how many residents complain about the vast variety of wildlife as it is one of our favorite things about living here the past 11 yrs and we LOVE that out the front door we are near countless wonderful restaurants and stores with so much variety.

The corridor between 12 Mile & 13 Mile Roads on Orchard Lake Road is congested, dangerous to drive due to many vehicles using the center (turning lane) as a driving lane. Also, there are many commercial buildings vacant and/or in disrepair (from 12 Mile to 14 Mile Roads on Orchard Lake Road. This stretch of road looks seedy. A median between 12 and 13 Mile Roads on Orchard Lake would improve the look of the area and help decrease traffic accidents.

Not at this time

Do not increase density in single family residential neighborhoods. This community was developed for families who want yards for their kids. Mixing in duplexes wouldn’t be compatible and we have too many apartments already. The only place increased density, such as townhouses makes sense is off of major roads near commercial buildings. For example, on Grand River.

I do not want Airbnbs, short-term rentals or residences used for commercial purposes, and I want more ordinances and enforcement of ordinances to dissuade potential illegal businesses in neighborhoods.

Just compare Big Beaver in Troy to Orchard Lake in FH. There you will find all you need to know.

Expand downtown Farmington or make a downtown Farmington hills. It's boring here. We need more breweries and good restaurants, but who would want to be here?

I believe the city needs more for family's to accommodate families.

Attract better quality shopping. Tired of discount big box stores. There are too many.

ask the residents before you proceed with anything.

In my neighborhood (Orchard Lake/Northwestern area), there has been constant encroachment of large scale retail shopping, hotels, multi-family housing going in around us with very little regard to keeping our quiet little neighborhood quiet. As the master plan stands today, our entire neighborhood is planned to be zoned for multi-family housing. If we strive to bring in and keep young professionals into the city for generations to come, we're just not going to be able to keep up with Royal Oak/Ferndale type communities. Lets try not to make FH something it will never be by ruining these little neighborhoods that make it special and unique from surrounding cities.

Pave all dirt roads, and pass an ordinance that requires all branches to be cut at least 7' above sidewalks

I don't know what the plan is at all. I think making sure that streets and neighborhoods are safe, kept clean, and kept green (trees, etc.) is a priority to continue drawing people in. I think a local transit option that easily took people around Farmington and Farmington Hills to common locations (Hawk, shopping centers, parks) etc would be super cool.

City should have more public events, promote events downtown

I would really like to see a disc golf course added to another park or the existing course invested and improved upon.

traffic cameras to enforce laws on the books

Would like to see more family friendly , vibrant and growing community with good positive impact like good companies to work that's close to home.

We need to keep our high standards regarding housing and public amenities. People won't live here if property values fall or we have low class multi-family housing.

Adding sidewalks in neighborhoods is an important safety issue.

Do a wholesale redo of downtown, and remove cars using grand River to go through it. See Northville. Increase size of Riley park. Get rid of the blight on grand River and make it look respectable. Create a median boulevard. Stop acting like the hills and the city are different. Start putting pressure on the schools since they seem not to care about improving and communicating with taxpayers. The city is nothing with the deterioration of the schools. Describe how you plan to improve the infrastructure proactively vs continuing the reactive mode that you are in. Fix the grand River m5 intersection. It's a mess. Put up a sound barrier on 275 over 9 mile - the traffic noise is ridiculous. Start to rebuild the reputation of this city.

Downtown Northville is a great point of inspiration for what would be great to see Farmington develop towards. Or a mini downtown Plymouth, with greater variety of sit-down restaurants and bars, more diverse (by type and niche) shops, and spaces for planned activities and larger gatherings.

We should not encourage greater residential density. What makes Farmington Hills beautiful is the open space and larger lot sizes for residential homes. You're taking away from the natural beauty of the city if you continue to build.

Focus on developing downtown with more diverse restaurant options

What are the plans for a downtown area?

None

Build a safe alternative mobility network for all ages as a model community for SE michigan

I think accessory dwelling units are a must in neighborhoods where it would be hard to take in an aging family member in a small house! I dream of having a "œgrandma pod" for my mom one day. I also think we have such a great downtown area but not enough restaurants that are not sandwich or burger places. This is a great city and I love living here!

Do not build on every single piece of property-we need open spaces in the city for the wildlife.

Think of the future and dream/cater to that opportunity, not what the old fuddie-duddies want!

Downtown area and keep Cannabis industry of out FH

None

The print/font of the report is too small to read on line.

Would like to see redevelopment and utilization of empty stores in the city.

Love the work happening in downtown, would love to see more restaurant options in the northern part of the city like 12 mile/Orchard Lake/Middlebelt - we still find ourselves leaving Farmington for dinner frequently for places like Royal Oak and Ferndale. We love the diversity in our neighborhood and the city in general and support all initiatives to create affordable housing and other things that would lure and keep families.

Set aside the politics and do what's right for this City

In any new development in the city the Homeowners Association piece needs to be looked at. We have a very diverse set of rules in different homeowners associations. The cost varies in the city in the different subdivisions and also what is required from homeowners associations varies of landowners. The city wide homeowners association doesn't have any rules that can help people who may be living in an association that is greatly overreaching. One homeowners association may require landscaping inspections while you can walk into another homeowners association area and they have weeds and dying grass and have no problem with this. As a city we need to do more for the environment with not requiring so much watering of lawns and weed controls. Made a decision like some of the other cities that have rules about no mow May. Allow more natural landscaping, with wildflowers, etc. We have an annual Earth Day in the City, build a city hall that environmental yet we don't encourage anything that would be good for the environment like encouraging reducing lawn watering even. If we reduce our watering of our lawn to protect the environment then we get a fine from our homeowners association because the city doesn't have any oversight and set any rules that would be environmental for homeowners. At Earth Day last year I heard this has been asked of the city especially given we have so much of the Rouge River in our area but the city has turned this down. Hope it is considered again to allow natural yards in the city. Maybe have a process where you can even get a waiver and allowed a natural lawn that homeowners association don't have authority over. This would save residents money on lawn fertilizer and watering.

Most other cities in the area that attract people have well lit, clean areas that you can walk to restaurants /bars that are close to eachother. If the city wants to attract more foot traffic, that's a great way to do it. Some of the architecture in the city is very outdated and not attractive to people unfamiliar with the area.

we already have enough affordable housing, if we had better schools/school board we wouldn't be losing population

Downtown Farmington has so much potential but isn't yet a "destination" like Birmingham or Royal Oak or even Plymouth or Northville. The downtown area needs a great restaurant that people from out of town hear about and want to visit. It also needs the kinds of shops you usually see in a downtown area like a gift shop, an ice cream shop, or a toy store. Right now there just isn't really anything to do downtown other than the farmers market.

be sure whatever is included is also easily accessible for those with disabilities and the elderly.

YES- REZONE ALL OF THE OFFICE ZONED PROPERTIES ON ORCHARD LAKE TO RETAIL. ORCHARD LAKE IS A HIGHLY DESIRABLE RETAIL DEVELOPMENT ROAD. WE HAVE TOO MANY OUTDATED AND HIGH VACANCY OFFICE PARCELS THAT ARE PRIME FOR RETAIL REDEVELOPMENT. THANK YOU.

Love the natural beauty, love the larger lots, feels past it's prime with lots of retirees, less younger families, stores that thrive elsewhere but don't have the customer base here, almost no cool, hip, attractive shops or dining.

The city of Farmington Hills needs a bookstore/ local coffee shop.

New construction of 55+ ranch homes less than 2500 sq ft

Build a peaceful town and care more for seniors, handicapped citizens

Be more dog friendly

My neighborhood is experiencing erosion how does that get fixed without me spending \$50000. I live in wood creek behind wood creek elementary

Focus the higher density development on the main Mile Roads.

More sidewalks, safer school bus stops for kids, better lighting, and bike lanes

The appeal in this city is space, natural beauty and privacy not overcrowded housing.

The city should have mixed zoning everywhere, take charge of generating energy (solar), foster urban food production

This city has a lot of drama. There was drama in the schools, and the library and all of this is allowed in the city of Farmington Hills. While I feel the library situation has finally been resolved and is moving in the right direction, I don't feel that is the case for the schools. We have allowed bullying and mistreatment of others in the school. We have went through 3 superintendents and while I will say that the problem started with Dr Heitsch when he drove a wedge through this community and divided people by giving power to some and not others and withholding data from BOE members and sharing stuff with non BOE members. He also allowed threatening situations and BOE members treated others poorly. We pay more in taxes for our schools that other surrounding areas and yet we are not getting the results. The entire school BOE needs to be removed and restarted with people that will actually care about kids and families because if you allow threatening people which one BOE member has done to multiple community members than you are allowing our schools to fall apart. Instead our politicians endorsed this one person that has treated other BOE and community members poorly. So as a city get a grip on your schools and stop the mini mafia from running our schools and city and everything will improve.

I don't think this will get fixed as the "mean girls" are allowed to be mean and were and have been given permission by everyone in leadership in this city to bully people.

I would like to see the city mandate using existing office space available before allowing new builds

There are no competitive natatoriums in our city, or in any adjoining cities in our county. We wasted an opportunity at the Hawk, but have the potential at the Costick Center, with an already existing pool and ample parking, to transform it into a competitive natatorium that could be booked every weekend for large competitions and during the week for swim lessons and swim team practice.

Create more pickleball courts with shade.

Focus more on attracting young couples & families. Mixed use developments. Take advantage of freeway and main road access for living and entertainment options v senior living (where most services will be offered on-site) and self storage facilities.

We need more Pickleball courts I.e. on golf course property, court complex, etc

Make more space for low income seniors, my rent has become more than I can pay, what can be done? I love living in Farmington hills, I have lived here for 14 years, my rent has sky rocket, I can't afford to keep living here and can't buy my medication, what has to done to help out???? My mind needs an answer.

Please don't destroy natural, forested areas to execute these plans. We need to save our green space.

PLEASE keep my identity confidential as I fear retribution! Please look into Senior Services at Costick. 2010/2011 was excellent!!!! Staff attitude has slowly gone down. Now mgmt tells Seniors "either do what we tell you or don't return" No interest in constructive suggestions for improvement. If employees are rude, that is customer's fault. Old time front desk employee is great.... newer employees not trained in customer service. A start would be stating name (or any manner of ID....even fake name) when answering phone and having name tag.

Please create bike paths to major activity/recreational areas. E.g., heritage park, Airline Trail, downtown. I shouldn't have to drive my car to access recreation, schools, shopping. Especially when they are w/in 1-2 miles. Please coordinate as a region with Novi, W. Bloom, etc. Look at Plano, TX, Seattle. The Mile roads and major arteries are death traps. The sidewalks are inconsistent, poorly maintained and abruptly end w/o warning. It's crazy.

Multi use zoning in Commercial and Office zoning

Pay more attention to the northwest corner of the city.

More flexibility in all respects for home-owners, developers, and businesses relating to ordinances that were created decades ago and are not in keeping with the rapidly changing societal conditions. i.e. Minimize parking requirements for developments, permit secondary structures - sheds, she-sheds, Mother in law dwellings more freely, permit farming activities more freely - i.e. chickens

No

"I understand the appeal of bike lanes on public roads but they are just too dangerous. A small mistake by a driver can result in tragedy. Invest in more sidewalks instead. Also please have the political courage to cull deer."

Prioritize conservation and protect existing wildlife habitats. Cutting down more forests/paving over green areas/more buildings/etc is not an appropriate measure of "progress". If housing is needed areas already more urbanized should build up, not out, with smaller more affordable housing in walking distance of businesses.

Look at Royal Oak as a guide but adjust to our conservative point of view..Not so liberal but in the middle. Get rid of businesses like at AMD and companies who don't care about our city like the Outlet place on Grand River and Orchard Lake

"The city needs to host an event that talks about Anti-Bullying Laws in Michigan. This city is allowing people to be treated poorly and the politicians are unwilling to address it. It is not safe for some people to live in this community, some of this may be diversity concerns, but others are targeted just because they disagreed with someone. The city manager and the city master plan development plans are at fault for what happened in this city. If we were able to have honest conversations and treat everyone fairly instead of having grown men yelling in women's faces and threatening them. Politicians coming on people's property and putting campaign flyers into mailboxes which breaks the law. A politician sending lawsuits to community members that are false and according to every lawyer is breaking the law but both the republican's and democratic parties in this city have endorsed and encouraged this behavior. And actually not only allow this behavior endorse the candidate who caused the problems and tore this city apart. Friends are no longer friends because we couldn't have honest conversations! Instead a few people were treated poorly, and it all started because a few people had more power than other people.

I know multiple people in this city who have mental health concerns and even considered suicide because of the way they were allowed to be treated. If the bullying happened in schools it would have been addressed instead people have pretended that community members were not bullied and never asked people who they were treated because the bullies in this city use social media and many ways to bully a few people. If you can't treat people fairly and only the few small group of people get special treatment while they attempt to RUIN other people's lives.

"

Seems like you want to take away the suburban feel of this city, please stop

15 minute city? No thanks

I don't see a "second small property" so doesn't seem fair to judge the look. We don't need to "alternative housing", there are plenty of housing (just check realtor.com, tons of housing available). There are plenty of other cities that want to cram more people into housing like that, don't mess up Farmington Hills.

Tall buildings on Northwestern like Big Beaver

Encourage residents to replace lawns with native gardens, fruit trees, etc.; More trees/tall shrubs in sidewalks, intersections, highway on/off ramps, road dividers and other public areas;

I lived in Farmington Hills, specifically the Farmington green subdivision near 12 mile and Drake, for 35 years. Although I do love the common areas that we share in the beautiful ponds, along with the walking/bike paths, I very much miss sidewalks. I think the city should insist that new developments put in sidewalks for those new subdivisions. This is not only a safety issue, since people are forced to walk in the street, but it brings a community together.

The city needs to be transparent!!! in the past that didn't happen and people in this community got hurt! If the city was transparent instead of working into a backend deal with the school district. Our schools wouldn't have fallen apart, our community would not be torn apart, people wouldn't be in "camps". The bullying and hatred in the community wouldn't

be the case. If ONLY the city had been honest. This lack of honesty allowed a small group of people political power than they didn't deserve because information was shared outside the political circles but only to a small group of people. Look at how many past Board of Education members and friends of one board member have gotten jobs in the city of Detroit and different areas of Farmington Hills. All political bylaws for both the city and the school board say this is something that should not happen, yet Ms Weems, and all her friends (Nancy Jennings, Becky Lasecki, and many more), David Turner, Sheila Clay. What is the connection that all these people have seemed to get jobs out of being involved in local politics. While others in this community have had their life ruined! Lack of transparency and hand picking of who had information.

Low cost high speed internet

Suggest more nurturing of neighborhood identities to create a sense of community, destination, and make Farmington Hills more interesting.

Improve the quality of sidewalks and playground upkeep, and dog park development.

Update residence clearly when making changes in the city

Allocating tax dollars and grants to rid the city of plight and improve the roads especially on the south side will keep home values up and encouraged residents to stay

Keep the Costick Center Open

"We need to allow for new construction which is targeted for 'workforce' making \$25 / hour
Most plans approved are for highest income categories "

Stop allowing businesses to destroy habitats in order to construct office buildings. My wife and I moved here 7 years ago and have witnessed the continued disappearance of woods on the south side of 12 mile between Halsted and Drake. We are in the middle of a human-caused climate crisis, and every permit the city issues that takes down trees and kills vegetation contributes to the problem. How much empty and underused office space already exists in the city? Move to a zero-impact zoning and permit policy. It's harder than saying yes to such requests in the short term, but ultimately the right thing. Limit residential building that would have the same impact. The bigfoot house constructed on the north side of 11 mile west of Power just a few years ago, for instance, required scores of trees to be destroyed only to see others planted as replacements. What birds and other animals were displaced in the interest of building a little castle for one family? Every part of our biosphere is in decline, and this isn't a matter of opinion. We can't go about things as usual and expect anything other than even worse.

"When we moved to Farmington Hills over 20 years ago, we came here with the intention to lay down roots and raise a family. Holly Hill Farms was like this secret neighborhood of mid-century modern homes that were beautifully arranged on larger lots than the standard city lot with lots of trees on hilly terrain on winding roads. We wanted a single-family home in a neighborhood of single-family homes close to schools. The location was perfect for us as we enjoyed taking advantage of the nearby expressway that connected us to other cities in Oakland County, was accessible to our different workplaces, and was a do-able drive to downtown Detroit.

The economic down turns that swept our state also unfortunately swept out a lot of residents. For a while it seemed like Farmington Hills was becoming ""transient,"" a place people paused briefly in on their way to bigger and better areas. Now it seems like it has stabilized. More young families have moved in and invested in their properties with remodeling, landscaping, and updates that make our neighborhood truly unique and a place you want to stay. Since hearing that our current President is intent on running over zoning laws in order force the construction of ""high density low income""

housing in the suburbs because he feels everyone 'deserves'" to live in the suburbs, I am VERY concerned about the introduction of "'high density'" housing that would become low income "'Suburban Projects'" or increasing rental properties that DO NOT inspire "'ownership'" of the growth and prosperity of Farmington Hills and encourages that "'transience'" that does not bode well for a stable place to live and raise a family.

As to the "'alternative'" housing proposed above, plopping these places in the middle of already established neighborhoods is a recipe for LOSING residents who have lived here for decades and who moved here to live in single family dwellings. Where EXACTLY would these alternative housing units be located? Farmington Hills does not have a downtown or city center (like Farmington) where the townhouse style would work well and blend in with the existing charm and character of the city center. There is a townhouse style development on 12 Mile Road between Middlebelt and Orchard Lake Road that got "'shoehorned'" into a parcel of land and that couldn't look more awkward and out of place. Its perpendicular to the road so the passerby gets to look at the side of the building and the architecture is facing sideways. Although this can be an attractive style of housing it isn't appropriate in every and all locations. This is meant for street side urban locations like Chicago, New York, Detroit, etc. where the townhouse is right at the sidewalk facing the street. Also, Farmington Hills has a more "'modern'" flare vs the more historical/Victorian style architecture of the townhouse development.

It also looks like you are trying to go around already existing zoning of neighborhoods that have large lots where people who live there want to maintain, in order to squeeze more housing in to perhaps satisfy those who want to subdivide lots to create "'subdivisions within subdivisions.'" As to the "'accessory units'" who would own them? Are they rentals? How many "'accessory units' per lot per neighborhood? Can someone buy a property within an existing neighborhood and decide to erect two or more houses on that property despite the fact that the rest of the neighborhood is all single-family homes on single lots?

I would like to see what the Planning Commission has in mind for Farmington Hills. What is YOUR VISION? I am not confident in how the planning commission will execute these ideas. Another case in point: when the development of the property which now is Home Depot and Sam's Club was being proposed we were told that was going to be developed to have residential and commercial space with landscaped pedestrian walkways to connect the commercial spaces for the residents. The builder put forth assurances that it would be "'neo-classical'" in the design and not just a run of the mill commercial appearance. WHAT HAPPENED???? They put in the necessary retention pond for drainage and....what? They DID NOT deliver what was proposed. There is also the issue of infrastructure to accommodate the traffic that is part and parcel of HIGH-DENSITY HOUSING. How are you going to manage the increase of traffic? What about the height of some of these "'stacked'" developments? There seems to be a lack of understanding and grasp of common sense of NOT building high rise developments right next to single family homes/subdivisions, as we have seen these types of proposals from developers who want to erect such things by our neighborhood. "

"We need sidewalks on Inkster.

I would be interested in a class that teaches how to bike safely on main roads and also teaches bike maintenance so I feel more empowered to bike our city.

We need the city to look overall more aesthetically pleasing. I would not say any place in particular looks bad rather FH doesn't look cute and cozy."

Keep working on downtown. You've made fabulous progress with farmer's market, Riley Park, skating in winter, and downtown music. The Starbucks helps. We need a great diversity in ages, but city leans towards middle-aged & seniors. Libraries & activities there help a lot. Costic needs something (but I'm not sure what). I love being able to bike to grocery

store, drug store, etc. We don't have enough bike parking in enough locations. Keep working on nature trails, biking trails...

Need more large parks

Stay with single family homes. More ranch homes for Senior Citizens

Love the parks and parks and rec dept, would love to see attract younger families and see city internet. Also the new trash and recycling contractors are providing far less consistency and lower quality customer service than previous contractor. This should be considered when competing the next contract for these services. I would pay more for greater consistency and higher quality customer service

Thank you for the survey

Merge with Farmington or create a village like Rochester Hills

Maintain what we have and respond to residents in a timely manner

Keep diversifying new business / restaurants. It seems like over the past few years, when something was added, there were two others added (Basement Burger Bar, Slider Bar, Rolling Stoves - Starbucks, now the other three new coffee places, Motownphilly and now the other cheesesteak place). To spend more time downtown, there needs to be more restaurants where you go down and stay down either to watch sports, live music or just bar hop a bit. Right now we head downtown, get what we need and go home. We love it here so much and just feel like we need a few other spots to make it really great.

"Please bury wires for electrical, cable and phones, rather than so many hanging from poles.

Please do not allow fracking in Farmington Hills or fracking waste and hazardous waste to be stored here or trucked through the city. "

It is needed but it must be shared with and approved by a majority of community members,, not just board members.

Keep property taxes low to allow seniors to remain in their homes.

I encourage the city to consider sustainability and impact to local ecosystems in the master plan. Examples could include encouraging native plantings (support native plant alternatives to lawns/monoculture in zoning ordinances and new developments) and reducing impervious surfaces that contribute to runoff into local rivers and lakes.

The very thought of erecting multi story buildings near residential areas, with or without berms and other barriers would ruin the esthetics of our city. When planning multiple family housing units, avoid stressing the existing infrastructure, sewers, parking, etc . I would vote against any multiple unit more than two stories tall.. Any business opportunities should consist of small scale businesses. Keep away from the mega, big box type, or multinational companies. I would promote/encourage a "true" farmers market where produce/products from local farmers as well as entrepreneurs are displayed and sold.

Any and all new buildings should be Net Zero or not built at all and nothing should be built at the expense of green space. Maintain and increase as much green space as possible.

Allow small commerical zones (small enough for corner stores, small cafes, or small grocery stores) in existing neighborhoods so peopl wont always have to drive for goods.

Traffic calming near the freeways such as M-5 to slow vehicles and prevent accidents.

Much more focus needs to be placed on Restaurant options.

review walking/biking paths to schools and make safe paths to schools around neighborhoods. Need more "place" centric shopping areas...Less strip malls. Rapid transit corridors.

"None of the 'alternative housing' options above are appealing. They're bleak.

Don't build new housing. The city has enough houses already. Increase available supply for new homeowners by cracking down on corporations and landlords buying single family residential properties specifically to rent them. Part of the charm of the city is that it's not full of dense multiple-unit buildings and residents have a quiet, private space of their own."

More pocket parks and connected sidewalks/trails is top priority to me

I am a senior citizen. It is very important to provide services/classes/activities for seniors in buildings that are easily accessible.

"More Multi-Use Residential Zoning (and I say this as a single-family detached home homeowner near city hall). All the bike/walking infrastructure in the world won't help if it's miles to anything interesting.

These vacant office building are also not sustainable, yet we keep adding more large office buildings."

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Non-Motorized Transportation Survey

Non-Motorized Transportation Network CITIZEN INPUT

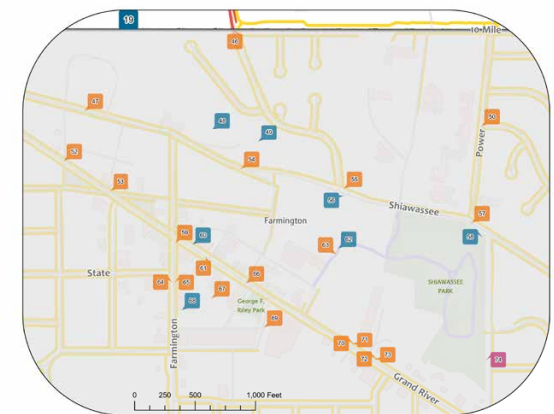
Comment Type*

- Destination: where you would like to get to without needing to drive
- Safety: where you think safety could be improved for people walking and bicycling
- Other

Non Motorized Trails

- Bike Lane
- Route
- Sidewalk
- Sidewalk
- Trail

*See separate handout for full comments.



Pin #	Comment	Category	Number of Upvotes	Location
1	from Glenmuer St on Farmington road, up to 14 mile without an easy way to cross the road. Thank you for having this open! It's very cool that our leaders care enough to set this up. Thanks again :)	Safety		Farmington Hills
2	The idea that this area is supposed to be a "walkable" or "bikeable" area is laughable. This was one of the main points for approving "The Emerson Lofts" off of Northwestern. The new roundabout and accompanying boulevard area does nothing but make that situation worse. I have nothing against roundabouts in general, but more consideration or care for pedestrians needs to be taken. If the city wishes to be a young, vibrant, and healthy community, we need to make healthy choices easier instead of making them risky.	Safety		Farmington Hills
3	Get us sidewalks on our street.	Safety		Farmington Hills
4	Placing 3+ story office/stores with apartments on the second or third level on Orchard Lake Rd between 12 mile and 14 mile, is a bad idea and having them abutt the street with parking behind is not good either. Those two miles are so backed up all the time and putting more traffic there would just contribute to the problem. Buildings that tall on that road would certainly destroy the beautiful aesthetics of our neighbor.	Other		Farmington Hills
5	I would love to see some simple pocket parks (small playground and some open grass with a picnic table or two) in the NW area of Farmington Hills. Heritage and Founders are beautiful large parks, but it would be nice to have something a little smaller scale that was accessible by sidewalk or trail from the large number of residential homes in this area. Excluding the FH golf club, which is not really a typical park anyway, there's not much West of Woodland Hills and Pioneer Park and North of 696.	Other		Farmington Hills
6	This plot of land is zoned for office use, but with the majority of offices on 12miles they're vacant with huge plots of vacant parking lots after 5pm and generate no tax revenue for the city. People want walkable and bikable neighborhoods where they can live, eat, shop, and work without the hassle of driving to and from. Having mixed or high-rise buildings (5 floors residential) and have ground floor retail will sure boost the appeal for the city for people of all ages.	Other		Farmington Hills

Pin #	Comment	Category	Number of Upvotes	Location
7	decrease traffic on 12 mile road. do not increase density or building heights	Safety		Farmington Hills
8	Office development along Twelve Mile Road created traffic problems that required road expansion. New proposals would expand that exponentially, strain utilities and increasing noise. Farmington Hills residents are not guarantors of developer profits. Royal Oak and Novi are examples of what our city never should be.	Other		Farmington Hills
9	Reduce Density over time too much development on this road. All of 12 mile but especially between Orchard Lake and Haggerty	Other		Farmington Hills
10	Alternate exit to get into Farmington Hills. Orchard Lake Rd often gets busy during rush hour, and Farmington Hills should have more than 1 exit from 696. From the exit it would provide easy access to OCC, 12/Farmington shopping center, Downtown Farmington which is 2 miles south, Woodland Hills Park, Heritage Park, and Various office buildings along 12 Mile. Bonus is that there's nothing developed in the area so making ramps won't be difficult.	Other	1	Farmington Hills
11	Would love to see an indoor rock climbing wall, as well as squash and racquetball courts. As there is nowhere else in the city to engage in these activities.	Destinations		Farmington Hills
12	There are no public parks east of Orchard Lake Road. It would be nice to have a public park east of Middle Belt. The Sarah Fisher property would have been a great public park location.	Other		Farmington Hills
13	A bike lane on the inclines would allow drivers to be less angry and cyclists to be more safe.	Safety		Farmington Hills
14	A bike lane between Farmington and Orchard on 11mi when repairing this road that is in poor shape.	Safety	1	Farmington Hills
15	Costick Center. Do we need this albatross now that we have the Hawk. The Hawk has better facilities ie pool, theatre etc and better meeting rooms. It is could be sold to a developer and the money could be used for the Hawk. The Costick could be a way to expand housing in Farmington without overburdening the other heavy traffic mile roads	Other	1	Farmington Hills
16	Safe passageway between Farmington and Drake by bike. 12mi and Shiawasse/Grand River are fast roads.	Safety		Farmington Hills



Pin #	Comment	Category	Number of Upvotes	Location
17	Dedicated (not shared with cars) bike paths on Farmington Rd, 11 mile and 10 Mile Rd leading to Heritage Park.	Destinations	1	Farmington Hills
18	In recent years the area across Drake Road from Busch's Supermarket is utilized as a concrete manufacturing facility for much of the summer. I'm guessing that the city has given the O.K. to this because it is "temporary." The owner of this facility tries to keep the dust and dirt down, but with the dry days, the wind, and lots of trucks coming and going, they just can't keep up with it. Is concrete manufacturing appropriate for this site? There are nearby restaurants, food stores, pharmacy, and apartment homes in the area. Surely the city can find a more appropriate location. Then, the vacant area should be cleaned up, graded, and beautified so that it will be more desirable for appropriate development. I'm sure the nearby residents of the area (I am one of those) could offer suggestions on this.	Other		Farmington Hills
19	Farmington and Farmington Hills should buy up the land along the Rouge between Oakwood Cemetery and Heritage Park. It's the last great natural area left in the cities. Then make a trail through it from downtown Farmington to Heritage.	Destinations	1	Farmington Hills
20	The neighborhoods to the north and south of 10 mile are great places to walk, jog, and bike because of all the trees. I wish I could cross without having to walk all the way to Orchard Lake. Middlebelt would be the safer crosswalk, but the sidewalk ends. I see people crossing 10 mile with their children (maybe going to the elementary school?) and teens walking on the grass or in the road where there is no sidewalk.	Safety		Farmington Hills
21	Walking bridge in need of maintenance. This bridge feels unsafe to walk on.	Safety		Farmington Hills
22	10 mile + middlebelt - would be nice to have a corner store / community center to walk to.	Destinations		Farmington Hills
23	The I-275 bike crossing at 9 mile could safer. Cars coming westbound are under I-275 and quickly come to the crossing.	Safety		Farmington Hills
24	This trailhead behind the new hotel has made the I-285 trail a lot more accessible. More of these connections would improve the use of the trails and make them more practical for getting from one place to another.	Other		Farmington Hills
25	Add non-motorized pathway along 9 Mile	Destinations		Farmington Hills
26	Would love some signage to remind drivers getting off expressway to look for pedestrians and bicycles.	Safety		Farmington Hills
27	Vehicles exiting 9 Mile onto Freedom do not see bikers/walkers until the last second because of this curve. Having a sidewalk and flashing beacon somewhere so those 9 Mile vehicles can see pedestrians coming from the M5 overpass.	Safety		Farmington Hills



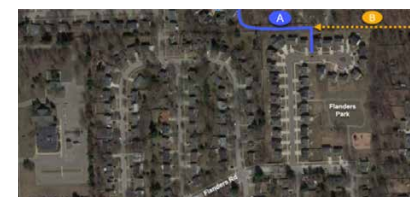
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Pin #23

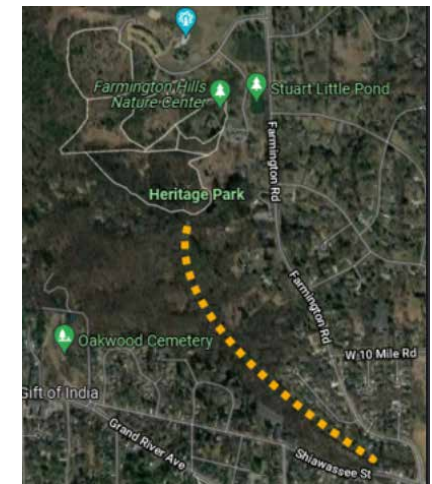


Pin #	Comment	Category	Number of Upvotes	Location
28	Freedom Road from Grand River to Farmington Road seems an ideal place for a nonmotorized path beside the road, and in most places it seems there is adequate right-of-way to do so.	Other		Farmington Hills
29	The power road bike land ends into what appears to be an easement between the 2 houses on 9mile. This needs to be connected to the pedestrian bridge with a striped cross walk to safety cross freedom.	Safety		Farmington Hills
30	Add sidewalk or protective barrier and crosswalk from the pedestrian bridge to 9 mile. Cars drive really fast down Freedom and it isn't safe to walk/bike on the road.	Safety		Farmington Hills
31	Sidewalks going down Folsom, and connecting to the pedestrian bridge, would make the street easier and safer to navigate.	Safety		Farmington Hills
32	Create pathway and park in this greenspace area along the Rouge river up to Shiawassee Park	Destinations		Farmington Hills
33	This sidewalk ends without any indication, resulting in pedestrians having to cross Nine Mile road, which is a nearly 45 degree blind turn for vehicles.	Safety		Farmington Hills
34	Would like safer walking and biking opportunities along folsom Rd.	Safety		Farmington Hills
35	This location provides great connection from the surrounding neighborhoods to local shopping districts, particularly the 9 Mile and Middlebelt intersection and the West River plaza. However, the sidewalk here is too narrow to accommodate multiple travelers at the same time. This is due to the road barrier to the north. and large overgrown fence to the south. Many residents use this walkway for cycling, dog walking, shopping and more.	Safety		Farmington Hills
36	Add non-motorized pathway along 9 Mile Road	Destinations		Farmington Hills
37	A renovation of the old William Grace playground would suit the surrounding community greatly. In the past 10 years the playground had been neglected and poorly maintained. A new and innovative playground located here could act as a community gathering point for the neighborhood.	Other		Farmington Hills
38	I know this land was recently purchased by a developer. It would be great to require them to maintain some of the nature trails throughout the development as it is has been highly used for hiking and even cross country skiing in the winter. If the developer finds it's unsuitable for development, the city should consider purchasing for a community park.	Destinations		Farmington Hills
39	Would like safer walking/biking on orchard lake road	Safety		Farmington Hills
40	In addition to putting in a paved path from Mayfield to Whitlock street, this house appears to be abandoned and needs to be torn down. Could it be acquired by the city to serve as a small "pocket park" along the new walking path? Flanders Park is great and it could complement that with something slightly different. Maybe even outdoor exercise equipment?	Other		Farmington Hills
41	Reconnect the path between the Riverwalk neighborhood and Flanders Park. Eastward to Whitlock remains unimproved at this time.	Destinations		Farmington Hills
42	Would like sidewalks on Orchard Lake Rd for easier and safer walking/biking.	Safety		Farmington Hills



Pin #41

Pin #	Comment	Category	Number of Upvotes	Location
43	Input a painted crosswalk with flashing beacon. Daily I witness people crossing the street here to either go to lunch at DBB, the school and Jaycee Park in Livonia or other reason. It is often unrealistic to go down to Farmington Rd or Orchard Lk Rd to cross. I saw an elderly women fall on her bike around this marker a month ago, stopping traffic. There is already a sidewalk drop down going into Eight Mile on the Livonia side around here.	Safety		Farmington Hills
44	Work with City of Farmington and MDOT to do a road diet on Grand River from Halsted to Drake (and into downtown Farmington). Sidewalks between Halsted and Drake are incredibly close to the road right now, yet kids have to use them to get to school. Grand River is dangerous to cross and there is no crossing between Halsted to Drake - yet because the crosswalks are so far apart, pedestrians routinely cross midblock. I would like to see road diet options implemented such as middle lane boulevard with bioswale and several pedestrian crossings (boulevard can serve as a protected area for pedestrians as well as traffic calming)	Safety		Farmington
45	Connect this sidewalk to Freedom Rd, so that a bike doesn't need to merge with highway speed traffic at Halsted and Grand River	Safety		Farmington
46	Please re-paint crosswalks and trim trees obscuring the Stop sign on the north side of 10 Mile Rd. Cars consistently run the Stop sign, which is hard to see with all the foliage, and with no obvious lines on the ground.	Safety		Farmington
47	I'm not sure if room for a bike path, but the road is in terrible shape and dangerous to ride on.	Safety		Farmington
48	Create a nature path between Shiawassee and Heritage Parks, beginning at Old Farmington Bridge Road (just east of Baptist Church in Farmington) northward toward Heritage Park	Destinations		Farmington
49	It would be nice to be able to go from 14 mile and Northwestern to Heritage Park	Destinations		Farmington
50	A bike lane to connect the bike lane north of 10mi and south of Shiawassee on Power Rd.	Safety	1	Farmington
51	Something done to reduce the speed of vehicles coming from Farmington Highschool	Safety		Farmington
52	Add a pedestrian crosswalk across Grand River near Cass leading into the small park.	Safety		Farmington
53	Sidewalk repair. Not even for wheelchairs or strollers.	Safety		Farmington
54	Add flashing light indicators for this crosswalk. Cars never stop here.	Safety		Farmington
55	Please add a pedestrian crosswalk across Shiawassee that leads into the Shiawassee Park parking lot. You could eliminate one parking space to add the required paved walkway or stairs. Many people cut across here anyway since it's much more enjoyable to walk in the park than along the road.	Safety	1	Farmington



Pin #48

Pin #	Comment	Category	Number of Upvotes	Location
56	Would love to see a cross walk here to make access to the park easier when walking.	Destinations	1	Farmington
57	Please make this a 3 way stop. It feels very unsafe as a pedestrian crossing on the crosswalk across power.	Safety	1	Farmington
58	Would like to see a cross walk added to make getting to the park from this direction possible on foot.	Destinations	1	Farmington
59	<p>"Dangerous Pedestrian Crossing.</p> <p>If your facing Northbound Farmington Rd and Want to turn right going East on Grand River Ave. There should be a NO TURN ON RED on that corner. Cars/ Trucks cannot see any pedestrian's until its too late causing an accident or death. As the pedestrian's cannot be seen as they are hidden from around the building (SEE PICTURE). The current crossing on that corner (September 06, 2023. NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night.</p> <p>PICTURE - I almost got hit at this intersection a few times myself.</p> <p>Posted September 06, 2023"</p>	Safety		Farmington
60	Please replace the bike rack that was removed during construction near the new Canelle bakery. There's nowhere to lock up bikes along this stretch. The nearest spot is Los Tres Amigos. It's not uncommon to see bikes tethered to fencing in this area.	Destinations		Farmington
61	<p>"Drivers do NOT stop at this crosswalk.</p> <p>NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night. A Police camera would help deter drivers from not stopping.</p> <p>PICTURE - Drivers cannot see the crossing sign at night. Especially at this distance. The sign in the middle of the road should be reflective and yellow blinking to alert drivers. The yellow signs posted at both sides of crosswalk should have a down-arrow pointing to crosswalk so drivers know where exactly the crosswalk is located and can stop in a timely manner. I almost got hit at this intersection a few times myself.</p> <p>Posted September 06, 2023"</p>	Safety		Farmington



Pin #59



Pin #61

Pin #	Comment	Category	Number of Upvotes	Location
62	Would like to see these stairs kept when the new development is added	Destinations		Farmington
63	Currently these stairs are dangerous to climb. I would like to see HANDICAPPED Ramps going to the top from Shiawassee Park to Maxfield Center/New Condos. When you replace the bridge, that way everyone has access whether your disabled or abled-body! :)	Safety	1	Farmington
64	"Cars do not stop here. It is difficult to see in this area. The street parking on Farmington near State St. makes it difficult to pull out on to Farmington."	Safety		Farmington
65	"CVS Crosswalk Drivers do NOT stop at this crosswalk. NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night. Also trim down bushes from 3 Feet to 1 foot. A Police camera would help deter drivers from not stopping. PICTURE - Drivers cannot see the crossing sign at anytime Day or Night. Currently NO Crossing Signage, NO Crossing in the middle of the street. NO Yellow/Red Blinking lights to alert drivers of a pedestrian's currently crossing . I almost got hit at this intersection a few times myself. The island in-between lanes has 3 feet tall bushes and makes it hard to see a pedestrian is crossing or not. which could cause serious injuries or death. Posted September 06, 2023"	Safety		Farmington
66	"NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night. A Police camera would help deter drivers from not stopping. PICTURE - Drivers cannot see the crossing sign at night. The sign in the middle of the road should be reflective and blinking. The yellow signs posted at both sides of crosswalk should have a down-arrow pointing to crosswalk so drivers know where exactly the crosswalk is located and can stop in a timely manner. I almost got hit at this intersection a few times myself. Posted September 06, 2023"	Safety		Farmington
67	Especially during the farmer's market, people are constantly walking through the parking lot to get from Farmington road to the market and other shops in the area. Adding designated pedestrian only lanes would greatly improve the safety of this massive parking lot.	Safety		Farmington
68	All roads leading to downtown Farmington need a dedicated bike trail (not shared with cars).	Destinations		Farmington



Pin #63



Pin #65

Pin #	Comment	Category	Number of Upvotes	Location
69	This 2 way stop is extremely dangerous. It should either become a 3 way stop or the 1 direction should include a sign indicating the other lane does not stop	Safety		Farmington
70	"Sidewalk repair - NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night 32720 Grand River Ave, Sidecar Slider Bar Parking lot entrance. Potholes are way worse than this picture from 2 years ago. Posted September 06, 2023"	Safety		Farmington
71	CROSSWALK - Sidecar Slider bar entrance. Crosswalk has several potholes and makes it very dangerous to walk your dog, jog, ride your bikes or use a stroller thru there without worrying falling into this 1 foot deep potholes, Please repair ASAP!	Safety		Farmington
72	"ELECTROCUTION HAZZARD - Broken green light pole located on side walk (Exit Driveway of Bob's Big Boy 32704 Grand River Ave.) - Shattered glass on top of pole. Missing light pole door with bare wires sticking out of pole, Someone could get electrocuted! Light pole repair - NOT safe for Wheelchairs, Strollers, Bicycles, People jogging or walking their pets especially at night PICTURE - Shows location of light pole and NOT actual damage to it. Posted September 06, 2023"	Safety		Farmington
73	"ELECTROCUTION HAZZARD - REPLACE ASAP - Green Pole by sidewalk as you leave Bob's Big Boy Restaurant 32704 Grand River Ave. Has a Broken light/Glass on top. And Exposed wires hanging out of unit with missing door."	Safety		Farmington
74	There is a short stretch of Power South of Shiawassee North of Grand River with a bike lane and signage. But it is the "bike lane to nowhere" as it doesn't connect to anything. Either eliminate the signage (so folks don't believe their on a bike path) or extend the lane and signage. Thanks for listening.	Other		Farmington
75	The sidewalk over the bridge needs to be addressed. Twice in a week a car hit the curb while my kids were riding their bikes. It appears there is room on the south side of bridge for a walking bike addition	Safety		Farmington
76	With Flanders elementary closing many years ago, most kids east of here go to Gill Elementary and Power Middle School which is west of here. The Principal at Gill agreed that improving the safety of this crosswalk could encourage more walkers and bikers to school. Perhaps add a flashing beacon and improved signage/painting? While it might be cost prohibitive, a pedestrian overpass here would very likely dramatically increase kids walking and biking to Gill and Power.	Safety		Farmington
77	A bike lane/sidewalk between Haggerty and the path that starts at Meadowbrook.	Safety		Novi



Pin #70



Pin #72

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Special Planning Areas Feedback

Non-Residential Special Planning Areas

Orchard Lake Road: 12 Mile to 13 1/2 Mile

It would be nice to be able to continue boulevard and add roundabout at 13 Mile, it feels very busy/unsafe with so many driveways in this stretch. I like the mix of restaurants and stores in this area though.

Leave it alone, except to add more green space and keep up the sidewalks/bike path.

Allow flex zoning on OS1 and OS2 to residential apartment along From 12 mile and Orchard Lake to 14 Mile and Orchard, specially in OS1 and OS2 zoning also to include older office buildings on 13 Mile, multi family units will bring in families to live in the area and that will bring in business to open late and create jobs

One of the main areas to eat and grab supplies, keeping this area well maintained and easy to walk/drive helps keep it in use. Would be nice if more green spaces could be mixed in

14 Mile/Northwestern/Orchard Lake Road

extend 14-mile south to the golf course and tie back into orchard lake with a traffic circle. redevelop as commercial area with placemaking area in the middle. should help the old sams club site to be more active too.

A BJ's would be nice next to Home Depot

It would be great if this could be little downtown walkable place with restaurants, stores, a gathering area, parking structure (unfortunately necessary) and residential. This triangle is basically the same size as downtown Farmington.

Leave the core area with houses as single family residential, and rezone as much of the rest as possible to single family residential. It'd be nice to remove the golf course and replace it with an actual park that can be enjoyed by everyone, or something useful like actually affordable (<\$200K) single family homes.

Grand River Corridor/M-5 Interchange

slow this area down and remove some of the interchange. make it more of a street scape than a highway. Traffic moves plenty well. This should be a gateway to the cities.

this area is messy with many things outdated. Would love to see the small businesses in this area get a grant or something to beautify this location over all. Along with a guide for business owners to follow on what is allowed and what isn't. This area also seems to be a lot of mixed use zoning. It would be great if we would redefine some of the areas making some purely business and others purely residential. Also, there is a ton of congestion in this area already so I would love to see this whole area re- designed. Including the roads.

Leave it as it is. Grand River/M5 is a high speed road there with a complex series of intersections and turnarounds, adding more businesses or apartments buildings would cause congestion and make traffic conditions dangerous.

8 Mile Corridor

Leave it alone. It's not likely that it could be reclaimed for nice residential areas or a park, and whatever replaces it would likely be as much of an issue.

Redo this area. It's a complete eye sore! Shouldn't be allowed to be like this in our beautiful city.

12 Mile Corridor

As a resident who lives on the opposite side of 12 mile, I do not mind this corridor being zoned for office buildings and retail. But my concerns are over the removal of green space in favor of development. I do believe these plots need to act as a buffer between residential and highway. natural resources are some of the best sound and sight buffers between the noise and other pollutants that come from the highway. if approving new developments in this area, i would like extensive parking and traffic studies to ensure they aren't clear cutting the last bit of densely wooded areas in farmington for giant parking lots that sit empty and contribute to the increasing flooding issues we are seeing in the area. only develop what is absolutely needed. I would also like to see special attention paid to the wetlands in this area, and not just the restricted wetlands but also the unrestricted wetlands that help with flooding and provided habitat to the wildlife i love to see and photograph in farmington hills every day.

We don't need more offices, and we don't need more poorly-maintained apartment buildings either. Focus on maintaining existing natural spaces and don't allow more commercial development.

Add a bike trail!

My concerns are that we have a large number of empty office buildings but continue to build more and more. Twelve Mile between Drake and Halstead used to have a beautiful forest on the south side and now it's all being leveled for more development. The balance of nature, businesses and residential spaces is what makes Farmington Hills a beautiful community, not future empty buildings at the expense of our green spaces. The trees shelter wildlife, provide a sound buffer for 696 and keep our city beautiful. Can we incentivize the use of the empty buildings? Can we ask that these developers keep as much green space as possible? Can we re-purpose or re-zone so that we can remove these buildings and put in housing? Also, so many parking lots for these buildings and never a multi-level parking garage. I also work at a business on 12 Mile and our lot is so much bigger than it needs to be, esp. in the era of 'work from home'. Us residents want the trees!

I would support the office zoning and continuation of development, however priority needs to be placed on preserving the natural beauty of the area. I appreciate the efforts at keeping woodlands intact along Corporate Dr near Investment among the addition of new buildings. This particular area of FH, with the tree-lined median of Twelve Mile Rd and natural woodlands, it sets itself apart from other office parks in the metro area. I would hate to see this area lose its natural beauty at the expense of large parking lots and office buildings stacked in close proximity. Preserve the rural, wooded feel as best as possible.

Residential Special Planning Areas

13 Mile Rd near Middlebelt

Leave it alone and let people enjoy the nature. We dont want apartments or housing. The traffic is bad enough.

could you please consider some safe sidewalks to help safely get from folsom/orchard lake rd area to downtown, primarily from botsford tuck road section, we are so cut off from safe passage there or to the overpass bridge. Being an older person the existing options to get downtown add a very significant amount of travel time and risk

I support the apartments being built in Farmington Hills. This will only help the community and the surrounding businesses.

I grew up in Farmington Hills and for the past 18 years have worked in the city. My current office is right around the corner from these property. As a Commercial Real Estate Broker, I always wondered why these properties haven't been developed. The current zoning is prohibiting any development here as its financially not feasible to build the product that is currently permitted. I am all in for new development to help the city grow. I am in favor of apartments for this location.

I am for the apartments being build in Farmington Hills.

Not quite sure what do to with this area. I'm a life long resident who has lived here for 34 years. Grew up just down the road and still have family property in the area. One of the things that keeps me in Farmington Hills is the green space, the affordability, and the convenience of living here. I do have concerns about increased development of the few remaining greener areas in the north side of farmington hills. I have concerns about the increased traffic along 13 mile, a route i drive 5-10 times a day while working in the city. Whatever does get developed i would like to see as much green space and natural habitat preserved as possible.

It seems that the majority of taxpayers are in favor of new development, but would rather have existing sites redeveloped into useful updated sites more conducive to today's lifestyles. The amount of vacant office space should be considered for redevelopment instead of destroying the few remaining green spaces residents gravitate to. I would favor re-zoning to mixed use

Development of this area would be a major mistake. Flooding is already a major issue during spring and fall. Decreasing that green space, would definitely result in loss of taxpayers

Leave it as it is or make it into greenspace or a park. No multifamily developments, no businesses, no new housing. Natural areas and wooded spaces are the only thing that make this town special.

Either a new park/greenspace or a SMALL parcel of affordable single family homes-- no more apartments or office space that will sit vacant with "For Lease" signs. We should have a mandate in place that all current buildings must achieve a certain level of occupancy before any more building permits are issued.

This property should be developed as written in the Master Plan for Farmington Hills- there is no need for the proposed site to change its zoning in any way. Once you open this door you cannot close it and what you have given up for this to take place is something we will never get back. Leave it as is, single family homes or small development - the only choices. Have some integrity and commitment to the land in Farmington Hills- we are a fortunate commu...right now

Please do not make more apartment dwellings! More luxury single family homes

Please stop tearing down the woods and building apartment complexes and condos. Honestly, the wildlife is barely surviving in the few pockets we have of natural habitat. Leave the zoning alone. Farmington Hills has attracted people because it has been balanced between neighborhoods, commerce, and natural environment. Please respect this.

The proposed development of the property across from Westgate sub should not be changed in the zoning of the property. This area is single family homes and should remain that way.

I would like to see the subject area as single family homes in accordance with the Master PUD. This area of Farmington Hills is single family dwellings and should remain as such. Or preferably a public, dog friendly park, with a few walking trails. The proposed rezoning to accommodate 100 affordable units is unrealistic and the surrounding roads cannot sustain the increase in traffic. The traffic at the traffic light at 13 mile and Orchard Lake is already extremely congested. The residents in the Glen Oaks subdivision already have to deal with drivers speeding through our 2 street subdivision in order to bypass the traffic light. We do not have sidewalks and the only place we can walk our dogs is along the street and it is dangerous. A city park would be a welcome addition to our area and make it safer for our pedestrian traffic.

“Speculators have purchased some properties between Baptist Manor and Middlebelt in hopes of changing the zoning. While there is nothing wrong with that, the city should not be rewarding them at the expense of harming the existing surrounding residential communities. There are homes on this property now and is perfectly suited for single residential homes and there is no reason for a change. These properties are not being maintained, are run down and are in violation of many city codes. The city should be enforcing code to push the owners to bring the area back to what it once was before speculators purchased the property. I want to see the city grow but not in the wrong direction. None of the residence in the surrounding areas wants to see a zoning change with the exception of the speculator property owners.”

Morning and evening traffic congestion is already unacceptable. Adding a new development directly across from the Westgate entrance will make it even more difficult to exit the subdivision. Keep the property zoned RA1 or purchase it and give us a park for the surrounding residents to enjoy!

It would be nice to have a green space/park and playground on this side of town.

I have lived in the Westgate Subdivision in Farmington Hills for nearly 40 years. I consider Westgate and the surrounding residential communities, including Holly Hills and Woodcreek, to be among the true gems of Farmington Hills. They offer the residents of these communities a quiet, secluded environment with large 1-2+ acre lots, mature trees, and the abundance of wildlife that accompanies and complements this pristine setting. Those who live here have chosen this setting because of all it offers our families and the community at large. This property should either remain RA-1 consistent with surrounding properties on the 13 Mile/Middlebelt corridor and with the current Master Plan.

This site should be rezoned to allow the construction of multi-family dwellings. I love the proposal to construct affordable, multi-family housing in the area. We have the space, and we should allow it to be used to encourage movement into our awesome city. Concerns about traffic can be easily addressed through better access to public transportation; two bus routes run very close to the proposed development.

Single family affordable homes - really affordable - not over \$300,000.

This site should be developed as single family dwellings. The Master Plan designated this for single family units and that is how it SHOULD be developed. The plan allows for the bundling of the current parcels and is zoned for 13 dwellings. Down the road on east 13 Mile and Inkster is a new development that allows for just 8 dwellings but each is priced for over ONE MILLION DOLLARS. The idea that only high density housing that is in complete disharmony architecturally and value/price point-wise with the current long standing neighborhoods is short sighted, inconsiderate, and just plain WRONG! Holly Hill Farms and West Gate are NOT Trailer Parks. 13 Mile Road is not a derelict strip full of abandoned businesses. The current area under consideration has been ALLOWED by Farmington Hills to be unkept by the current owner/developer. The abandoned and dilapidated homes ought to be torn down.

I see the area ideally as a nature preserve with trails and places to sit and enjoy nature. We have at least 4 group homes in the area, some within walkable distance and also several senior home facilities adjacent or near this area that would very much benefit from a place to walk and enjoy nature. So many studies have shown how beneficial time in nature is for our mental health. The whole community would benefit from this area becoming a nature park

It would be nice if the current owner of the proposed site was held accountable for the lack luster conditions the parcels are in. I am wondering if this area had homes that were up to par this would not be a study area. This may reflect some lack of ownership on the city of Farmington Hills for allowing this to happen.

We would love to see a park that is dog friendly. Alternatively, keeping it zoned as single family residential would also be preferred. The character of 13 mile is unique in its casual residential charm with a nice touch of Mother Nature. This young family would love to continue enjoying it as we grow up in Farmington Hills.

Make the land for sale for people who want to build nice houses on it. Our ecosystem is very vital to our existence and to change the way it is now would be destroying the lives of trees (that give us the oxygen we breath) and other important soil factors that help keep us and planet earth thriving.

We would like to see single family homes and a small walking path park in this area. Homes near by are on large lots so a smaller number of homes would be better for the area and the traffic congestion. Ranch or two story preferable.

First, it should not be rezoned, it should maintain its integrity like the City of Farmington Hills said it would. We moved here 1st for the beauty not to be in a concrete jungle. The City of Farmington Hills is giving in. Everywhere I drive its signs stating a new build in going up and the landscape is being tore up and the beauty of Farmington Hills is falling by the wayside. Secondly, for the people who says a park should be here, let it be built next to Your backyard and not mind. Having the public in my backyard is not my idea of my private backyard. We have little privacy in this world as it is and now Developers want to take our private space away from us. For the people who would like something different than what the MASTER PLAN states, let them PUT IN YOUR BACKYARD AND NOT MINE. Some years ago, I thought I read a mission statement from Farmington Hills, stating that they would not let developers destroy the integrity of this beautiful city. I can't find it now. Maybe I was dreaming. I understand some build has to happen, but it should have more positive effects than negative effects to the long-standing residents.

This area consists of lots and homes that are privately owned. The area has been on Master Plan since 2009 with the plan encouraging the assembly of the lots and development of new single-family homes. Since then, the assembly of the lots has been unsuccessful and 13 Mile Road was widened. Whatever is decided for this area it should be consistent across all the parcels located in this special area of interest. If the city decides to make it a park, they will need to buy out the current

privately owned homes and parcels. Currently, a new request to build affordable apartments on three of the lots is going through the planning commission process. If successful, then this entire special area of interest should be rezoned for apartments or condos and the expansion of Baptist Manor should also be allowed.

Keep it single family homes with wildlife. The current proposal would negatively impact the surrounding area and tower over the existing homes.

If it's going to be residential I would love to see some affordable (actually affordable, not starting in the 400,000s) ranch style single family homes with a small park in the middle of the neighborhood.

Re-zone it for a park. Walking paths, dog park area, recreational.

Keep it single family homes. In my opinion, hi-rise buildings with multiple units would negatively impact the area.

Due to the lack of any city park in the area, these single family lots should be made into a city park.

Keep it natural, make into public space. Maybe few simple walking trails for public use. If it's used for residential only keep the existing buildings or brownfield development, no new development. Keep all existing trees.

If it must be made residential, a less densely populated proposal than the 37 sites suggested. Cut that by at least half with only 15 or 16 units if this is not going to be made into a park setting. Looking at the surrounding housing, they have more land. Additionally, the load of 37 sites with likely chemically treated lawns/yards will not be beneficial to the ecology or the watershed area. Maintain the vacant land if at all possible with a parklike setting made available to all residents. We already have far too much development with far too little concern for an ecological balance.

Rezoned to be a park corridor with walking paths and some recreational sports/playground equipment would be nice. Could include picnic shelter and grills

I would like to see it kept natural and not be developed for residential. Walking paths would be nice.

10 Mile east of Middlebelt

Keep it as green space. It's a *floodplain*, it's stupid to build there and better natural.

Keep it green!

Make it a nature preserve and let the wildlife keep their home.

Same as area 1. Keep it natural and protect the creek and floodplain. If it's going to be kept residential only use existing building footprints.

This is next to my subdivision. I would like to keep it natural unless you are going to cull the deer population. We are overrun and this would bring more of them out into our streets and back yards. We have a herd in our backyard and every year a mom gives birth right under our Kitchen window. Kids cannot play in the backyard any more.

Boys & Girls Republic and Inkster/9 Mile

Keep this natural. It's another floodplain and a mature natural area. It's worth more as it is than as private property the public can't enjoy.

Small development of affordable mixed residential housing only in areas that currently have buildings. The rest of the area should be kept natural/green space.

In areas now used for parking and existing buildings develop affordable single family homes - ranch style. It is only right that folks who work in FH have access in FH to housing they can afford.

This could be a great area for a mixed residential area, with some Senior Living. We are being priced out of the market rate rental apartments. For active seniors, not a high rise but ranch single entry like apartments maybe on the LIHTC programs. This way they would fit in with any single family homes

Keep all the existing trees and protect creeks and flood plains. As the description note some of the best quality trees in the city are here, they should be protected. Residential development should be limited to the existing building areas. Housing should be affordable to regular working class.

I agree 100%. As a rental resident of over 15 years in Farmington Hills who has been trying to buy a home for about 5 years, all of these "affordable homes in the low 400,000s" just keep inflating the median price of the smaller homes in the area that folks like me want to buy & can no longer afford.

This should become residential

Is the Boys and Girls club no longer at this location? If not then I would like residential in the area that is already built and leave the rest natural. Again over population of deer live in this undeveloped area. That problem has not been taken care of.

Orchard Lake north of 11 Mile

Leave it natural. We already have enough issues with flooding in this town, filling in wetlands and encroaching on floodplains will only make it worse.

Either develop a few large lot parcels or leave natural.

A minimal number of large lot parcels with the rest remaining natural. Priority given to preserving the wetlands and course of the stream. No waivers to encroach on any water feature.

There is so much traffic and congestion in this area I think it should be preserved rather than adding more homes and thereby more traffic.

The Orchard Lake corridor is already far too busy to have additional capacity of more 74 houses. That is too high of a density when this area has homes with 3/4 to +1 acre of land in the long-established neighborhoods of Springland/LaMuera and the sub to the W of Orchard Lake. The wetlands need to be preserved. The water table is high in this area as well.

I do not see the yellow area? Looks good for residential area, again larger lots are needed for homeowners.

The yellow area is likely the plots with the attached homes between Springland and Runnymede (I think it is). These were the homes which had been under construction for years and I thought that all but one unit were to be torn down to be rebuilt due to mold and the condition of the started projects (no windows, doors, unfinished roofs, et cetera as they sat and sat with critters enjoying shelter). But, that did not happen and good luck to the people who are living in those first northernmost units.

East side of Orchard Lake, south of 11 Mile

"Units" makes me think the plan is for apartments/condos, we don't need more of that. Leave it as wooded area.

25-30 single family homes- maintain as much of the wooded areas as possible

I think the cluster option is appropriate for this location. Again, no new trees planted within 15 to 20 feet of overhead wires.

I like the 25 units with more land. I have a friend looking for a new house they are not finding enough options with more land, the houses are too close for what they are looking for.

Metroview Street

Leave it alone and don't develop it. Why are we trying to build on all these floodplains?

Affordable ranch style senior/single family homes, maintain trees along creek, keep wetlands area.

I agree with Barbara's comments.

Great location for Senior LIHTC apartments. Not a high rise but ranch style with individual entrances. The LIHTC, tax credit program would give incentives to the builder. Farmington hills does not have enough affordable apartments for active seniors.

Develop existing lots into affordable housing, but maintain tree cover especially along creeks and floodplains.

Agree

Would like to see more homes built on larger lots like this

Looks good for residential.

Historic Halsted Rd.

Keeping the area natural would be consistent with Halsted being marked as a Natural Beauty Road. Green space is important. The speed limit on Halsted is too high. It should be 35 mph max. If this area is developed, 40 units is too many for this amount of acreage.

Keep the area natural and make it a park. We don't need more subdivisions.

This northwest quadrant of the city has no public facilities, or amenities. If/when this acreage becomes available consideration should be given to the city acquiring the property and creating recreational opportunities, other than another golf course, like a park, for the residents in this part of the city. I fondly remember talking to Terry Sever in the late 80's or early 90's about this issue, and he understood the issue and thought that perhaps the city could look to acquire some property on the west side of Haggerty for that purpose.

Small development of single family homes and keep green space.

Again, some affordable housing - 2 story as well as ranch. And no trees planted within 15 to 20 feet of overhead wires.

Keep the tree cover in the northern section. The southern section appears to have a \$500,000+ house on it, maybe a couple more affordable units could it there.

Is the area to the right of the red outline past the row of houses undeveloped? Will that area be kept natural?

12 Mile and Schroeder

Large lot single family residential consistent with the nearby houses would be best. Green space preserved near 12 mile would be great as well.

Make it a park.

Moderately priced/sized single family homes with good sized lots, include planned green space/park areas in neighborhood. No more Mega-mansions needed.

Resident since 1971 - Large lots are a luxury ; less land for affordable housing and larger lots carry a higher price tag. A healthy city would mix the types of residential housing and not even accidentally permit identifiable pockets of 'low income housing.'

This is another great area for affordable single family homes.

Would like to see residential assuming they keep the larger lot sizes typical in this area

Residential looks great here.

Inkster and 10 Mile Rd.

Leave area natural

Leave it natural. Building in a floodplain is stupid.

Due to the steep topography and flood plain this should be left natural

I agree. Due to the natural features of this study area I would leave it natural.

I think this should be left as is due to the amount of water in the area

Leave this natural for the animals. Again the overpopulation of deer has not been taken care of and this will remove woods for them and cause them to move to backyards.

Open House at The HAWK

Sustainability & Resiliency

What actions do you think are most important in improving sustainability and resiliency in Farmington Hills?

Business recycling (not just residential). Construction recycling!

Deer are so prolific they are harming local woodlands and habitat

Art programs and community building in SE corner of the city

More trees – communities can be involved in planting & maintaining. Natural, native plant gardens.

Incentives for recycling & low-plastic use

City-wide composting

Protect undeveloped land. Our kids need nature! (more than Heritage Park)

Transportation

How proactive do you think the city should be about adding more facilities for bicycles and pedestrians?

Protected walk/bike lanes along Freedom & Folsom Rds

Please don't convert tennis courts into pickle ball courts

ADA/accessible walking path on New Market St. to the YMCA

Are bike lanes that mix with traffic really used? In many cities, I don't see them used. But bike trails (paved) that are in nature areas get a lot of use.

Stamped concrete & alternative pedestrian crossing materials creates perception need to slow down. Changes setting.

Where can we walk a dog on leash in a park?

Motorized/electric bikes-scooters Classes 1-3

Sidewalk construction inside subdivisions should be funded by those residents only, not all taxpayers

More crosswalks on 12 mi & Orch Lk & really all the mile rds.

14 & Orchard dangerous intersection [1 note of agreement]

Yes, to protected bike lanes

One dot each was placed on images showing "Pedestrian and bike signals" and "Traffic calming: chokepoint" to indicate support for those elements.

Complete Streets

Include disabled people in this planning!!!

Yes! More walkable & bikeable corridors w/wayfinding & health tips/tools

Great emphasis on transit is needed

How does this impact the existing streets & extant businesses, residents ____?

Safer & better biking South to North (8 mile -> 14 mile) South of M-5 is cut off

Good idea

Housing

What do you think about the housing strategies [on the posters]? Are they appropriate for the Special Planning Areas identified? What other housing strategies would you like to see? Where do ADUs make sense?

Would like to know more about the guidelines for ADUs – are any possible today on multiacre properties?

Need senior housing. Look to Botsford Commons re incorporation of safety/aging in place features into design.

St. Vincent & Sarah Fisher site would be perfect for affordable housing redevelopment

What amenities will support those looking for attainable housing?

We should have a laser focus on attainable housing! Be proactive in getting it done!

More flexible zoning [1 note of agreement]

Proactively see public transportation for sites

Incorporate solar into projects – have base req'ts for projects

Proactively seek projects vs reactive to proposals

Zone Office to allow residential infill in Office districts / surface parking lots

Be careful about focus on remote work. Businesses are bringing ppl back in. Studies reflecting increased mental health issues working remote.

More multi-family on Orchard Lake Rd, Haggerty Rd, Grand River

Zoning for building businesses higher

More engagement with neighbors when new development takes place

We have a housing shortage -everything-

Need multi-generational housing

Spark Sports Arena is a good example of potential recreational use

More restaurants

How to use vacant office buildings to redevelop as mixed use, attainable housing?

First-time buyers are being priced out [1 note of agreement]

We need more walkable areas that connect housing to commercial areas [1 note of agreement]

Infrastructure needs to focus on walking & biking (btwn housing & commercial areas) so that these transportation methods become the most convenient option

Rehab older multi-family | Incentives – tax abatements 10-yrs for current owners | brownfields

Multi-family should mirror West Bloomfield on OLR

Please allow ADUs anywhere in FH! Extended family w/separate space offers adult care and child care and inclusion

We need to allow apartments targeted to hourly wage workers

Designated Location needed for “workforce housing” Could be for projects with Federal Aid Funds [1 note of agreement]

Don’t approve any more senior housing developments – too many unfinished proposals (i.e. Ginopolis site)

Did I miss the board on historic preservation? Farmington Hills has some amazing historic resources that deserve a discussion in the new comp plan!

Is part of the master plan combatting “NIMBY”? If not, great projects will continue to be opposed. A lot of NIMBY is prejudice & misinformation.

Too many restrictions in Heritage Park – no bikes, no dogs, no...fun – need some parks or pathways where dogs can be walked, on a leash

I’m concerned about what may be done with the Costick Center & services/support for older residents

Excellent presentation and graphics

How about a luxury high-rise? Why are people afraid of building up ↑?

City needs an affordable housing plan. Proactive, not reactive.

I really would like to have more forest a lot more a lot, lot, lot more forest here.

Build community gathering and housing development.

Placemaking & Public Art



The NEXT 50
2024 Farmington Hills Master Plan

How do we define "Public Art"?

Art in public spaces or that is visually and physically accessible to the general population. May be temporary or permanent, singular or a related series of works. Public art can include murals, sculpture, memorials, fountains, monuments, architecture, landscape architecture, gardens, community art, digital new media and performances and festivals.

What is a public art program?

A public art program is a strategy of placemaking, which focuses on creating vibrant, welcoming, and meaningful places within a community. The City of Farmington Hills has been actively engaged in placemaking for many years; a public art program supports and lifts up those activities through art in public spaces.

A public art program is typically developed and managed by a municipal agency such as a local arts agency or private entity such as a nonprofit arts organization. Public art is commissioned through a public process like a request for proposals or a request for qualifications for a designated project. Frequently, the selected artist(s) works with a design team of interdisciplinary professionals including public art administrators, planners, architects, landscape architects, and engineers. The most successful public art projects involve both the artist and the community at the onset of the project.

We want to hear from you:

What types of public art do you enjoy or would like to see in Farmington Hills?

Jot your ideas on the poster

Applied: Artwork that is applied as a surface treatment such as murals, mosaics, digital wraps, paste-ups.



Jackson, MI

Installation: Artwork comprised of a number of elements, often mixed-media, and integrated with the site location.



Paris, France

Temporary: Artwork that is non-permanent such as temporary installations, performance art, participatory works, event-based work.



Paris, France

Participatory: Artwork developed and/or made in collaboration with members of the community through artist-driven processes and outcomes.

Example: Clare, Michigan - Community members submitted "selfies" to an artist who created a portrait of the fictitious "Claire."



Clare, Michigan

Bespoke functional design: Artworks that are uniquely designed functional elements, either original or in limited edition series, such as street furniture, play equipment, and lighting installations.



Louisville, KY

Integrated: Artwork that is integrated with built form or land form such as artist-designed walls, ceilings, screens, fences, facades, floors, earth mounds, planting schemes, paths, lighting and projection treatments.



Brazil

Creative community: Artwork created by members of the community in a shared format as part of a creative public conversation.



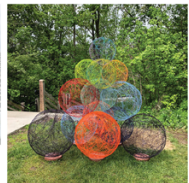
Kid-designed pavement murals integrated into streetscape - Rochester Hills, MI



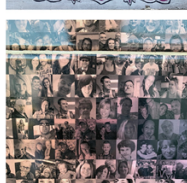
Detroit, MI



Grand Rapids, MI



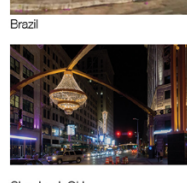
Dexter, MI



Louisville, KY



Cleveland, OH



Cleveland, OH



Cleveland, OH



1

MURALS



2



3

COMMUNITY ART OPPORTUNITIES



4



5



6



7

PAINTED CROSSWALKS



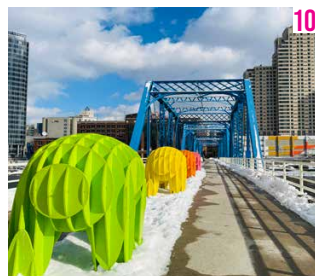
8

DECORATIVE BIKE RACKS



9

PAINTED BIKE LANES



10

SCULPTURES



11



12

SCULPTURAL LIGHTING



13

Public Art

What types of public art do you enjoy or would you like to see in Farmington Hills?

Responses below correspond to the numbered photos on the lower poster on the previous page.

1

I purposefully go to cities with great mural areas. EG Miami, Eastern Market & Montreal

Like it a lot – but where will it go? Farm Hills doesn't have many canvasses for murals AFAIK

2

What a beautiful way to include the environment and art and diversity

Use native plants around town

Do this! More murals and landscaping

3

Art is the most important part of a cities' make up

4 [dot]

More full time jobs for art programming in Farmington Hills

5 [dot]

Art brings vibrance & energy to cities – visual interest. Love it!

6

Park/playground along the sidewalk as done in Oak Pak with artwork – (school projects)

7

I was in Oceanside CA recently. Colorful fountains, buildings, murals etc made it a fun space to walk around.

8

Please make sure the bikes racks are just as functional as they are decorate. A cute, but impractical rack does not serve a purpose. [1 note of agreement]

9

Good idea makes them very prominent

Good idea if maintained yearly, etc.

10 [dot]

Public art is most effective in enhancing vibrancy & is more appreciated in walking areas/communities.

Select art projects for which proper maintenance is feasible/ are relatively low maintenance.

Permanent sculptures can become symbolic cultural artifacts. I like creating our communities identity throughout.

11 [dot]

Work with College for Creative Studies to bring students to help with community projects

12 [dot]

How functional/beautiful is this? Function meets art.

Looks nice – does carry risk of increased light pollution

13 [dot]

This would encourage people to come out at night. It's inviting and encouraging for people to come out! Coupled w/new businesses

Other than signs, what kinds of elements are appropriate for Farmington Hills to enhance gateways to the city?

Art – 5 responses

Buildings: 3 responses

Streets/Pavement: 4 responses

Bridges: 7 responses [comment: pedestrian/bike only bridge over 696]

Lighting: 5 responses

Banners: 4 responses

Landscaping: 5 responses [comment: plant for native pollinators]

How would you like to be involved in the creation of public art?

Take it out to the neighborhoods – bridges etc.

What happened to the four city symbols (oak tree, cardinal bird, daylily, & giant swallow tail butterfly)?

How can a public art program be inclusive and reflect the diversity of the City of Farmington Hills?

Art installations from the different walks of life and cultures to connect the people of FH, programming to promote diversity & outreach

Provide/support non-profit art centers like “Kickstart”

How can public art be integrated into community events and festivals?

Competitions like Grand Rapids brings a lot of people to the city.

Jan 12 (7-9) Public art Program Opening Reception @ City Hall

How should the community provide feedback on the public art program and its installations?

[No responses]

What funding sources do you think could support public art in Farmington Hills?

Art connects people. It changes moods and brings them to life.

Yes please! More art! Farmington Hills is an artistic hub.

To what extent do you agree or disagree with the following statements about public art? [Scale of 1 to 5, with 1: I strongly disagree, 3: I'm neutral about this, 5: I strongly agree with this]

Communities that have visual arts like murals and sculptures have a more valuable public environment for residents and visitors.

5: 9 responses

Visual arts increase the livability of a community.

3: 1 response

4: 1 response

5: 5 responses

Visual arts attract economic development to a community.

4: 2 responses

5: 6 responses

Increasing public access to artwork and promoting understanding and awareness of visual arts in the public environment is important.

4: 1 response

5: 8 responses

Public art can promote diversity in a community, reflecting a wide range of multicultural expression.

4: 1 response

5: 5 responses

Visual arts should be a part of the City of Farmington Hills's efforts to support the economic vitality, quality of life, and civic pride of the community.

4: 1 response

5: 7 responses

I would like to see local artists and community members collaborating on art projects.

4: 1 response

5: 6 responses

I think public art should include educational components or interpretive materials to help people understand its significance.

4: 2 responses

5: 4 responses

General Public Art Comments

Orchard Lk. Rd. at Grand River is a bottleneck that discourages travel north & south to businesses, the Hawk, etc. Southern F. Hills eat in Livonia, Northville, Farmington

As streetscapes are improved, the use of benches, green spaces, & trees encourage more walkers, etc.

Festival lighting in pocket parks, fitness stops w/art at crosswalks

Agree w/placemaking

More sculpture, more murals, more landscaping

Special Planning Areas: Residential

What do you think about the housing strategies to the left? Are they appropriate for the Special Planning Areas identified? What other housing strategies would you like to see?

Walkable connections w/signs for nature, & health & history. Sidewalks & bikes. ♥

Excellent

Need to reconsider 13 Mile between Orchard Lake & Middlebelt – multi-family

Traffic concerns/curb appeal of new apartments for apartments off Haggerty b/w 12/13 Mile.

We do not need more development. We are too congested as is. Save our nature!

Dots of support for clustered residential development and required open spaces

Special Planning Area #1: 13 Mile Rd near Middlebelt

Holly Hill Farms Association would like to be involved in developing new use designation

Condos or single family or open space park area

Zoning and developing should be based on residential input. Nothing over 1 story here.

Low density, low height bldgs., single story preferred, keep as many trees, large setbacks

Special Planning Areas: Mixed Use

What do you think about the [big picture] strategies [proposed]? Are they appropriate for the Special Planning Areas identified? What other strategies would you like to see?

Drake Not GR, 12 & Or Lk Rd

All office projects >70,000 sf

Mixed use would be a great addition to the city. What better way to bring new businesses and residents together.

12 Mile – high rise residential

Mixed use – support. Need attainable attractive housing that appeals to youth: smaller, convenient, near public transportation, plus things like coffee/bagel shops, small convenience store etc.

Do current zoning laws preclude mixed use? Laws need to change if they do.

We don't need more big houses! We need homes that attract our workers/potential workers like teachers, firefighters, etc. that need something attainable on their salaries.

Grand River Corridor/M-5 Interchange

Grand River Downtown corridor, adding retail with residential above. Share work spaces & restaurants

Streetscape along Grand River from 8 Mile to Orchard Lake. Trees, landscaping, signage to tie together.

The Target complex is awkwardly cut off from south Farmington. Access while avoiding Orchard Lk Rd. would be awesome!

Like idea of making M-5 a boulevard, not highway.

The location of these ideas need to be better defined.

Not working buildings

Mix of uses

Like idea of reconfiguring M-5 east of Farmington Rd. Farmington Rd. exit on M-5 is highly used & if closed, create massive bottleneck at Halsted.

Yes Please! We would love to have some development attention here.

Pleasantly surprised to hear this considered

Great ideas for sure! – Food truck – Freedom, Folsom area consideration – Streetscape improvement will be huge

Who needs short term space?

Land uses inappropriate for CIA, no development

Can there be a definitive location for an art district? Where would possible incubators be? More support for small businesses

Re-do the CIA zoning as there has been no development since inception

My family and I have to leave the city to enjoy other/new/modern experiences. I'd rather not have to.

14 Mile/Northwestern/Orchard Lake Road

Encourage mixed use in existing parking lots. Could some buildings have side, rear, or top parking decks?

We don't need another grocery store. Particularly a Meijer!! [1 note of agreement]

Meijer should move into the sams club area and not in the BBB hunters sq. Major downgrade of an nice looking intersection. Trager joes a better option. Check Village of Rochester.

Remove parking requirements like downtown areas [4 notes of agreement]

Support for mixed use – complement West Bloomfield [2 notes of agreement]

Meijer should move into old Sam's instead of displacing Marvin's [1 note of agreement]

Reuse the old Sam's Club for the new Meijer

They are appropriate. Put some larger corp in place of Sam's club i.e. Costco, Meijer, Target

Use of wasted real estate w/the large parking lots. Meijer possibly?

Orchard Lake Road: 12 Mile to 13 ½ Mile

Consider some of [the examples of office conversions] for sure

Promote re-development over office conversions

Improve appearance – better signs – better designs

Allow new 2 story mixed use w/retail & ground floor & office up – N. of OLR

Clear up & update older properties

Overlay district for Orchard Lk. & into res. (Doesn't mean demo, means zoning opportunity)

12 Mile Corridor

Start with food trucks [(yes!) – 1 note of agreement] – bands

More green less cement

Restaurant collection

This 12 mile dev is very important! Allow mixed-use, reduce parking on 12 mile developments.

Additional Comments

Marvelous Marvins → move to Historical winery @ Orchard Lake & Grand River Chimney Swift

When new districts are created, begin with collaborative input process (i.e. potential mixed residential districts)

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A03

ECONOMIC DEVELOPMENT PROGRAMS

STANDARD FUNDING OPTIONS

The following are “public” funding mechanisms that are available. Farmington Hills has employed a number of these in its efforts.

Business, Community, Recreation, and Arts and Culture Finance and Development Programs¹

Representative Sample Listing with Brief Summaries
State of Michigan

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¹ As noted by the title, the list represents a sample of finance and development programs. In many instances, the listed agencies have additional programs that may be accessed. Programs are subject to periodic change and termination.

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BUSINESS DEVELOPMENT

Foreign-Trade Zones

Foreign-Trade Zones (FTZ) are secure areas under U.S. Customs and Border Protection (CBP) supervision. An FTZ is a special economic zone in the United States where imported goods can be stored, distributed, processed and used without being subject to customs duty. FTZs provide customs-related advantages. Specifically, foreign trade zones help U.S. companies compete in the global marketplace by eliminating, deferring, or reducing duties and, potentially, other costs.

FTZ's allow private organizations to establish, with the cooperation of the local unit, designated areas or zones that are considered foreign soil for the purposes of the United States Department of Customs and Immigration. As such, FTZ's allow for value-added processing of certain raw or unfinished goods without paying customs import duty on them. If the finished goods are to be imported into U.S. Customs territory for sale, the law allows the operator of the FTZ to choose between paying duty on the import of the unfinished goods to the zone, or paying duty on the finished goods entering customs territory, whichever is less.

All United States Custom and Border Protection (CBP) ports of entry are entitled to a Foreign Trade Zone. Ports of entry in Michigan exist in the cities or counties of Battle Creek, Saginaw/Bay City/Flint, Detroit, Grand Rapids, Kent/ Ottawa/ Muskegon, St. Clair, Sault Ste. Marie, Port Huron, and Lansing. Zones must be located within or adjacent to CBP ports of entry, within 60 statute miles of a CBP port, or within 90 minutes' travel time to a CBP port.

Many types of companies use FTZ's to gain a competitive advantage, including Warehousing and Distribution, Capital Equipment Producers, Auto Assembly, Machinery, Vehicle Assembly, Oil Refinery and Petrochemicals, General Manufacturing, Electronics, Pharmaceuticals, and Food Processing.

FTZ's allow manufacturers to avoid inverted tariffs on goods exported to the United States from the FTZ. Inverted tariffs are those that charge a higher rate for a raw good than a finished good.

The SBA 504 & SBA 7(a) Loan Programs

The U.S. Small Business Administration (SBA) has two flagship programs designed to assist small businesses in obtaining financing. These include the SBA 504 and SBA 7(a) loan programs are briefly described as follows:

SBA 504 Loan Program – Funds are typically used for expansion or modernization. The SBA 504 loan program offers long-term, fixed-rate financing, for the acquisition of fixed assets such as real estate and equipment. 504 loans are normally capped at \$5 million, however, projects may cost up to \$20 million.

SBA 7(a) Loan Program – Granted by a business lender and partially guaranteed by the federal government, SBA 7(a) loans are commonly used for business start-ups. They require little or no down payment and offer a range of flexibility pursuant to business use. The loans are capped at \$5 million.

Commercial Rehabilitation Act

The Commercial Rehabilitation Act, PA 210 of 2005, as amended, affords a tax incentive for the rehabilitation of commercial property for the primary purpose and use of a commercial business or multi-family residential facility. The property must be located within an established Commercial Rehabilitation District. Exemptions are approved for a term of 1-10 years, as determined by the local unit of government. The property taxes are based upon the previous year's (prior to rehabilitation) taxable value. The taxable value is frozen for the duration of the certificate. Applications are filed, reviewed and approved by the local unit of government, but are also subject to review at the State level by the Property Services Division. The State Tax Commission (STC) is responsible for final approval and issuance of certificates. Exemptions are not effective until approved by the STC.

Industrial Facilities Exemption

The Plant Rehabilitation and Industrial Development Districts Act, (known as the Industrial Facilities Exemption) PA 198 of 1974, as amended, provides a tax incentive to manufacturers to enable renovation and expansion of aging facilities, assist in the building of new facilities, and to promote the establishment of high-tech facilities. An Industrial Development District (IDD) or a Plant Rehabilitation District (PRD) must be created prior to initiating a project. An Industrial Facilities Exemption (IFE) certificate entitles the facility to exemption from ad valorem real and/or personal property taxes for a term of 1-12 years as determined by the local unit of government. Applications are approved by the local unit of government but are also subject to review at the State level by the Property Services Division and the Michigan Economic Development Corporation. The State Tax Commission (STC) is ultimately responsible for final approval and issuance of certificates. Exemptions are not effective until approved by the STC.

New Market Tax Credits

The Community Development Financial Institutions (CDFI) Fund, administered by the U.S. Department of Treasury, allocates New Market Tax Credits (NMTCs) to Community Development Entities (CDEs) for the purpose of attracting private investment to low-income communities. The NMTC Program attracts private capital into low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax in exchange for making equity investments in specialized financial intermediaries called Community Development Entities (CDEs). The credit totals 39% of the original investment amount and is claimed over a period of seven years.

Brownfield Authorities

Brownfields, as defined by the United States Environmental Protection Agency, are "abandoned, idled, or under-used industrial or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination." This program allows local units of government to establish Brownfield Redevelopment Authorities (BRAs) and utilize tax increment financing) for environmental remediation of brownfield sites. Approved brownfield projects in Brownfield Redevelopment Authorities are also eligible for Single Business Tax credits. A number of grants and loans are also available to support brownfield cleanup and redevelopment. The program is administered by the Michigan Department of Environment, Great Lakes, and Energy.

Taxable Bond Program (Financing)

Bonds, issued by the Michigan Strategic Fund (MSF), offer longer term financing options to small- and medium-sized companies. The purpose of this program is to provide small and medium-sized companies access to public capital markets normally available to larger companies. The principal advantage of using taxable bond financing is access to long-term (perhaps 10–20 years), fixed-rate or variable rate financing.

Urban Land Assembly Program

The Michigan Economic Development Corporation (MEDC) administers the Urban Land Assembly Program. The program provides financial assistance in the form of low interest loans to eligible municipalities for the acquisition of certain real property for economic development purposes, including industrial and commercial projects. The program is directed toward revitalizing the economic base of cities experiencing economic distress and decline. Preference is given to proposals that identify one or more immediate user(s), leverage non-state financial contributions, maximize the creation of permanent full-time employment per dollar investment, increase the local tax base and constitute a major element in a citywide strategy for economic development. The Fund provides loans that can be used for direct costs of acquisition of land, demolition, relocation and site improvements required to make the land marketable. Pre-application costs including appraisals and feasibility or planning studies and administrative costs are not eligible project costs. Applications are accepted if the municipality has experienced at least one of the following:

High Unemployment Rate - A local unemployment rate that is more than 70% of the annual average state unemployment rate as most recently issued by the Michigan Employment Security Agency.

Limited Population Growth - A growth in local population that is less than 75% of the state's population growth rate based on the most recent figures published by the U.S. Census Bureau.

Change in Equalized Value - A change in local state equalized value that is less than 50% of the state's five-year average as reported by the State Tax Commission.

Industrial Development Revenue Bonds

A public-private partnership program that allows local units of government to acquire or purchase industrial real property, equipment, machinery, and associated property with municipal bonds secured by the revenue-producing potential of the industrial site. Local units may also use Industrial Development Revenue Bonds for the acquisition and construction of water and air pollution control equipment and solid waste disposal facilities.

Certified Business Parks

The Certified Business Park Program (CBP) is administered by the Michigan Economic Developers Association (MEDA) and the Michigan Economic Development Corporation (MEDC) to promote uniformity and a set of minimum standards for industrial parks. Such standards ensure that the parks will suit the needs of businesses considering moving there. Pursuant to their marketing, certified business parks are listed on the MEDA website.

Economic Development Corporations

Michigan Public Act 338 (1974) allows local units of government to establish economic development corporations to assist private developers with commercial and industrial development projects. The Act extends tax-exempt status to all municipally owned property acquired under it. While the General Property Tax Act extends tax-exempt status to such property held for a “public purpose,” tax-exempt status does typically not extend to property not expressly held as such.

Michigan Business Growth Fund Collateral Support Program

The intent of the Michigan Business Growth Fund Collateral Support Program (MBGF-CSP) is to supply cash collateral accounts to lending institutions to enhance the collateral coverage of borrowers. These accounts will cover all or a portion of a calculated collateral shortfall as described by the lending institution. Borrowers with a collateral shortfall will apply for coverage through the Michigan Economic Development Corporation (MEDC), which provides the administrative services for the program for the Michigan Strategic Fund (MSF). If approved, the MSF will deposit the cash into an interest-bearing account with that lender and this account will then be pledged as collateral on behalf of the borrower. Based on an amortization schedule, the MSF will draw down the account as the loan principal is paid. In the event of full default, the lender will have rights to the account less a liquidation fee.

Grow Michigan, LLC

Grow Michigan II, LLC, is a program capitalized by members of Michigan's banking community and the Michigan Strategic Fund. It provides attractively priced growth capital in the form of subordinated/mezzanine debt to the Michigan small business community. This unique initiative product offering, including value-added assistance, extends the capabilities of senior debt providers by offering a highly efficient, cost-effective and complementary capital structure for growing Michigan small business in a broad range of industries.

Local Development Finance Authority

Local governments use Local Development Finance Authorities (LDFAs) to target development by industry type. LDFAs are essentially tax increment finance districts for manufacturing, agricultural, or high technology businesses allows for expanded tax capture for LDFA districts, and for the creation of a limited number of state-subsidized Certified Technology Parks, also known as “Smart Zones,” conceptually defined as public-private high-technology nodes.

The Critical Industry Program

The Critical Industry Program (CIP) provides qualified investments to qualified businesses for deal-closing, gap financing, or other economic assistance to create or retain qualified jobs as a result of a technological shift in product or production or make capital investments, or both, in Michigan. Administered by the Michigan Economic Development Corporation (MEDC) on behalf of the Michigan Strategic Fund (MSF), this tool provides access to grants, loans, or other economic assistance.

The Michigan Business Development Program

The Michigan Business Development Program (MBDP) is an incentive program available from the Michigan Strategic Fund (MSF) in cooperation with the Michigan Economic Development Corporation (MEDC). The program is designed to provide grants, loans and other economic assistance to businesses for highly competitive projects in Michigan that create jobs and/or provide investment and results in a net-positive return to Michigan. The MBDP is available to eligible businesses that create qualified new jobs and/or make qualified new investment in Michigan.

The Strategic Site Readiness Program

The Strategic Site Readiness Program (SSRP) provides financial incentives to qualified applicants to conduct eligible activities on, or related to, strategic sites and mega-strategic sites in Michigan, for the purpose of creating investment-ready sites to attract and promote investment in Michigan. Administered by the Michigan Economic Development Corporation (MEDC) on behalf of the Michigan Strategic Fund (MSF), this tool provides access to grants, loans, and other economic assistance.

State Essential Services Assessment Exemption

The Michigan Strategic Fund (MSF) board may authorize State Essential Services Assessment (SESA) exemptions for qualifying investment(s) of \$25 million or more in eligible personal property owned by, leased to, or in the possession of an eligible claimant (applicant). Considerations for granting a SESA Exemption or Alternative SESA includes the following to the extent reasonably applicable to the type of investment proposed and may include any other considerations satisfactory to the MSF board: Out-of-state competition; net-positive return to this state; level of investment made by the eligible claimant; business diversification; reuse of existing facilities; near-term job creation or significant job retention as a result of the investment made in eligible personal property; and, strong links to Michigan suppliers.

SmartZones

SmartZones provide distinct geographical locations where technology-based firms, entrepreneurs and researchers locate in close proximity to all of the community assets that assist in their endeavors. SmartZone technology clusters promote resource collaborations between universities, industry, research organizations, government and other community institutions, growing technology-based businesses and jobs. New and emerging businesses in SmartZone technology clusters are primarily focused on commercializing ideas, patents and other opportunities surrounding corporate, university or private research institute R&D efforts. Examples of SmartZone locations within Southeast Michigan include Rochester Hills, Sterling Heights, Troy, Southfield, and Detroit. The Michigan Economic Development Corporation (MEDC) can provide additional SmartZone detail.

The First Customer Program

The First Customer Program (FCP), funded by the Michigan Economic Development Corporation (MEDC) assists with identifying critical gaps in business development, marketing, and sales. The FCP can co-fund projects with service providers to address critical gaps needed for a client to acquire their first customer(s). FCP is focused on advanced technology startup companies as well as established technology companies that are facing startup-like challenges as they diversify into new markets.

The FCP has the capability to perform assessments of a company's stage of technology, its value proposition, and its potential target markets and competition; provides a market assessment and a plan/path to potential first customers, including identification of and introduction to potential first customers where warranted; identify resources required for the company to successfully validate the value proposition and/or to close a deal with potential first customers; and, provide access to identified resources through executive coaching and project implementation assistance. The FCP may co-fund projects for eligible clients to address critical gaps in marketing and sales.

Shuttered Venue Operators Grant

The Shuttered Venue Operators Grant (SVOG) program was established by the Economic Aid to Hard-Hit Small Businesses, Nonprofits, and Venues Act, and amended by the American Rescue Plan Act. In 2021, the program included over \$16 billion in grants to shuttered venues with \$1.25 billion being allocated by the American Rescue Plan Act. The program falls under the direction of the Michigan Small Business Development Center (SBDC).

COMMUNITY DEVELOPMENT, TRANSPORTATION & INFRASTRUCTURE

Community Development Block Grants

The U.S. Department of Housing and Urban Development (HUD) allocates Community Development Block Grant (CDBG) funding to the State of Michigan, through the Michigan Strategic Fund (MSF) with assistance from the Michigan Economic Development Corporation (MEDC), for further distribution to eligible Units of General Local Government (UGLGs) to carry out MSF-approved activities. Historically, each year Michigan receives about \$30 million in federal CDBG funds to fund various projects.

The MEDC has identified the following CDBG-funded projects consistent with Section 105(a) of Title I of the HCDA (Housing and Community Development Act) and to provide guidance and assistance for CDBG Program Year 2021 (July 1, 2021 – June 30, 2022).

Building Rehabilitation - The Building Rehabilitation initiative funds the exterior and/or interior rehabilitation of existing buildings. The tool is in place to promote traditionally dense mixed-use areas, increased economic and pedestrian activity, and to facilitate the reinvigoration of city centers attracting talent to Michigan communities. The Building Rehabilitation platform is for projects that eliminate conditions of blight, detrimental to public health and safety through rehabilitations of individual buildings. Communities can qualify buildings as blighted through a letter/report summarizing conditions and how the project will eliminate those conditions and/or identifying those elements required to be added to the building in order for the project to receive a certificate of occupancy.

CDBG Loan Program - The intended purpose of the CDBG Loan Program is to provide loans to eligible small businesses, or UGLGs, to meet a National Objective.

Business Assistance - Direct assistance to businesses is designed to provide grant funding for proposed projects that will result in job creation. Projects are expected to result in the creation of full-time equivalent positions of which at least 51% of the created positions will be held by low and moderate income persons, create and/or retain the largest number of positions with the least amount of CDBG investment, and leverage private investment funds.

Public Gathering Spaces - The Public Gathering Spaces Initiative funds improvements intended to increase usability, accessibility, and seasonality within new or existing community spaces on publicly owned property. By supporting the creation or expansion of public gathering spaces in low and moderate income (LMI) communities throughout Michigan, the Public Gathering Spaces Initiative will create and enhance recreational places that will allow residents to gather, relax, celebrate, and commemorate. The Public Gathering Spaces Initiative funds projects including, but not limited to, parks, town squares, playgrounds, amphitheaters, and farm markets.

Public Improvements/Public Infrastructure - Public Improvements are infrastructure elements located at street level or below grade (horizontal construction), which benefit the residents of a defined service area.

Rental Rehabilitation - The Rental Rehabilitation initiative funds the rehabilitation of vacant/substandard rental units or the conversion of vacant unoccupied space to affordable and market rate residential units. By supporting traditional downtowns, dense mixed-use areas, and the reinvigoration of city centers, the program aims to attract talent to Michigan communities through creation of mixed income housing resulting in increased economic and pedestrian activity. Project activities may include rehabilitation and/or construction of housing units within existing buildings, or activities that are necessary for housing units and that do not have an ancillary benefit to commercial uses in the building.

Unique/Innovative Projects - Funding requests may be considered by the MEDC, based on special and/or unique needs, or situations requiring innovative program approaches not specifically provided for in identified funding initiatives. These may include, but are not limited to, brownfield site redevelopment, broadband, demolition of blight, farm-to-food grants, job training, targeted industry development, conversion of school buildings, planning, and activities and services listed in the above categories which do not meet identified screening or selection criteria and/or projects associated with other State or Federally funded initiatives.

Note: Oakland is an Entitlement County. It is likely Farmington Hills would have to work through the county for grant funding.

Transportation Economic Development Fund Grants

Administered by the Michigan Department of Transportation (MDOT), the mission of the Transportation Economic Development Fund (TEDF) program is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Grant funds are available to state, county, and city road agencies for immediate highway needs relating to a variety of economic development issues. MDOT oversees program funding under a series of six categories. Those potentially applicable to Farmington Hills are briefly described as follows:

Category A – Economic Development Road Projects – Promotes road improvements likely to spur increased economic potential and improve the quality of life resulting from job creation and retention in Michigan.

Category C - Urban Congestion Relief Projects – Provides funding for transportation projects which improve the operational level of service in heavily congested urban areas, reduces the accident rate on heavily congested urban roadways, and improves the surface and base condition of heavily congested urban roadways. Eligible recipients are county and city road agencies in counties with a population greater than 400,000 (Wayne, Oakland, Macomb, Genesee, and Kent).

Renaissance Zones

A targeted-zone program that waives all business or resident site-specific state and local taxes for a term of up to 15 years. Zone applications are developed locally and awarded competitively by the Michigan State Administrative Board or the Michigan Strategic Fund. Qualified taxpayers enjoy the waiver of all state and local taxes (except for taxes mandated by the federal government, local bond obligations, school sinking fund or special assessments) for a term of up to 15 years from the time of Renaissance Zone approval.

Building Authorities

The Building Authority Act, Public Act 31 of 1948, enables local units of government to acquire and/or develop buildings and sites for public use. The Act provides for the incorporation of authorities to acquire, furnish, equip, own, improve, enlarge, operate, and maintain buildings, automobile parking lots or structures, transit-oriented developments, transit-oriented facilities, recreational facilities, stadiums, and the necessary site or sites therefor.

Certification of Abandoned Property for Accelerated Foreclosure

Local units of government may subject abandoned, tax-delinquent real property to a faster foreclosure schedule than the law otherwise allows. Any local unit of government with abandoned, tax-delinquent property is eligible to use this enabling legislation. Local units of government seeking to return tax-delinquent, abandoned property to the tax rolls may subject such property to an accelerated tax foreclosure schedule. Stricter standards imposed against delinquent property tax owners may compel more rapid payment of property taxes, under threat of an accelerated loss of the property.

Private Investment Infrastructure Funding

The Michigan Private Investment Infrastructure Funding Act (2010, Act 250, Imd. Eff. Dec. 14, 2010) allows local units of government to use private investment for public infrastructure improvement projects. Funding for a project may come from contributions from participants to a partnership, fees charged to users of the infrastructure, the capture of taxes, special assessments, loans, grants, appropriations, donations, and any other source accepted by the partnership.

Tax Increment Finance Authorities

Tax Increment Finance Authority (TIFA) legislation (closed to new applicants since 1987) allowed cities to establish development authorities and use tax increment financing to finance development projects located in the authority. TIF districts allowed for the development of virtually any type of land use, including commercial, residential, and industrial, and were essentially an expansion of the Downtown Development Authority Act of 1975.

Michigan Community Revitalization Program

The Michigan Community Revitalization Program (MCRP) is an incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC). The focus of the MCRP is to encourage and promote structural renovations and redevelopment of brownfield and historic preservation sites located in traditional downtowns and high-impact corridors. MCRP provides gap financing in the form of performance-based grants, loans, or other economic assistance for eligible investment projects in Michigan.

The Jobs Ready Michigan Program

The Jobs Ready Michigan program was created by the Michigan Strategic Fund ("MSF") to meet the talent needs of companies that are expanding or relocating to Michigan. The program is designed to be flexible and responsive to the specific talent needs of companies and to address the costs associated with recruiting and training individuals for occupations that are high-wage, high-skill, or high-demand. Program awards may be used for a variety of activities related to talent recruitment and job training including, but not limited to, employee recruitment expenses, development of customized training development plans, instructor and training materials costs, purchase of equipment related to training, construction of training facilities, and on-the-job training costs. The Michigan Economic Development Corporation (MEDC) provides administrative services for the MSF for the program.

HISTORIC STRUCTURES & NEIGHBORHOODS

Historic Neighborhood Tax Increment Finance Authority

A program (Michigan Public Act 530 of 2004) that may use tax increment financing to fund the construction, renovation, restoration, or preservation of housing and public facilities within historic districts to promote residential and economic growth.

Michigan State Historic Preservation Tax Credit

State Historic Tax Credit Program PA 343 of 2020 is an historic preservation tax incentive program, administered by the State Historic Preservation Office (SHPO) and Department of Treasury, offering a twenty-five percent (25%) credit of qualified rehabilitation expenditures for the rehabilitation of residential and commercial historic properties. aimed at residential and commercial historic preservation efforts in Michigan. The program is currently undergoing a revision of rules anticipated for release in the near future.

Federal Historic Rehabilitation Tax Credit

The federal historic rehabilitation tax credit (HTC) program is an indirect federal subsidy to finance the rehabilitation of historic buildings with a 20 percent tax credit for qualified expenditures. The program is administered jointly by the National Parks Service and the Internal Revenue Service in partnership with State Historic Preservation Offices.

Neighborhood Enterprise Zones

The Neighborhood Enterprise Zone Act, PA 147 of 1992, as amended, provides for the development and rehabilitation of residential housing located within eligible distressed areas of communities through a range of tax exemptions. New and rehabilitated facilities applications are approved by the local unit of government but are also subject to review at the State level by the Property Services Division.

DOWNTOWN, PLACEMAKING, COMMERCIAL CORRIDORS & SPECIAL PURPOSE

Downtown Development Authority

Downtown Development Authority (DDA) legislation allows local units of government to establish an authority in designated “downtown” areas. Established DDAs can raise revenue for physical improvements, property acquisition, marketing, and operations through the use of tax increment financing, revenue bonds, tax levy (subject to municipal population requirements), fee collection, revenues from property owned and leased by the DDA, contributions by the local unit of government, and grants. All DDA expenditures must be used for the DDA only.

Principal Shopping Districts, Business Improvement Districts, and Business Improvement Zones

Business Improvement Districts (BIDs) and Business Improvement Zones (BIZs) are expansions of the Principal Shopping Districts Act of 1961. BIDs and Principal Shopping Districts (PSDs) allow downtown and commercial areas of cities, villages, urban townships, or multiple units of these governments in the case of BIDs, to levy special assessments in addition to ad valorem property taxes for district improvement. Tax revenues may also be bonded against to finance district improvements. BIZs are effectively short-term BIDs, which are petitioned for and adopted by property owners in cities and villages only.

Corridor Improvement Authority

Municipalities may establish one (1) or more Corridor Improvement Authorities that use tax increment financing to make capital improvements within an established commercial district. The Corridor Improvement Authorities Act allows communities that already have Downtown Development Authorities to extend similar benefits to aging commercial corridors that may be outside of the DDA district or that extend through more than one municipality.

Redevelopment Ready Communities Program

Administered by the Michigan Economic Development Corporation, the Redevelopment Ready Communities Program (RRC) is a state-wide certification program that supports communities to become development ready and competitive in today's economy. It encourages communities to adopt innovative redevelopment strategies and efficient processes which build confidence among businesses and developers. Through the RRC program, local municipalities receive assistance in establishing a solid foundation for development to occur in their communities—making them more attractive for investments that create places where people want to live, work and play.

Crowdfunding (Public Spaces Community Places)

Public Spaces Community Places is a collaborative effort of the Michigan Economic Development Corporation (MEDC), the Michigan Municipal League, and Patronicity where residents can use crowdfunding to be part of the development of strategic projects (everything from parks and bike trails to pop-up retail and community kitchens) in their communities and be backed with a matching grant from MEDC, up to \$50,000.

Michigan Main Street Program

The Michigan Main Street (MMS) program, affiliated with the National Main Street Center, assists communities across Michigan interested in revitalizing and preserving their traditional commercial district. MMS provides technical assistance to local communities as they implement the Main Street Four-Point Approach®, a community driven, comprehensive strategy encouraging economic development through historic preservation in ways appropriate for the modern marketplace. The program aims to create communities distinguished by economically vital and vibrant commercial districts and downtowns, thereby developing attractive places that make the state economically stronger and culturally diverse.

The Revitalization and Placemaking (RAP) Program

The Revitalization and Placemaking (RAP) Program is an incentive program that will deploy \$100 million in American Rescue Plan funding to address the COVID-19 impacts in Michigan communities. This program will provide access to real estate and place-based infrastructure development gap financing through grants of up to \$5 million per project for real estate rehabilitation and development, grants of up to \$1 million per project for public space improvements and grants of up to \$20 million to local or regional partners who develop a coordinated subgrant program. Eligible applicants are individuals or entities working to rehabilitate vacant, underutilized, blighted and historic structures and the development of permanent place-based infrastructure associated with traditional downtowns, social-zones, outdoor dining and place-based public spaces. (Note: this funding may be exhausted.)

Match on Main Program

The Match on Main Program is a reimbursement grant program, provided by the Michigan Economic Development Corporation (MEDC), that serves as a tool to support new or expanding place-based businesses by providing up to \$25,000 in funding to support an eligible small business. The program focus is to support place-based businesses as they seek to launch and grow on a community's (downtown) main street.

RECREATION, ART & CULTURE

Michigan Natural Resources Trust Fund Grant Program

The Michigan Natural Resources Trust Fund (MNRTF) provides grant funding to local units of government for natural resource protection and outdoor recreation. By law, no less than 25 percent of the Trust Fund amount available for annual appropriation can be used for acquisition of public land and no less than 25 percent of the Trust Fund can be used for development of public recreation facilities. Final grant recommendations are made by the MNRTF Board to the state legislature for final approval. Applications are evaluated on established criteria such as natural resource access and conservation, proximity to population clusters, applicant's committed matching funds, applicant's financial need, and priority projects of the Trust Fund Board, such as trails, regional significance, public access to lakes and rivers, wildlife habitat, and hunting access.

Recreation Passport Grant Program

A grant funding program administered by the Michigan Department of Natural Resources providing funding to local units for the development of public recreation facilities. This includes the development of new facilities and the renovation of old facilities.

Outdoor Recreation Legacy Partnership Program

The Outdoor Recreation Legacy Partnership Program provides matching grants to states and local governments for the development of public outdoor recreation areas and facilities in urban areas.

This program is known as the National Land and Water Conservation Fund Outdoor Recreation Legacy Partnership Program. The purpose of this program is to provide new or significantly improve outdoor recreation opportunities for economically disadvantaged communities in larger urbanized areas that are undeserved in terms of parks and other outdoor recreation resources. This program is jointly administered by the Michigan Department of Natural Resources and the National Park Service.

Operational Support Grant Program (Arts and Culture)

Administered by the Michigan Arts and Culture Council (MACC), the Operational Support Grant Program is a competitive grant program that provides operational support to arts and cultural organizations. MACC defines arts and cultural organizations as those organizations whose primary mission is to provide an experience, including a learning experience, that is based in a specific arts or cultural discipline. These organization types are Arts Education Organizations, Arts Services Organizations, Collecting or Material Organizations (such as museums, historical societies, and zoos), Public Broadcasting Organizations, Literary Arts Organizations, Performing Arts Organizations and Visual Arts/Film/Video/Digital Organizations.

Capital Improvement Grant Program (Arts and Culture)

Administered by the Michigan Arts and Culture Council (MACC), the Capital Improvement Grant Program is a competitive program for nonprofit arts and cultural organizations and municipalities that provide funding assistance for the expansion,

renovation, or construction of arts and cultural facilities; upgrade of equipment and furnishings to provide an up-to-date environment; provide or increase accessibility to persons with disabilities or integrate energy efficient products and technologies. Improvements from Capital grants should enhance arts and cultural practices and achieve direct artistic and cultural outcomes within their communities.

ECONOMIC DEVELOPMENT ADMINISTRATION

Public Works Programs (Economic Development Administration)

The Economic Development Administration's (EDA) Public Works program helps distressed communities revitalize, expand, and upgrade their physical infrastructure. This program enables communities to attract new industry; encourage business expansion; diversify local economies; and generate or retain long-term, private-sector jobs and investment through the acquisition or development of land and infrastructure improvements needed for the successful establishment or expansion of industrial or commercial enterprises. EDA Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multitenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

Economic Adjustment Assistance Program

The Economic Adjustment Assistance Program (EAA) program provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade patterns, catastrophic natural disaster, a military base closure, or environmental changes and regulations. The program is administered by the Economic Development Administration.

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A04

LEGAL NOTICES



March 18, 2024

RE: Notice of Intent to Prepare a Master Plan – City of Farmington Hills

To Whom It May Concern:

Pursuant to Section 125.3839(2) of the Michigan Planning Enabling Act (the “Act”), this notification is to inform you of the City of Farmington Hills’ intent to develop a new Master Plan. As required under the the Act, a copy of the draft Plan will be made available to you for your review and comment in advance of the City’s public hearing.

The City of Farmington Hills intends to provide further information on the Plan via electronic mail, as permitted under Section 125.3839(3) of the Act. If you would like to receive any future notices regarding the City’s Master Plan process via first class mail delivery, please email your request to Erik Perdonik, Interim City Planner, at eperdonik@fhgov.com.

Please feel free to contact the City’s Planning Division at (248) 871-2540 if you have any questions. We look forward to your input as we prepare this update to the City’s Master Plan.

Sincerely,

FARMINGTON HILLS PLANNING COMMISSION

Dale Countegan, Chair

City of Farmington Hills Planning Commission
31555 W. Eleven Mile Road
Farmington Hills, Michigan 48336

Administration 248.871.2550 248.871.2521 Fax	Building Division 248.871.2450 248.871.2451 Fax	Community Development 248.871.2543 248.871.2521 Fax	Planning Office 248.871.2540 248.871.2521 Fax	Zoning and Code Enforcement 248.871.2520 248.871.2521 Fax
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31555 West Eleven Mile Road • Farmington Hills MI 48336 • www.fhgov.com



May 16, 2024

Re: Notice of Distribution of Draft City of Farmington Hills Master Plan for Future Land Use for Review and Comment

To Whom It May Concern:

Pursuant to Section 125.3841(2) of the Michigan Planning Enabling Act (2008) (the "Act"), the draft City of Farmington Hills Master Plan for Future Land Use (the "draft Plan") is being made available for your review and comment. The Act provides neighboring municipalities and other stakeholders with sixty-three (63) days to review the draft Plan and provide comments. This review and comment period expires on July 18, 2024. Any comment(s) you might wish to provide prior to this date would be sincerely appreciated.

A copy of the draft Plan is available via the City's website at www.fhgov.com by clicking on the "Master Plan Update" link at the bottom of the homepage or directly at <https://engage.giffelswebster.com/farmington-hills-master-plan>.

Thank you in advance for your cooperation and timely response in reviewing this draft Plan.

Should you have any questions regarding the draft Plan or comments to provide, please contact Erik Perdonik, AICP, City Planner, at eperdonik@fhgov.com or (248) 871-2540.

Sincerely,

Kristen Aspinall, Planning Commission Secretary

Cc: Charmaine Kettler-Schmult, Director of Planning and Community Development (ckettler@fhgov.com); Jeri LaBelle, Secretary to the Director (jlabelle@fhgov.com)

Administration 248.871.2550 248.871.2521 Fax	Building Division 248.871.2450 248.871.2451 Fax	Community Development 248.871.2543 248.871.2521 Fax	Planning Office 248.871.2540 248.871.2521 Fax	Zoning and Code Enforcement 248.871.2520 248.871.2521 Fax
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**CITY OF FARMINGTON HILLS
PLANNING COMMISSION PUBLIC HEARING NOTICE**
www.fhgov.com

DATE: July 25, 2024
TIME: 7:30 P.M.
PLACE: Farmington Hills City Hall, City Council Chamber
31555 Eleven Mile Road
Farmington Hills, Michigan 48336
ITEM: Consideration of Approval of Draft City of Farmington Hills 2024
Master Plan for Future Land Use

Approval of the draft City of Farmington Hills 2024 Master Plan for Future Land Use shall be considered by the City's Planning Commission.

Any person interested in this matter is invited to attend and comment during the public hearing, or to submit written comments prior to the hearing to Erik Perdonik, AICP, City Planner, at the street address noted above or eperdonik@fhgov.com.

A copy of the draft Plan is available via the City's website at www.fhgov.com by clicking on the "Master Plan Update" link at the bottom of the homepage or directly at <https://engage.giffelswebster.com/farmington-hills-master-plan>. The draft Plan may also be reviewed at the Planning Office at the street address noted above on any business day, between 8:30 a.m. and 4:30 p.m.

Erik Perdonik, AICP
City Planner

Phone: (248) 871-2540
E-mail: eperdonik@fhgov.com
Publish: July 9, 2024

Procedures for accommodations for persons with disabilities:

The City will be following its normal procedures for accommodation of persons with disabilities. Those individuals needing accommodations for effective participation in this meeting should contact the City Clerk at (248) 871-2410 at least two (2) working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

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Giffels Webster - 1025 East Maple, Suite 100 | Birmingham, MI 48009
