

**AGENDA**  
**PLANNING COMMISSION SPECIAL MEETING**  
**CITY OF FARMINGTON HILLS**  
**SEPTEMBER 15, 2022, 6:00 P.M.**  
**FARMINGTON HILLS CITY HALL – COMMUNITY ROOM**  
**31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS MI 48336**  
[www.fhgov.com](http://www.fhgov.com)  
**(248) 871-2540**

1. Call Meeting to Order
2. Roll Call
3. Approval of Agenda
4. [New Master Plan Study](#)
5. Public Comment
6. Commissioner's  
Comments
7. Adjournment

Respectfully Submitted,

**Marisa Varga**  
**Planning Commission Secretary**

**Staff Contact**  
**Erik Perdonik**  
**City Planner, Planning and Community Development Department**  
**(248) 871-2540**  
[eperdonik@fhgov.com](mailto:eperdonik@fhgov.com)

NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at 248-871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

# memorandum

**DATE:** September 9, 2022  
**TO:** Farmington Hills Planning Commission  
**FROM:** Joe Tangari, Senior Planner, Giffels Webster  
 Jill Bahm, Partner, Giffels Webster  
 Rod Arroyo, Partner Giffels Webster  
**SUBJECT:** Master Plan Work Session on September 15, 2022, 6:00 p.m.

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## Agenda for the September 15 Study Session

1. Discuss this month’s reading – age-friendly communities and placemaking for seniors
2. Discuss upcoming public outreach efforts
3. Discussion of sections 18, 19, and 30 of Farmington Hills ([see maps attached to this memo](#))

## Reading for the September 15 Study Session (included in this packet)

### Age-Friendly Communities

[The Livability Economy](#) from AARP

### [Seniors and Parks](#)

PC Discussion: As we consider the public engagement opportunities listed below, how can we make sure we are reaching the city’s senior population? We know there is tension between the need to provide housing and care facilities for our senior population as our population ages, and the desire not to permanently cede too much land to these uses. How, in our planning efforts, can we work to resolve or ease this tension?

## Master Plan Phase 2

As a reminder, Phase 2 of the Master Plan process is heavily focused on obtaining public input, and includes the following elements:

- |                                       |                         |
|---------------------------------------|-------------------------|
| 1. Leadership Advance with City Staff | September               |
| 2. Online Public Input Platform       | Fall                    |
| 3. Open House                         | Early October           |
| 4. Neighborhood Toolkits              | Sept / Oct              |
| 5. Student (Youth Council)            | At Open House (Preview) |
| 6. Student Art Contest                | October/November        |
| 7. Developer / Real Estate Forum      | November                |
| 8. Report from Consulting Team        | Early December          |
| 9. Joint Meeting PC / CC              | December                |

Neighborhood Toolkits.

At our last study session, we discussed the distribution of neighborhood toolkits and how this tool could be used to reach an inclusive cross-section of the city—geographically, demographically, and by area of interest. These are planning tools intended to be distributed to various interest groups who will facilitate meetings on their own and return the results to the city. The goal is to involve people who may not otherwise engage with the process by meeting them where they are. At this meeting, we’d like to firm up a list of targets for distribution.

Public engagement opportunities or potential toolkit recipients discussed in August included:

- YMCA
- Costick
- Cares
- The HAWK
- Council of Homeowners
- Chamber of Commerce
- Renters
- Mini kit for Schools
- OCC Students
- Faith groups
- Listserv for School District
- Realcomp

At this meeting, we would like to set the list of targets for outreach.

Other Public Input to Discuss

**Picture This!** – An online forum to offer comments or upload pictures that can be tagged to specific locations in the City. Results are better when the question/prompt is clear. The Planning Commission could use this tool to understand:

- What is special about Farmington Hills? What does the community want to protect? Participants might identify places, parks, structures, trees, businesses – anything that people think the City should make an effort to protect.
- What does the community want to improve? This could include a suggestion for a land use or public facility or photos of places that need work.
- What does the community want to add? Participants could share places that include something that works well that they want to see more of in the City – or identify places where they would like to see specific things that are currently missing. This could include a suggestion for a land use or public facility, a photo of something that works well, a photo of something that needs work or something else.

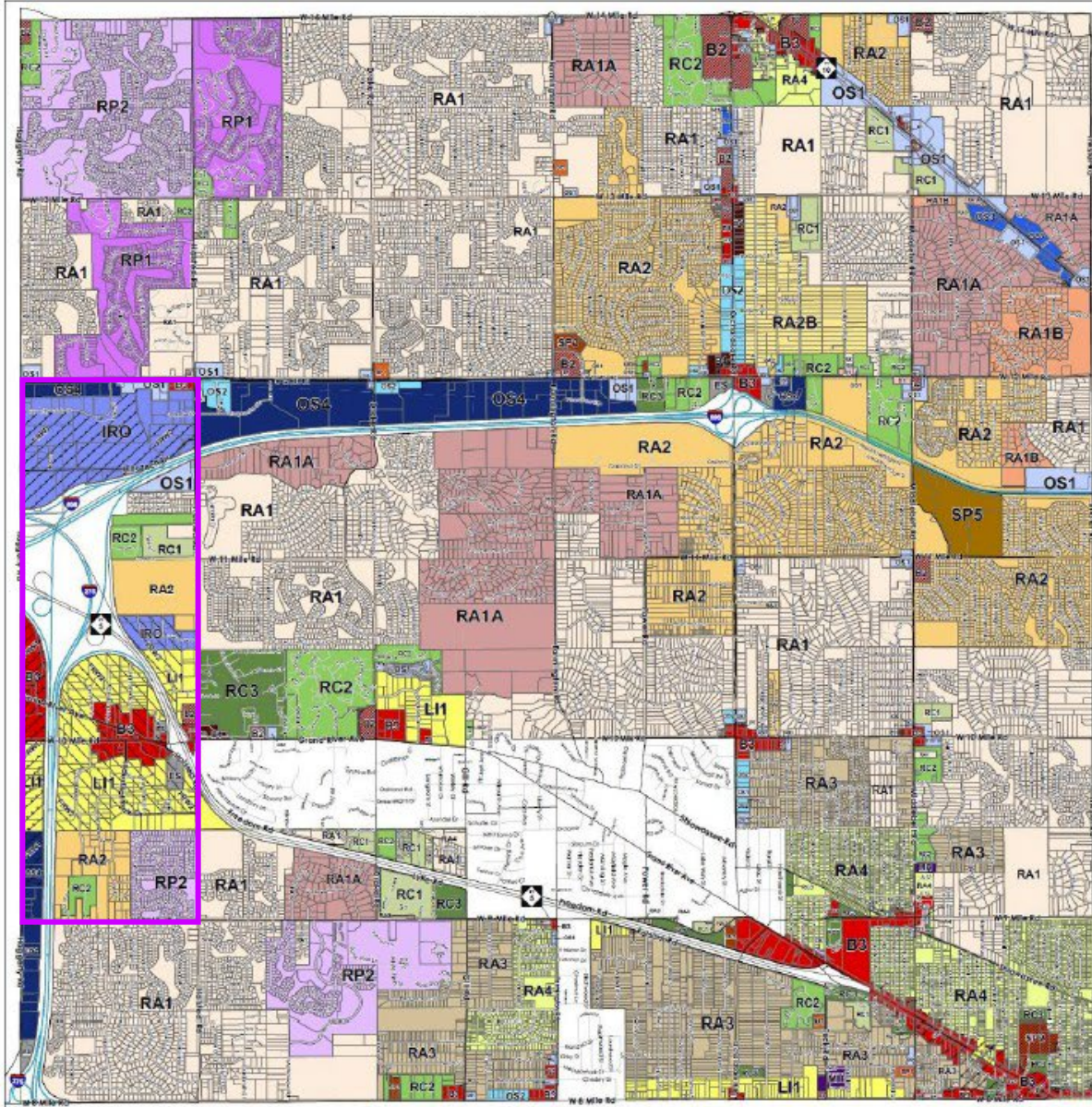
**Art contest** – this is an opportunity to get students in the community engaged in the planning process (and hopefully their parents also). A flyer would be distributed to the schools with a proposed deadline of November 30, 2022. It might be helpful to secure a few gift cards for local businesses that could be given as prizes. Artwork submitted by students will be included in the plan document.

### **Future Land Use Alignment Discussion**

Previously, we reviewed the Future Land Use and zoning designations of properties in the section of the city north of 12 Mile Rd. On September 15th, we will review the three sections along the western boundary of the city that surround the I-275/M-5/I-96 interchange, which is the dominant land feature in the area. [This area falls between Haggerty, Halsted, 12 Mile and 9 Mile and includes the freeway zoning overlays.](#)

As we review these sections, we can consider the alignment of zoning districts with the future land use designations of the last master plan, but should also consider recent trends as we begin to think about how these designations might change on the 2023 Future Land Use Map. Demand for commercial, industrial, office, and multi-family spaces has evolved considerably over the last decade—how do we see that affecting these vital corridors?

# Future Land Use/Zoning Alignment



## Zoning Districts

City of Farmington Hills, Michigan

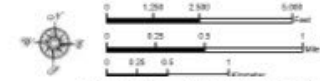
- B-1 Local Business District
- B-2 Community Business District
- B-3 General Business District
- B-4 Planned General Business District
- ES Expressway Service District
- FRW-1 Freeway Overlay District
- FRW-2 Freeway Overlay District
- FRW-3 Freeway Overlay District
- GR-1 Grand River Overlay District
- IRO Industrial Research Office District
- LI-1 Light Industrial District
- MH Mobile Home District
- OS-1 Office Service District
- OS-2 Planned Office Service District
- OS-3 Special Office District
- OS-4 Office Research District
- P-1 Vehicular Parking District
- RA-1 One Family Residential District
- RA-1A One Family Residential District
- RA-1B One Family Residential District
- RA-2 One Family Residential District
- RA-2B One Family Residential District
- RA-3 One Family Residential District
- RA-4 One Family Residential District
- RC-1 Multiple Family Residential
- RC-2 Multiple Family Residential
- RC-3 Multiple Family Residential
- RP-1 Planned Residential District
- RP-2 Planned Residential District
- SP-1 Special Purpose District
- SP-2 Special Purpose District
- SP-3 Special Purpose District
- SP-4 Special Purpose District
- SP-5 Special Purpose District

**Digital User Note:**  
Click on a district heading in the map legend to go directly to the corresponding district regulations.

Interactive Zoning Map  
GIS Mapping Layer

**Lot Size for One Family Residential Zones (See Chapter XXI)**

RA-1A	33,000 Sq. Ft. Minimum Average Lot Size per Subdivision 29,700 Sq. Ft. Smallest Lot Allowed
RA-1B	26,000 Sq. Ft. Minimum Average Lot Size per Subdivision 23,400 Sq. Ft. Smallest Lot Allowed
RA-2B	26,000 Sq. Ft. Minimum Average Lot Size per Subdivision 23,400 Sq. Ft. Smallest Lot Allowed
RA-1	20,000 Sq. Ft. Minimum Average Lot Size per Subdivision 18,000 Sq. Ft. Smallest Lot Allowed
RA-2	16,500 Sq. Ft. Minimum Average Lot Size per Subdivision 15,000 Sq. Ft. Smallest Lot Allowed
RA-3	12,500 Sq. Ft. Minimum Average Lot Size per Subdivision 10,000 Sq. Ft. Smallest Lot Allowed
RA-1	8,500 Sq. Ft. Smallest Lot Allowed



Effective: February 18, 1985 As Amended to:

June 7, 1998	August 8, 2011
February 18, 2001	May 14, 2012
April 1, 2003	June 11, 2012
March 7, 2005	July 22, 2013
October 17, 2005	August 25, 2014
August 28, 2006	March 16, 2015
February 26, 2007	March 23, 2015
March 17, 2008	February 13, 2017
October 13, 2008	August 28, 2017
April 13, 2009	September 17, 2018
July 13, 2009	March 11, 2019
April 11, 2011	January 11, 2021
	June 28, 2021

**SOURCES:** City of Farmington Hills, GIS 2021  
Department of Planning and Community Development, 2021  
Oakland County, 2021  
Map Print Date: June 2023

Note: See Official Zoning District map maintained by the Farmington Hills City Clerk

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

# Sections 18, 19, 30



2009 FLU Map

## Master Plan

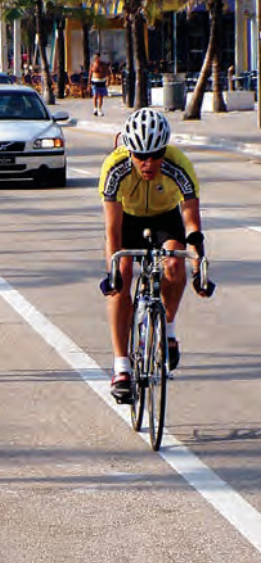
- Single-Family Residential
- Single-Family Cluster
- Multiple-Family Residential
- Non-Center Type Business
- Shopping Center Type Business
- Expressway Service
- Small Office
- Large Office
- Industrial-Research Office
- Industrial
- Private Recreation
- Major Park
- Neighborhood Park
- Community Facilities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



Zoning Map

Future Land Use Map discussion at this meeting will focus on the area of the M-5/I-275 interchange. These are section 18, 19, and 30 of the old Farmington Township, bounded on the north by 12 Mile Rd, on the south by 9 Mile Rd, on the west by Haggerty (and the City of Novi), and on the east by Halsted Rd.

Note that this area includes the FRW overlays on the current zoning map, which apply form-based standards to provide flexibility. To date, these standards have not been used in a development.



# The Livability Economy

People, Places and Prosperity

[aarp.org/livable](http://aarp.org/livable)







Prepared for **AARP Programs | Livable Communities** by:

- Commons Planning, Inc.
- Found Design Collective
- RCLCO, LLC
- Rhodeside & Harwell Inc.



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July 2015

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Available online at [aarp.org/livability-economy](http://aarp.org/livability-economy)

AARP, 601 E Street NW, Washington DC 20049

[aarp.org/livable](http://aarp.org/livable)



BEFORE AND AFTER: Improving community access in Winter Garden, Florida

## AARP Livable Communities

AARP is a nonprofit, nonpartisan organization that helps people ages 50 and older improve the quality of their lives.



Illustration © Duany Plater-Zyberk & Company

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# The Livability Economy

Livable Communities are good for people and good for business. They are places where Americans increasingly want to live, work and play. Whether a person is young or old, starting a family or a business, Livable Communities provide a host of appealing advantages that enhance the quality of life of residents, the economic prospects of businesses and the bottom lines of local governments.

This document will help local leaders understand how Livable Communities initiatives contribute to improved communitywide economic performance and guide staff discussions to take steps toward addressing livability issues. Specific examples of how livability strategies have contributed to economic vitality are provided from communities across the country.

This bottom-line approach is critical to demonstrate that the advancement of projects and programs that enhance livability will result in a more vibrant, desirable and competitive environment for housing and commercial investment. Local officials and their constituents must be confident that policies that improve quality of life will also improve the economic outlook of the community.

# What Is Livability?

Livability is a high-level performance measure of neighborhood design factors that are critical to high quality of life for people of all ages. *The Livability Economy* report identifies a framework based on these design factors that includes four essential livability outcomes and documents how communities have benefited economically by focusing on these outcomes:

- 1** **COMPACTNESS** helps make a community walkable, decreases automobile dependence and supports a socially vibrant public realm.
- 2** **INTEGRATION OF LAND USES** helps older adults live closer to or within walking distance of work, community activities and the services they need.
- 3** **HOUSING DIVERSITY** helps ensure that appropriate housing is available for each stage of the life span.
- 4** **TRANSPORTATION OPTIONS** help older adults remain independent, mobile and engaged in their surrounding community.

These outcome categories show how various municipal departments can contribute to livability. More importantly, discussion about each outcome illuminates how essential it is to work across traditional municipal silos to achieve changes that will improve livability. While this framework is useful in guiding best practices within departmental structures, the true test of success is performance: how they mix, integrate and bring the community to life. Livable Communities is an orchestrating theme that strategically structures local policy, implementation and administration to improve quality of life, while contributing to the economic vitality of the community.


## AARP Livable Communities

AARP recognizes that the vast majority of older adults want to age in place so they can continue to live in their own homes or communities. Nearly 78 percent of people over age 45 want to stay in their home for as long as possible, and 80 percent believe their current community is where they will always live.\* However, for older adults to age in place, their physical environment must be accommodating, and supportive services must be available. As the older population grows and becomes an increasingly important market segment, community design that supports the participation of older adults will play a larger role in the financial health of the entire community. While our focus is older residents, the strategies and outcomes promoted in *The Livability Economy* will result in a community that works for people of all ages.

\* "AARP Home and Community Preferences of the 45+ Population" (2014)

## Great Places for All Ages

Throughout this report, colored circles on the pages call out statistics on the preferences of the boomer and millennial generations — the two largest generations in the nation's history. Together, these two generations total 150 million people, close to half of the nation's population in 2015. On critical Livable Communities issues, the preferences of these demographics converge. Shared interests in Livable Communities create a rare opportunity — a critical mass capable of reshaping and rethinking the form and operation of communities, whether they are urban, suburban or rural.



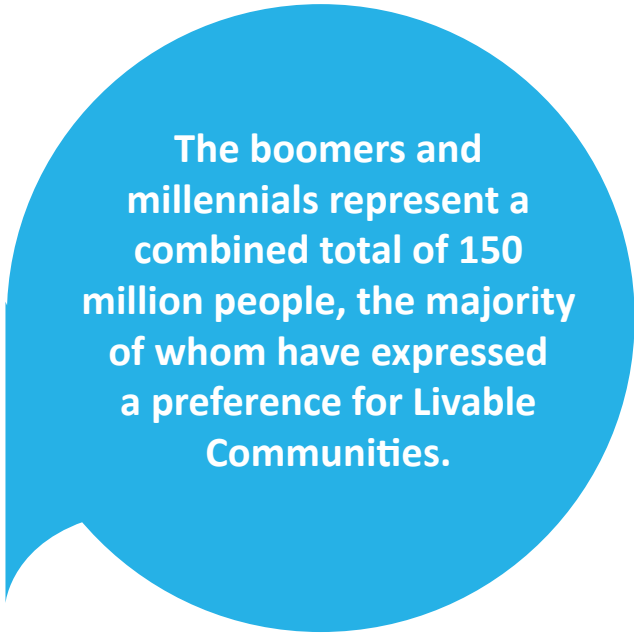
**Nearly 78% of people over age 45 want to stay in their home for as long as possible, and 80% believe their current community is where they will always live.**

# Using *The Livability Economy Report* in Your Community

*The Livability Economy Report* is intended to be provocative. Its purpose is to drive change by helping local leadership invigorate ongoing communications with constituents, community stakeholders and administrative departments. Each of the four categories in the livability framework includes two sections:

**The Economic Case for Livability** introduces the vision for each category and provides an economic rationale for taking action. Public officials can use these sections to build support for initiatives that make the community more livable.

**Staff Discussion Points** provide topics, background and questions to help initiate implementation discussions with and between municipal departmental staff. They are intended to help initiate a dialogue and are not meant to be a comprehensive guide. Most staff will be familiar with livability concerns, and these topics can help structure the more detailed implementation discussions necessary for an effective Livable Communities strategy.



The boomers and millennials represent a combined total of 150 million people, the majority of whom have expressed a preference for Livable Communities.



# 1

## COMPACTNESS / The Economic Case for Livability



The Livable Communities framework promotes compact land use as a way to reduce the expense of constructing and maintaining roads, sewers and other public works while also increasing property values in the community. Compact land use enhances the walkability of a community and fosters a stronger sense of place.

### **Creates infrastructure efficiency**

Compact development is a core principle of smart growth in communities. Compact development requires less expense per dollar of tax base to provide and maintain roads, water and sewer infrastructure as compared with sprawling, segregated developments.

### **Yields higher-value land use**

Demand for compact communities consistently increases property values by more than 15 percent for office, residential and retail use.

### **Increases business activity**

In compact communities, people live near shops and entertainment venues and are more likely to patronize them throughout the day and evening. Compact communities foster profitability by spreading market demand beyond the surges associated with rush hours at the beginning and end of the “9 to 5” workday.

## Profitable Results

### The Delaware Valley Regional Planning

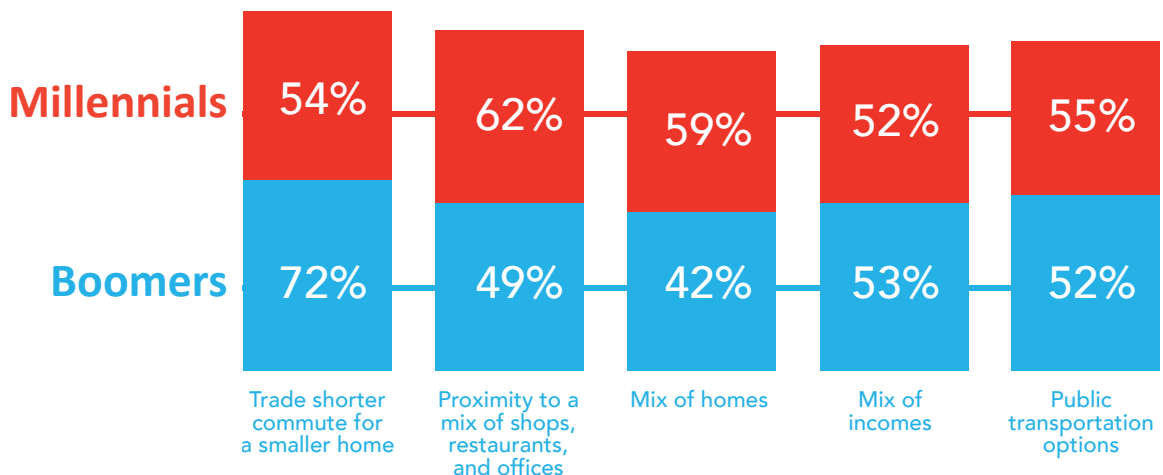
**Commission** found that the cost of providing roads, schools, emergency services and other vital infrastructure to new communities in the dispersed alternative was roughly \$45,000 per household. On the other hand, the compact alternative would cost only \$25,000 per household for the same services.

**Central Texas** found that compact, infill development would create a 70 percent decrease in infrastructure costs when compared with typical single-use sprawling development models, resulting in a \$7.5 billion savings to the region. National scenario planning studies estimate a savings of \$12.6 billion in water and sewer costs and \$110 billion in road-building costs between 2000 and 2025 with the adoption of compact development patterns.

**Washington, DC**, annual rents for walkable urban office buildings were \$36.78 per square foot, compared with \$20.98 for suburban office rents. Walkable urban for-sale housing in DC typically received a higher valuation than other types of housing in suburban areas. In the DC metropolitan area, regionally significant walkable housing averaged \$398 per square foot versus \$222 in the suburban areas.

**Atlanta, Georgia**, office space rents for 30 percent more when located in compact and walkable communities.

**What do the 150 million boomers and millennials want in their neighborhoods?**



Source: Urban Land Institute, *America in 2013*

# 1

## COMPACTNESS / Staff Discussion Points

### Planning, Transportation and Fire Safety

This section provides topic questions to help initiate implementation discussions with and between municipal departmental staff. These discussion points can help draw out and structure more detailed discussion necessary to achieve compactness and enhance the walkability of a community.

#### 1. Setbacks

Zoning codes typically use setbacks to specify how far buildings must be from their property lines. In compact communities these setback distances need to be as small as possible.

**How is your community making the setback distances as small as possible?**

**How can you change your zoning code to ensure that buildings pull up close to the sidewalk and line up in a way that creates an inviting space for pedestrians? These features are critical to the success of compact walkable communities.**

**Does the zoning code require big side yards or vegetative buffers? These features work against compact communities.**

#### 2. Retail Proximate to Residential

Livable Communities have retail services close to homes.

**What can you do to make it easier for residents to walk to the corner and purchase a cup of coffee, prescription refill or milk for breakfast in most neighborhoods? Zoning codes may make these simple actions impossible by prohibiting daily-needs retail near homes.**

One solution is form-based code that is intended to support the integration of businesses, homes, and recreation opportunities all within walking distance of each other.

**How would your community improve, for both residents and businesses, if you enacted form-based code?**

# Profitable Results

### 3. Building Connections

Compact communities depend on well-connected streets. A Livable Community’s transportation planning agenda continually looks for opportunities to build connections between streets, either with additional side streets or with midblock bike and pedestrian paths. The goal is to provide interconnectivity throughout.

**What opportunities are there to improve street connections?**

### 4. Narrow Streets

Narrow streets and tight intersections are core principles of smart growth because they maximize land use within a community and contribute to compact, walkable neighborhoods. It is important to consider the roadway dimensions needed for a fire department ladder truck as you seek solutions to narrow streets and intersections.

**What creative street designs could help preserve a neighborhood streetscape while being able to accommodate emergency vehicles when needed?**

**What creative intersection designs could reduce the crosswalk distance for pedestrians?**

54% of millennials and 72% of boomers would trade a shorter commute for a smaller home.

## Resources



## Resources

### AARP Livability Fact Sheet Series

AARP has partnered with the Walkable and Livable Communities Institute to create a series of Livability Fact Sheets. Go to [AARP.org/livability-factsheets](https://www.aarp.org/livability-factsheets) to download this package of fact sheets that can be used by community leaders, policy makers, citizen activists and others to learn about and explain what makes a city, town or neighborhood a great place for people of all ages.

### AARP’s Livable Lessons and How To’s

Go to [AARP.org/livable-lessons](https://www.aarp.org/livable-lessons) to read more on field-tested strategies for creating great places for people of all ages.

# 2

## INTEGRATION OF LAND USES / The Economic Case for Livability



Livable Communities with integrated live, work, and play opportunities create strong market demand. Just as people are attracted to places close to work, recreation, entertainment and transit options, employers are learning that the same quality of life benefits enhance their business's competitive position. As people and businesses make Livable Communities their home, these places become strong economic centers.

### **Helps businesses attract employees**

The most sought-after workers — those with the most job options and flexibility — demonstrate a strong preference for office locations in core urban areas.

### **Increases the customer base**

Livable Communities gather more customers into the areas served by retail and enable residents to patronize the retail establishments beyond the typical "9 to 5" workday.

### **Pulls business back into town centers**

Real estate experts note that "obsolescent suburban office space now follows nearby left-for-dead regional malls into value-loss oblivion." Businesses are leaving auto-dependent development for integrated, walkable locations.

### **Incubates workforce collaboration and knowledge sharing**

Integrated-use districts attract educated and skilled workers with a variety of skills. The concentration of a diverse, skilled workforce promotes knowledge sharing between industries and increases the productivity of businesses, particularly small and young businesses.

## Profitable Results

**Rocky Mountain states** show that dollars-per-acre, downtown integrated-use areas bring in five times the property tax revenue as conventional single-use commercial establishments on the outskirts of town.

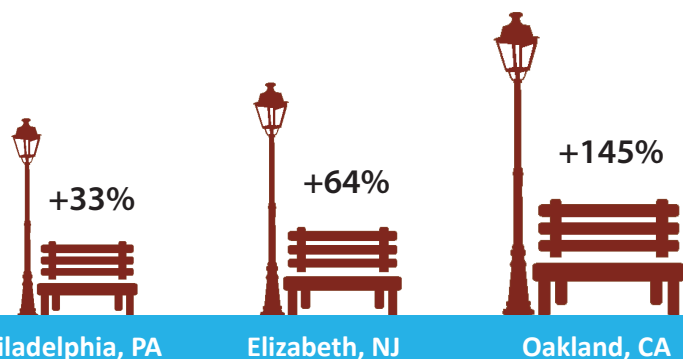
**Chattanooga, Tennessee**, invested in urban-integrated parks and trails in the 1980s in an effort to stem population loss from the city. These investments fueled an economic revival and increased assessed property values by over \$11 million, an increase of 127 percent from 1988 to 1996. Over the same period, the annual property tax revenues of the city and county increased 99 percent.

**30 metropolitan markets** surveyed recently demonstrate developments that integrate a mix of uses contain from 27 to 43 percent of the area office and retail real estate, yet represent only 1 percent of the total land area.

**National “big box” retailers** are reducing their shop space to gain entrance into integrated-use locations, offering convenient shopping while reducing the need for a long drive.

Homes closer to parks and open spaces have a higher property value than those farther away.

Source: John L. Crompton, “The Impact of Parks on Property Values: Empirical Evidence from the Past Two Decades in the United States,” *Managing Leisure* 10:4 (2005): 203–18



## Planning, Parks & Recreation and Economic Development

This section provides topic questions to help initiate implementation discussions with and between municipal departmental staff. These discussion points can help draw out and structure more detailed discussion necessary to integrate live, work and play opportunities.

### 1. Regularity of blocks

The more regular a community's block, lot and street configuration, the more diverse its mix of uses tends to become. Highly specialized street and block structures, such as malls and office campuses, are difficult to repurpose or to integrate with other uses. Regularity of block and street layout better supports adaptability, reuse and economic resiliency.

**How can subdivision regulations encourage creation of block configurations and connectivity to existing blocks?**

### 2. Live and work

Americans are less tethered to specific places and times of business than ever before. Electronic communications take much of the pressure off of the 9 to 5, Monday to Friday workweek. With this newfound freedom, more people are choosing live/work neighborhoods that support the needs of living and working in a more integrated fashion.

**How can you change the zoning ordinance to eliminate or reduce distinctions between residential and commercial zones?**

**How can the zoning ordinance provide for live/work building configurations?**

### 3. Play

In addition to changing the relationship between home and work, increasing life spans are also changing our relationship to recreation. The nation's biggest health challenges are no longer infection and disease but instead are chronic conditions like obesity and diabetes that are best managed through healthier daily routines that include regular exercise.

**How are recreation facilities or parks integrated into the community?**

**How can we shorten the walk between homes and recreation facilities/parks?**



**62% of millennials and 49% of boomers want proximity to a mix of shops, offices and restaurants.**

**What modes of transportation (walk, bike, public transportation, drive) can residents take to reach neighborhood destinations such as dining, shopping, grocery and entertainment venues?**

**How can you make it easier to walk to neighborhood destinations?**

## Resources



### AARP Livability Fact Sheet Series

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### AARP's Livable Lessons and How To's

Go to [AARP.org/livable-lessons](https://www.aarp.org/livable-lessons) to read more on field-tested strategies for creating great places for people of all ages.

### The Imagining Livability Design Collection

AARP has also partnered with the Walkable and Livable Communities Institute to create the Imagining Livability Design Collection, which shows photos and describes livability changes from communities across the country. Here's the link to the resource: [AARP.org/livability-design](https://www.aarp.org/livability-design)



# 3

## HOUSING DIVERSITY / The Economic Case for Livability



**A diverse housing stock provides a competitive advantage for Livable Communities to attract and retain older and younger residents.**

**Livable Communities consider housing diversity in terms of type, affordability and accessibility.**

### **Supports the workforce**

Businesses depend on workers of all income levels and all stages of life. A diverse housing stock helps ensure that all workers can find housing near jobs.

### **Reduces population fluctuations**

Population spikes among any single age group can cause expensive surges in the school system or social service systems and can artificially inflate or deflate property values. Services and facilities are difficult and expensive to ramp up and then ramp back down as these bulges approach and then pass. A diverse housing stock helps ensure that residents of all ages are continuously present in the community. A diverse housing stock is advisable for many of the same reasons a diverse investment portfolio is advisable: Both have proved to be more stable and productive as individual segments of the market fluctuate over time.

### **Increases property values while lowering housing cost**


Land value is increased when higher-density development is allowed. Increasing the allowable density of housing in an area can simultaneously raise property values and decrease housing costs.

## Profitable Results

**Detroit, Michigan's**, brownfields redevelopment policies generated \$1.7 billion of investment in mixed-use developments. Quicken Loans and other large employers were lured to these developments from the suburbs by the access these locations provided to urban employees. The investments spurred local residential occupancy to 97 percent, put abandoned properties back on the tax rolls and catalyzed a wide array of new projects.

**Montgomery County, Maryland**, enacted a Moderate Priced Dwelling Unit Ordinance requiring developers to make 12.5 to 15 percent of new multifamily units affordable, in exchange for a 22 percent density bonus, leading to the addition of 11,800 affordable units since 1976 without subsidy.

**Pima County, Arizona**, and **Bolingbrook, Illinois**, both adopted Visitability building code ordinances over a decade ago. The cost of requiring Visitability features on newly constructed homes has run between \$250 and \$600 per home and averts thousands of dollars in expenses associated for retrofitting for access.



**59% of millennials  
and 42% of boomers  
want neighborhoods  
with a mix of homes.**

## Planning

This section provides topic questions to help initiate implementation discussions with and between municipal departmental staff. These discussion points can help draw out and structure more detailed discussion necessary to provide more affordable housing and ensure universal design features are present in various types of housing options.

### 1. Green-lighting areas for supportive housing

Supportive housing, which combines housing with services, is a cost-effective way to help people age in place. Proactive planning can be used to help communities identify the best locations for supportive housing in each neighborhood, and to preapprove those areas for special use permits.

**How can the planning department encourage the development of specific infill lots or zones for housing that offers supportive services like senior care?**

### 2. Universal Design

Universally designed housing, which accommodates a wide range of users and abilities, promotes aging in place because it allows residents to stay in their homes longer, which makes the community more livable.

**How can you encourage Universal Design in new housing?**

### 3. Zoning for inclusion

Housing will not remain affordable to the full spectrum of the workforce unless affordability provisions are built into the housing stock from the beginning. This is particularly important for Livable Communities that have been shown to produce a market premium. The desirability of Livable Communities will drive up housing prices if affordability is not considered from the beginning.

**How is your community ensuring that there are sufficient quantities and distribution of affordable housing such as inclusionary zoning, fair share zoning, geographic targeting of housing subsidies and density bonuses?**

### 4. Zoning for all housing types

A wide range of housing types can structure transitional zones between single family and apartment housing types and in doing so form smooth transitions between areas of different development intensity.



How can zoning support a wide range of housing types including accessory dwelling units, small-lot single family cottages, duplexes, quadraplexes, townhomes and small apartments?

How can your community prioritize the importance of having a wide range of housing types?

## Resources



### AARP Livability Fact Sheet Series

AARP has partnered with the Walkable and Livable Communities Institute to create a series of Livability Fact Sheets. Go to [AARP.org/livability-factsheets](https://www.aarp.org/livability-factsheets) to download this package of fact sheets that can be used by community leaders, policy makers, citizen activists and others to learn about and explain what makes a city, town or neighborhood a great place for people of all ages.

### Inclusive Home Design Tool Kit

Less than 1 percent of the more than 25,000 municipalities in the United States have accessibility standards for new housing. Visit [AARP.org/livable](https://www.aarp.org/livable) to download model Inclusive Home Design legislation.

### AARP HomeFit

Visit [AARP.org/homefit](https://www.aarp.org/homefit) for topics and resources on Universal Design.

# 4

## TRANSPORTATION OPTIONS / The Economic Case for Livability



Individual mobility is an important transportation planning framework for local governments. Regional transportation planning typically focuses on congestion mitigation, reducing traffic between residential and work centers during rush hours. Local mobility planning considers how residents are able to circulate around the community throughout the day to multiple destinations: running errands, picking up children, going to a doctor's appointment and going to work.

### **Transit spurs the economy**

Economic growth, productivity gains and business recruitment are catalyzed by investment in transit.

### **Travel behaviors are changing**

The nation is in the midst of a long-term cultural shift away from automobile transportation. By 2013 the average number of miles driven per person was down 9 percent from the peak at the turn of the millennium and the rates of automobile ownership per person and per household had also decreased.

### **Transit pays for itself.**

Transit can pay for itself with the benefits it creates. Nationwide, for every billion dollars invested in public transportation, annual returns include:

- 36,000 jobs created, supporting \$1.6 billion in labor income
- \$3.6 billion in business sales generated, which spins off \$490 million in tax revenue
- \$1.8 billion added to the Gross Domestic Product (GDP)

## Profitable Results

**CEOs for Cities** found that a one-point increase in score on WalkScore.com increased the value of homes by as much as \$3,000.

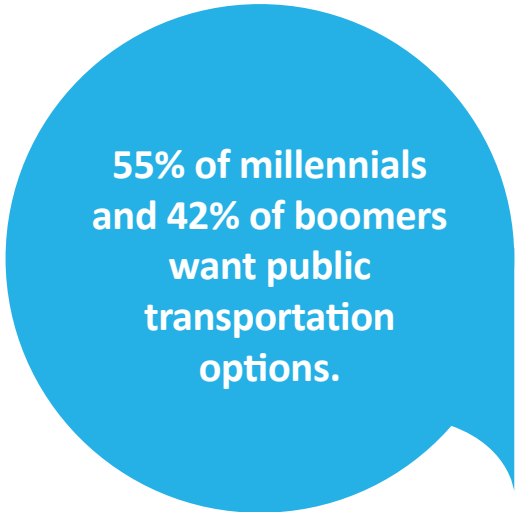
**The Brookings Institution** found that increased walkability has been associated with higher retail rents, values and sales.

**Hamburg, New York's** Complete Streets initiative focused on Main Street resulted in \$7 million in investment in 33 new building projects, and doubled property values.

**The Iowa Bicycle Coalition** estimates that bicycling generated more than \$400 million in economic activity in the state, which included direct expenditures on bicycle products and services as well as economic activity resulting from bicycle trips. In addition, bicycling generated roughly \$87 million in health savings statewide from improved resident fitness and decreased health care expenditures.

**Arlington, Virginia's**, decision to concentrate development around a public transit system that promoted walkability and multimodal travel has produced noticeable results. As of 2012, \$27.5 billion of the county's \$57.5 billion assessed land value was located along the two Washington, DC, Metro corridors, which occupy only 11 percent of the county's land area. In addition, the number of jobs along these corridors grew from 22,000 in 1970 to 96,300 by 2011.

**Portland, Oregon**, has begun replacing some on-street parking spaces with bicycle corrals. The replacements increase the customer parking on a street from 400 to 800 percent. One bicycle corral taking up one auto parking spot allows for 10 individual customers to park their bicycles. Sixty-seven percent of business owners said they saw an increase in foot and bike traffic after the placement of bicycle corrals.



**55% of millennials  
and 42% of boomers  
want public  
transportation  
options.**

## Planning and Transportation

This section provides topic questions to help initiate implementation discussions with and between municipal departmental staff. These discussion points can help draw out and structure more detailed discussion necessary to enhance connectivity and ensure there are mobility options for all residents.

### 1. Connections

Connectivity measures a street system's ability to disperse traffic, prevent congestion and slow vehicle speeds; support a vibrant pedestrian realm; create options for routes between neighborhoods; support neighborhood retail opportunities; and create a safe driving environment for people of all ages.

**How can your general comprehensive plan better address all modes of transportation and identify opportunities to increase connectivity?**

Business economies are maximized when transit stops are well positioned in neighborhood commercial centers. A transit stop in front of a coffee shop, for instance, provides customers for the coffee shop and a pleasant place to wait for the bus.

**How can you add places to get coffee or a snack, places to sit and socialize, or other ways of enjoying the surrounding environment while waiting for transportation?**

Ideally, pedestrian and bike improvements are coordinated with the transit network to provide continuous mobility from home to destinations.

**What can be done to ensure residents can easily use multiple modes of transit during a single trip?**

### 2. Complete Streets

Complete Street initiatives help communities spur economic development while accomplishing transportation objectives. Small rural towns and major metropolitan centers that have implemented Complete Streets elements have resulted in positive economic benefits for commerce and property owners in adjacent storefronts and surrounding neighborhoods.

**Is a Complete Streets ordinance in place?**

**What processes have been established to implement Complete Streets?**

**What can be done to make sure the transportation plan is aligned with the Complete Streets policy?**

**What processes have been established to evaluate Complete Streets?**



### 3. Walkability

A vibrant pedestrian realm depends on streets and paths that are lively and safe. The community must also be compact enough so that destinations are within walkable distances.

Pedestrian accommodations — such as time it takes to cross the street, ease of movement from walkway to street level and limiting right-turn-on-red movement — helps connect people safely with the places they want to go.

**How is the design and attractiveness of pedestrian accommodations considered in the transportation plan?**

**Are there road design requirements for all new transportation projects? Where in your community could you add pedestrian accommodations that would increase access to transit stops and neighborhood destinations?**

## Resources



**AARP Livability Fact Sheet Series**  
AARP has partnered with the Walkable and Livable Communities Institute to create a series of Livability Fact Sheets. Go to [AARP.org/livability-factsheets](http://AARP.org/livability-factsheets) to download this package of fact sheets that can be used by community leaders, policy makers, citizen activists, and others to learn about and explain what makes a city, town or neighborhood a great place for people of all ages.

### Complete Streets

Visit AARP online for Complete Streets resources including model legislation developed by AARP and the National Complete Streets Coalition. Go to [AARP.org/livable-archives](http://AARP.org/livable-archives).

### AARP's Livable Lessons and How To's

Go to [AARP.org/livable-lessons](http://AARP.org/livable-lessons) to read more on field-tested strategies for creating great places for people of all ages.



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Cover Page: Fort Lauderdale, Florida, courtesy Dan Burden

Table of Contents: Repeated Transect

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**AARP offers a wide range of resources about the benefits of livability  
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Report prepared for AARP Programs | Livable Communities

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Credit: Ernesto De Quesada

# CHAPTER 2 THE ELDERS' NEEDS FOR OPEN SPACE AND PHYSICAL ACTIVITY



Figure 11: Socializing. Credit: Elaine Lee

## Literature Overview

The peer-reviewed literature on open space, physical activity, and elders is relatively small. A systematic search of age and health-related databases yielded a total of forty-four peer-reviewed articles on the topic published between 1970 and 2013. Of these, twenty-two were specific to elders, while the others were relevant to the general population including elders. This elder-specific literature provides some insight into elders' needs for open space and physical activity.

The core question for the literature review is: Do elders have different open space and physical activity needs relative to younger persons? This chapter will address this question empirically by examining the scientific evidence for the elders' unique needs relative to the rest of the general population. Based on principles of gerontology or the study of aging, theoretical and conceptual reasons exist as to why elders may have distinct open space and physical activity needs relative to other populations. Reviewing these principles provides a conceptual framework for the subsequent review of the literature on the open space needs of elders.

Four major principles related to the study of aging include:

1. the almost universal preference of elders to “age in place,” despite the intersection of aging and biological/health issues;<sup>1</sup>
2. the psychological underpinnings of elders’ need for independence;<sup>2</sup>
3. the social and cultural diversity among elders as they age, especially in relation to their risk for social isolation;<sup>3</sup> and
4. the inevitable, continued development of elders over their life span in which they interact with their environment and adapt and compensate for physical constraints attributable to chronic disease and/or behavioral limitations.<sup>4</sup>

## A Biopsychosocial Approach to Aging in Relation to Open Space Needs

The first three principles discussed previously compose different parts of a biopsychosocial approach,<sup>5</sup> which underscores that while human aging has distinct biological, psychological, and social aspects, these aspects overlap (see Figure 12). Thus, the interrelationships of the three dimensions as they pertain to elders’ open space needs must be considered. While the evidence for elders’ open space needs will be presented sequentially according to these three dimensions, they ultimately influence one another to the extent of being part of one “whole”—the elder.

## Biopsychosocial Approach to Understanding Health

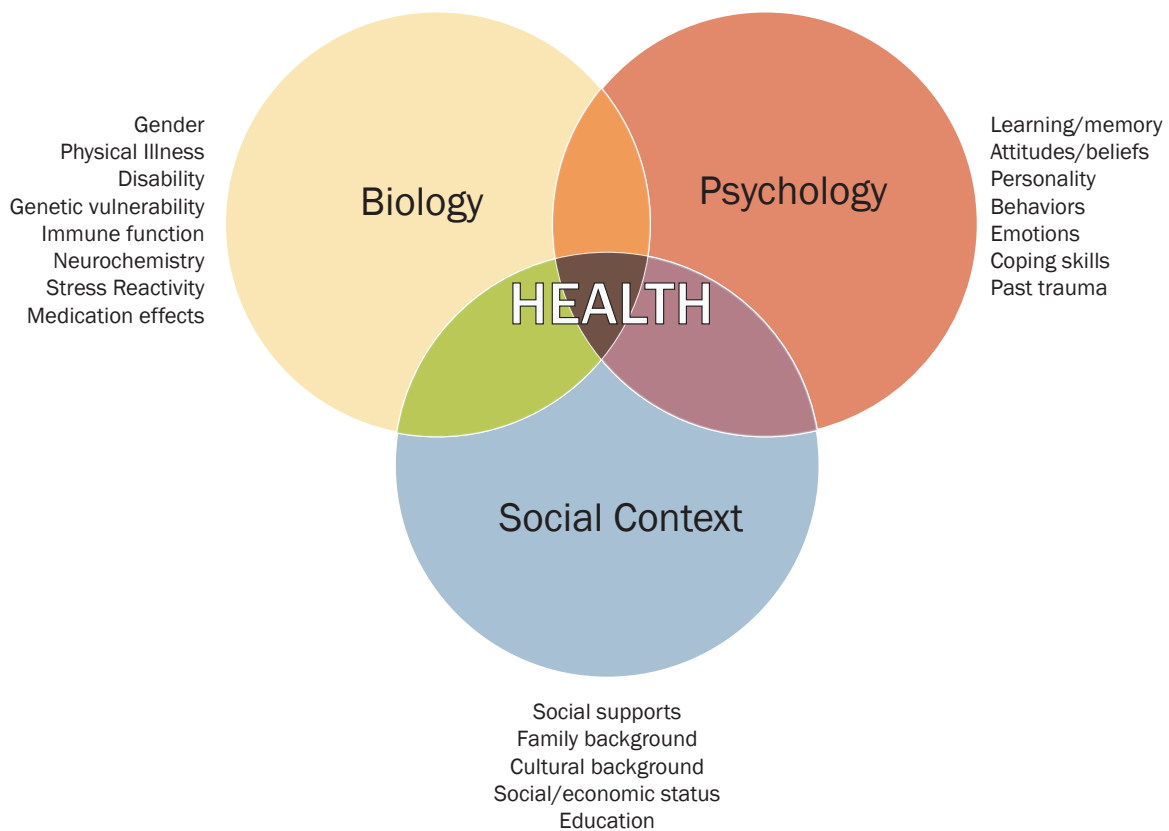


Figure 12: The biopsychosocial model of health. Credit: <http://perspectivesclinic.com/health-psychology/>

### **Biological Needs**

Older adults prefer to “age in place,”<sup>6</sup> usually in their own homes. However, their increased risk of developing health issues as they age often challenges this preference. Open space and the positive influence that it can have on elders’ health may help elders continue to “age in place.” Moreover, neighborhood open spaces may also be considered “places of aging” or locations outside of the home that also influence the well-being and quality of life of elders.<sup>7,8</sup>

Until 1946, the concept of health was generally defined as the absence of disease or illness. In 1946, the World Health Organization (WHO) broadened the definition to “a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.”<sup>9</sup> In regards to needs for open space, elders express their physical health needs in the context of more subtle mental and emotional health needs. Thus, a study from Bogota, Columbia, found that elders’ perception of safety in neighborhoods was strongly related to self-reported physical

Figure 13: Grand Park.

Credit: Waltarrrrr



health status.<sup>10</sup> A similar finding was observed by a study in Great Britain that also found a positive association between feelings of safety in neighborhood open space and life satisfaction.<sup>11</sup> In focus group discussions of age-friendly neighborhoods in Edmonton, Canada, elders mentioned safety and security along with good accessibility and places to rest as desirable park characteristics.<sup>12</sup> Elders with dementia and their caregivers reported in focus groups how aspects of outside spaces can be therapeutic (e.g., feeling “free”) but also frightening (e.g., getting lost or becoming disoriented about location and direction). Elders in this study made special mention of their and their family’s anxiety if they end up in an unfamiliar environment without guides.<sup>13</sup> Researchers in Helsinki, Finland designed an urban park with the objective to maintain the physical and mental ability of seniors. Key features sought to strike a balance between their physical health needs (e.g., providing handrails, lighting and benches) and mental/emotional needs (providing a safe environment with maps and route markers).<sup>14</sup> Another study in a nursing home of Helsinki, Finland found that self-reported health of elders, a major predictor of physical health outcomes, related positively to more frequent visits to outdoor space with greenery.<sup>15</sup> Indeed, researchers have found that physical health benefits from outdoor space pertain to even the frailest of older adults,<sup>16</sup> especially if they raise feelings of comfort, safety/security, and aesthetic pleasure.<sup>17</sup>



In another study, a systematic analysis of open spaces frequented by older adults using observations and surveys enabled the recommendation of ergonomic features.<sup>18</sup> The researchers carefully noted the “normal,” age-related biological changes with increasing age: reduction in muscle strength; higher levels of fatigue; reductions in agility, coordination, equilibrium, flexibility, joint mobility and increased rigidity in the tendons. They detailed similar reductions in sensory capacities of hearing and vision. Drawing from their findings, the researchers suggested the use of contrasting colors on flooring and benches, graphics in addition to words on signs, shorter paths, benches optimized for accessibility (via wheelchair) and social interaction, part shade/part sun so as to allow choice, and intermediate or low lighting levels.<sup>19</sup> Interestingly, all ergonomic suggestions pertain directly to normal aging, which is not a disease in and of itself, but, rather “wear and tear.” Such recommendations become even more important for elders with at least one chronic health condition/disease.

Another study from Great Britain found that aside from more general preferences such as toilet facilities, trees, plants, and maintenance, elders noted a strong preference for things to look at while in the park and for limited traffic and lack of nuisance.<sup>20,21</sup> Columbian elders also noted a similar preference for limited vehicular traffic.<sup>22</sup>

In addition to park design features, the trip to or from the park should be considered. Thus, having public transportation that is accessible (i.e., not too far from their homes) is especially important to disabled elders, who also benefit from handicapped parking.<sup>23</sup> Studies have found elders expressing the desire of having parks in close proximity<sup>24</sup> and even more specifically, having “zebra-stripped crosswalks” in the route to an open space or park.<sup>25</sup> Researchers have warned that too many intersections on the way to the park may cause fear among elders about pedestrian traffic accidents.<sup>26</sup>



Figure 14: Wide, smooth walkway.

Credit: Dave Overcash

A study in the UK examining elders' ability to walk to the nearest open space found a major gap: "A third of the sample could not walk more than 10 yards (9 m), and only half could walk 100 yards (90 m); yet only one-third had a bus stop, one-quarter a local park, and one-third a local shop within this distance."<sup>27</sup> Elders in Hong Kong reported similar major issues in getting to/from a park mostly because of physical health barriers.<sup>28</sup>

### **Psychological Needs**

Choice is an important psychological need for elders. In fact, involving elders in the planning of open space, parks, and/or physical activity programs will help designers understand what motivates them, and how they negotiate any leisure constraints.<sup>29</sup> Allowing elders to give input and express their preferences may facilitate "buy in" and use of their choices for planning. More specifically, leisure service organizations should focus on elders' motivations and negotiation strategies before, during, and after implementing health programs.<sup>30</sup> Many elders face increasing leisure constraints because of health-related issues, so park planners would be wise to help them negotiate between their motivation to go to open spaces and their burgeoning constraints<sup>31</sup> as well as between priorities and limited resources.<sup>32,33</sup> One study in which elders were not asked for input found that "if you build it..." (i.e., a recreation facility), they will not necessarily come.<sup>34</sup>

Surviving to an old age requires resilience. One way elders may maintain resilience is to cope with psychological needs by adapting to the environment. With age, the fear of falling likely becomes more pronounced as elders realize the difficulty of maintaining physical stability in open spaces.<sup>35</sup> Elders may, however, differ in their expectations as to whether the environment should accommodate their psychological fears of falling or they should adapt to the potential for environmental risks and be extremely cautious.<sup>36</sup>

Choice and a sense of control compose part of elders' desire to be as independent as possible. In relation to open space, elders' priorities vary by subgroups. Among elders living alone, distance to the park was more important than other park features and facilities. Among elders with a disability, having seating opportunities en route to the park was the most important feature.<sup>37</sup> However, independence may not reflect reality as no one is completely independent of his/her context, including the elders.<sup>38</sup> Further, independence could result in isolation and may not reflect the diversity of elders' goals. Because of the risk of isolation, some elders may prefer "interdependence" wherein they live independently but somewhat depend on others for social interactions, rather than support or assistance.

### ***Social Needs***

Elders have indicated that open spaces and parks should not be just for physical exercise but may also be important social venues,<sup>39,40</sup> even for elders with dementia.<sup>41</sup> Indeed, social aspects of open space and park use may be more important to some elders than physical amenities.<sup>42</sup> This preference may even be more intense in different seasons like winter. Elders have been found to perceive open spaces as gathering spaces, also referred to by some researchers as "third places" or



Figure 15: Playing piano in Washington Square Park, NYC. Credit: Christopher Kostrzak

“bumping places.”<sup>43</sup> One researcher referred to the social aspects of open spaces and parks as “natural neighborhood network.”<sup>44</sup> However, overcrowding or other social nuisances could interfere with elders’ tendency to spend more time observing nature.<sup>45</sup>

Some elders may prefer to be with peers only, while others may want to be surrounded by other age groups as well. Thus, elders in a Montreal study preferred their own peer groups when at the park,<sup>46</sup> while elders in the Netherlands were interested in having “other people” (from other age groups) nearby.<sup>47</sup> Researchers have suggested adding paved trails and playgrounds as a way to increase physical activities as well as family and intergenerational activities.<sup>48</sup> Among ethnic elders in Chicago, Hispanic and Asian elders preferred to go to parks with larger social groups than Caucasian or African American elders.<sup>49</sup>

Social interaction positively affects quality of life and life satisfaction.<sup>50</sup> Researchers have found significant positive effects of neighborhood open space on life satisfaction and suggested that social interaction may be one of several mechanisms explaining the relationship.<sup>51</sup> But perceiving open spaces and parks as social venues affects more than the elders’ experience of pleasure and “sociality.” Elders who visited a park with a companion had better scores on physical health status, including self-reported health and body mass index.<sup>52</sup>

Moore et al. (2010) explored how different types of social participation associated with park use. They categorized elders into one of four groups based on their formal or informal participation in social organizations or networks and their instrumental (e.g., being local leaders about community issues, etc.) or expressive orientation (e.g., having hobbies, belonging to religious organizations, etc.) in the social organizations or networks. In all, they found that elders who were engaged in expressive types of social organizations or networks used parks more than those who were not.<sup>53</sup>

The biopsychosocial framework provides a way to examine the research literature on open spaces and parks in relation to elders' biological/physical, psychological, and social health needs. Open spaces and parks may be considered more than a supplement or adjunct of elders' homes to actual extensions of them. Further, such extension of home may facilitate the physical and mental well-being, even for frail elders. In fact, elders, themselves, often mentioned both their physical and mental/emotional health needs and preferences in relation to open space and parks as not just separate but interrelated dimensions of their health. However, open spaces and parks should also be designed in consideration of both the normal physical declines with age as well as concomitant physical and mental diseases and disabilities.

Marketing principles for any product do better with consumer input. Asking elders for their input about open space design provides them with a sense of choice and control that supports their general need to be independent or optimally interdependent. Honoring such needs treats elders with the respect and dignity that they desire and deserve. Perhaps less recognized in relation to physical and psychological health, consideration of social health should also play an important role in the

design of open spaces and parks for two reasons. First, elders' social aspects of their health can be both a draw to and benefit from open spaces and parks. Second, consideration of social well-being is a must, as elders face increasing risk of social isolation that can, sadly, be deadly.

## A Person-Environment and Life Span Perspective on Elders' Needs for Physical Activity

The fourth principle related to the study of aging derives from two major theories: the "person-environment theory" and the "life span theory." The first identifies how individuals do not operate in a vacuum but constantly interact with their environment.<sup>54</sup> The notion of "environment" is broad and does not only refer to the natural (i.e. nature) but also the physical, cultural, and social environment. Ideally, individuals interact with their environment in a manner that sustains a natural balance relative to their needs and preferences.

Elders may become out of balance with their environment, if they experience isolation from needed resources. Public support is growing for the design of communities where, in contrast to more rural or suburban settings, a variety of residences for elders and non-elders exist around a town center.<sup>55</sup> Mixed-use communities may provide elders with more access to multiple resources, including open space for physical activity, and help keep them in balance. In fact, heterogeneity in land use positively associates with elders' use of parks.<sup>56</sup>

As they age, elders risk additional wear and tear, which, in turn, makes them susceptible to becoming out of balance with the environment. With their own agency and self-direction, they may compensate for their

Figure 16: Maple Park

Credit: Liz Devietti



increasing biopsychosocial limitations by adapting to the demands of the environment. Adaptability, however, should go both ways: the environment should also be adapted to the elders' needs as they continue to change and develop.

Elders and their aging processes evoke continual change. This brings in the tenets of the life span theory, which purports that individuals continue to develop and change over their life span. These two theories represent ideal conceptual bases to examine the literature on elders' physical activity needs since physical activity operates as a potential mechanism for improving how elders interact with their environment as well as how they adapt over time, despite the ongoing challenges of living with multiple chronic diseases.

## Physical Activity Needs

Although open spaces and parks may be enjoyed for passive recreation and relaxation, much of the literature examines park features associated with active use and/or physical activity. The most common type of physical activity among older adults, regardless of age and other sociodemographic attributes, is walking for exercise or transportation purposes.<sup>57</sup> The presence of walking paths or trails in a park or open space positively associates with older adults' physical activity.<sup>58</sup> Certain

open space and neighborhood features (e.g., safety, connectivity, etc.), associate with longer periods of walking among older adults, while noisy traffic leads to less walking.<sup>59</sup> Even the presence of opportunities for walking has positive associations with physical health. Researchers studying Japanese elders have noted a positive relationship between availability of “walkable” green spaces and longevity.<sup>60</sup> A survey investigating the link between walking on streets in Schiedam, Netherlands in relation to perceived attractiveness of a street found elders commenting on both the positive (e.g. vegetation and greenery) and negative (e.g. litter) aesthetics of streets.<sup>61</sup>

However, many elders do not have easy access to parks and open spaces, which limits the frequency of park use. Indeed, a major constraint to park use relates to the long distance of the park from the elders' homes,<sup>62</sup> and the farther the distance the lower the physical activity of elders.<sup>63</sup> Thus, elderly women were most likely to engage in physical activity when they perceived themselves as being close to a park.<sup>64</sup> Among adults, including elders, who perceived a park as within walking distance, park use declined with increasing age.<sup>65</sup> In a study of adults 65 years or older, researchers classified respondents into “achievers” and “non-achievers” based on their self-reported frequency and intensity of physical activity. “Achievers” perceived themselves to be close to a park, felt safe, and perceived having companionship and social support.<sup>66</sup> The presence of paved trails promoted physical activity among a sample of adults that included elders, although they did not distinguish elders' from other adults' physical activity levels.<sup>67</sup>

Researchers have also examined the impact of age on physical activity and park use. In a study examining the relationship between park use and physical activity, elders were less likely than other adults to visit



parks.<sup>68</sup> A different study found that older adults have the lowest levels of physical activity relative to other age groups.<sup>69</sup> Another study focusing only on park use in relation to age found bimodal results among elders compared to younger adults: the elders had the highest rates of the lowest and highest use.<sup>70</sup> However, the results were descriptive with no tests for statistically significant differences, so these trends may be due to chance alone.

A different study examined variables that may explain variations in the frequency and duration of physical activity among older adults. One of the main findings noted that age and gender affect overall participation in physical activity as well as its frequency and duration.<sup>71</sup> However, some of the results contrasted with those of previous findings, indicating that other factors (e.g. race/ethnicity, social support, personal traits etc.) may also be at play. More indirectly, some have suggested that park use may associate with physical activity. One study noted that older females tend to use parks less, thus implying that older females may also need special attention.<sup>72</sup>

Information also emerges about the preferences for physical activity among older adults in parks. One large study including various age groups found four groups of users: active health-oriented (i.e., activity-focused such as strolling or sports), active socially-oriented (i.e., focused on family activities), passive local (i.e., not focused on any particular activity and preferred local parks), and moderate (i.e., average overall in terms of preferred park location, features, and activities and needed public transportation)<sup>73</sup> and suggested unique needs (i.e., health, socializing, or relaxation) that may motivate elders. Park use among elders varies by ethnicity, with some groups preferring to use parks that had a social milieu and others using certain park facilities more than others.<sup>74</sup> These findings point to the inherent diversity of elders in terms of their preference for park use and physical activity.



Figure 17: Senior sport zone by Lappset.

Credit: Lappset

Specifically in relation to physical activity programming, one study recommended more attention to ethnic minority issues and diverse activity programs for elders.<sup>75</sup> Physical activity programs could even help increase awareness of parks and open spaces among ethnic minority elders.<sup>76,77</sup> Diversity among elders extends beyond age, gender, and ethnicity to level of disability. For elders with functional limitations, the presence of walking areas, handicapped parking, and public transportation affect physical activity.<sup>78</sup> Finally, diversity among elders also pertains to their socioeconomic status, including their education levels. Thus, a study on the relationship between socioeconomic status and physical activity among individuals in general, found that elders with lower educational levels may need more information about the benefits of physical activity, and more effort is needed to bolster their self-efficacy in physical activity.<sup>79</sup>

## Conclusion

In all, examining the research on physical activity and elders in the context of open spaces and parks from a “person-environment” perspective and life span theory suggests several points for further consideration. First, walking is the most common physical activity for elders in relation to open spaces; both in the park and also to reach the park. Second, distance to parks affects the elders’ use. Third, compared to other age groups, evidence suggests lower physical activity levels.

Fourth, demographic characteristics of elders associate with physical activity and park use in varied ways suggesting a diversity of motivation to engage in physical activity and park use. The last two points indicate the diversity of ways that agency and self-direction among elders affect their use of open spaces and parks. Fifth, the existing dearth of physical activity and other park programs may serve to draw elders to open spaces and parks, but these programs need to cater to their diverse needs and preferences. The impending need for more programming may indicate a general misunderstanding about how programs may facilitate the continued development and sustenance of elders' health and well-being. Planners and landscape architects should take into consideration the above points in designing parks. Further, programming for elders in open spaces and parks may serve more than just a source of physical activity but also as a multi-dimensional, contextual mechanism for health promotion and disease prevention.

In conclusion, the scientific literature on elders' need for and use of parks and open space suggests nuances that are unique to the aging population but not incompatible with younger age groups. Urban planners, landscape architects and policy makers do not need to explicitly create parks and open spaces for elders, but, rather, seek elders' participation with them, given their inherent geographical, demographic, and health diversity. For all age groups, health pertains to biological, psychological, and social factors, but elders, in particular, face higher risks for declining health. Thus, parks and open spaces provide much more for elders than just sources of recreation; they provide a means to improve and/or sustain their health and well-being.

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**AGENDA**  
**PLANNING COMMISSION PUBLIC HEARING / REGULAR MEETING**  
**CITY OF FARMINGTON HILLS,**  
**SEPTEMBER 15, 2022, 7:30 P.M.**  
**FARMINGTON HILLS CITY HALL – CITY COUNCIL CHAMBERS**  
**31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS MI 48336**  
**Cable TV: Spectrum – Channel 203; AT&T – Channel 99**  
**YouTube Channel: <https://www.youtube.com/user/FHChannel8>**  
**[www.fhgov.com](http://www.fhgov.com)**  
**(248) 871-2540**

1. **Call Meeting to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Public Hearing**

A. **[REVISED PUD PLAN 3, 2021](#)**

LOCATION: 32680 Northwestern Highway  
PARCEL I.D.: 23-02-126-130  
PROPOSAL: Construction of a multiple-family apartment building in B-2, Community Business and B-3, General Business Districts  
ACTION REQUESTED: Recommendation to City Council  
APPLICANT: NWH Holdings, LLC (Robert Asmar)  
OWNER: NWH Holdings, LLC (Robert Asmar)

5. **Regular Meeting**

A. **[ZONING TEXT AMENDMENT 1, 2022](#)**

CHAPTER OF CODE: 34, Zoning Ordinance  
PROPOSED AMENDMENT: Amend the time period that recreational equipment or trailers may be parked on a residential premises during loading or unloading  
ACTION REQUESTED: Set for public hearing  
SECTIONS: 34-5.7.1 and 34-5.7.4

6. **Approval of minutes** [August 18, 2022, Special and Regular meetings](#)
7. **Public Comment**
8. **Commissioner's Comments**
9. **Adjournment**

Respectfully Submitted,

**Marisa Varga**  
**Planning Commission Secretary**

**Staff Contact**

**Erik Perdonik**

**City Planner, Planning and Community Development Department**

**248-871-2540**

**[eperdonik@fhgov.com](mailto:eperdonik@fhgov.com)**

NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at 248-871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.



## **PUD PLAN 3, 2021**

### **Suggested Motion to APPROVE:**

I move to RECOMMEND TO CITY COUNCIL that PUD Plan 3, 2021, dated May 18, 2022, submitted by NWH Holdings, LLC, BE APPROVED, because the plans are consistent with the goals, objectives, and policies of the Master Plan and applicable provisions of the Planned Unit Development Option in Section 34-3.20 of the Zoning Ordinance, SUBJECT TO:

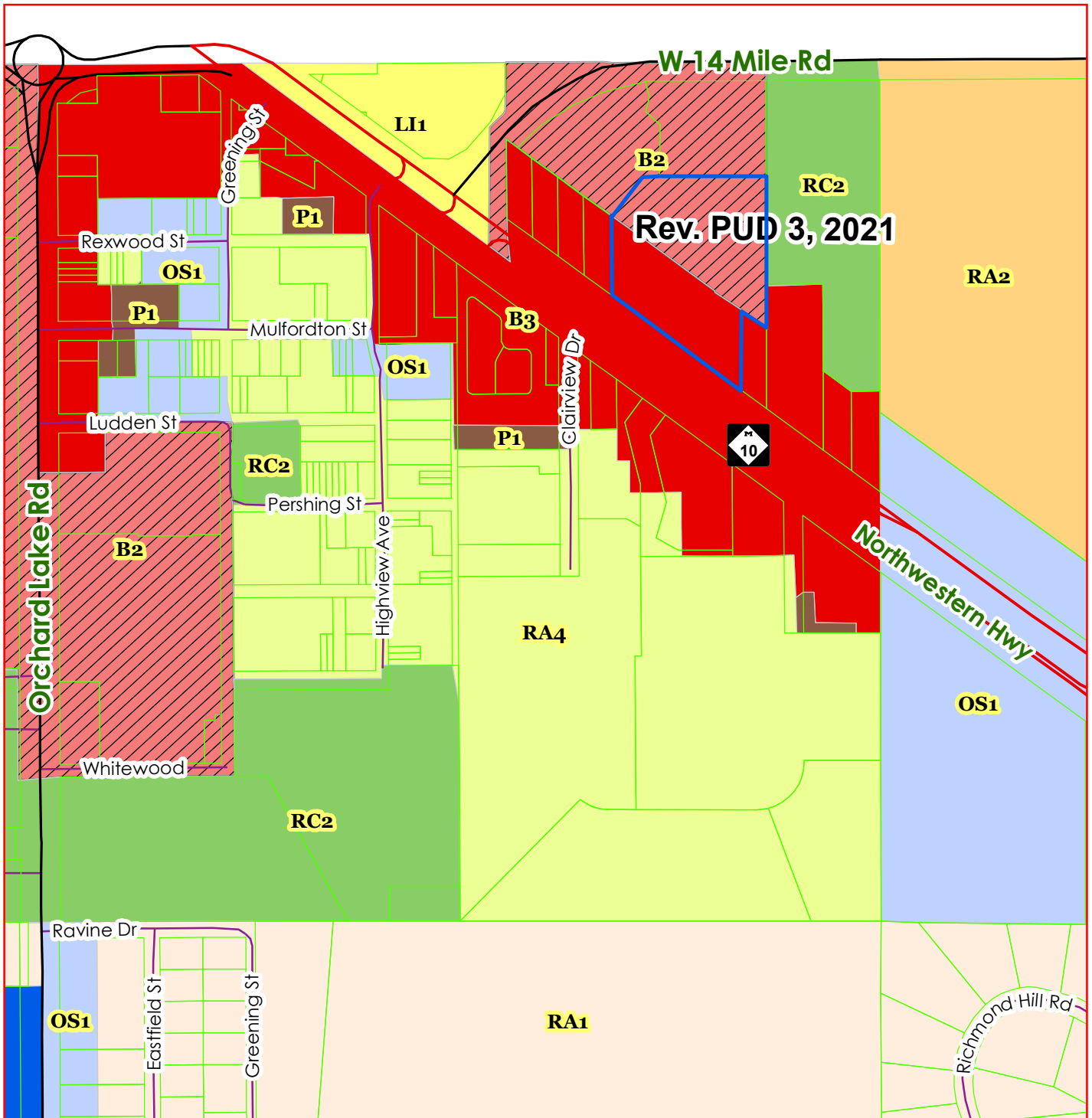
1. Modifications of Zoning Ordinance requirements as indicated on the proposed plan.
2. Further modifications of Zoning Ordinance requirements as follows:
3. The following conditions:

### **Suggested Motion to DENY:**

I move to RECOMMEND TO CITY COUNCIL that PUD Plan 3, 2021, dated May 18, 2022, submitted by NWH Holdings, LLC, BE DENIED, for the following reasons:

1. The plans are inconsistent with the goals, objectives, and policies of the Master Plan and applicable provisions of the Planned Unit Development Option in Section 34-3.20 of the Zoning Ordinance.
2. Other reasons:

Revised PUD Plan 3, 2021  
 32680 Northwestern Hwy., 02-126-130  
 Construction for a Multi-Family apartments in B-2 & B-3



Tax parcel	OS-1 Office Service District
Minor roads	OS-3 Special Office District
<b>Zoning Districts</b>	P-1 Vehicular Parking District
<b>Zoning Districts</b>	RA-1 One Family Residential District
B-2 Community Business District	RA-2 One Family Residential District
B-3 General Business District	RA-4 One Family Residential District
LI-1 Light Industrial District	RC-2 Multiple Family Residential





SOURCE: City of Farmington Hills, 2022  
 Oakland County GIS, 2022

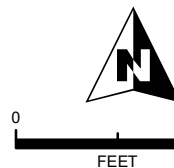
DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

Revised PUD Plan 3, 2021  
32680 Northwestern Hwy., 02-126-130  
Construction for a Multi-Family apartments in B-2 & B-3



## Planning Division

-  Tax parcel
-  Minor roads



SOURCE: City of Farmington Hills, 2022  
Oakland County GIS, 2022

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



July 27, 2022

Planning Commission  
City of Farmington Hills  
31555 W. Eleven Mile Road  
Farmington Hills, MI 48336

**Subject:** Stonefield PUD Rezoning Request for the property at 32680 Northwestern Highway (Parcel ID #22-23-02-126-130), Farmington Hills, Michigan. located on the north side of Northwestern Highway, just east of W. 14 Mile Road, approximately 5.54 acres.

Dear Commissioners:

At the request of Mr. Robert Asmar of NWH Holdings LLC, we have reviewed the above proposal to conditionally rezone an approximate 5.54-acre parcel from B-2 Community Business and B-3 General Business to PUD Planned Unit Development. The property is currently vacant and abuts a storage facility, senior housing development, and a commercial shopping center. Proposed is the development of a 217-unit apartment development with underground parking; a courtyard with landscaped seating areas and swimming pool; some outside resident and visitor parking; a sidewalk system, and pedestrian connection to Northwestern Highway. This letter is submitted as an evaluation of the appropriateness of the proposed rezoning request, understanding the future land use designation for the site is Community-wide Commercial. Moreover, this letter addresses why this project meets the Goals & Objectives in the Master Plan and the benefits outweigh those for commercial uses at that location.

The observations in this report are based upon 38 years experience as a professional community planner, including work representing communities in Southeast Michigan. For the sake of conciseness, this letter will not re-state the existing land use, site conditions, zoning, and master plan designation for the subject and surrounding sites. Instead, it will focus on the key factors that relate to implementation of the Goals and Objectives in the Master Plan as well as zoning requirements. Based upon our review of the application and related materials, a visit to the site, and examination of the Farmington Hills Zoning Ordinance and Master Plan, we offer the following for your consideration:

#### **ANALYSIS OF REQUEST**

The requested PUD rezoning request will allow for a change in zoning that better reflects market trends, which indicate a shortage in rental housing along with decreased demand for commercial/retail space. In this case, a 217-unit, upscale, multiple-family residential development is being proposed and will provide a transition in land uses between a senior housing complex to the north and a retail shopping center to the southeast, on Northwestern Highway. The Future Land Use designations for the site are Multiple Family Residential and Non Center-Type Business.

**Master Plan Goals.** One of the goals of the Master Plan is "To accommodate new residential developments and the redevelopment of older residential areas." A review of the Master Plan also indicates that the vast majority of new housing built in the City over the past 20 plus years has been

17195 Silver Parkway, #309  
Fenton, MI 48430

Phone: 810-335-3800  
Email: [avantini@cibplanning.com](mailto:avantini@cibplanning.com)

single-family residential, with multiple-family residential comprising about 7% of the land area. Providing a mixture of housing types helps ensure that a wide range of residents locate in the city and that renters can eventually become homeowners in the same community. There are a limited number of locations in Farmington Hills where an upscale, multiple-family residential development like this can take place. Virtually all of the land zoned for multiple-family use in the city is already developed so only redevelopment opportunities exist. The subject parcel has great access from Northwestern highway, is in close proximity to shops and restaurants, and is almost directly across the road from the proposed Emerson development, establishing this area as a hub for higher-density, upscale rental living.

**Market Demand.** There is, and will continue to be, a significant demand for rental housing for many years to come. In a study entitled “Southeast Michigan Housing Futures: A Converging Story for the Detroit Metropolitan Area” by the Urban Institute, July 2017, it indicates that the Detroit region is expected to gain approximately 380,000 households between 2010 and 2040. While a substantial portion of the new growth will be in the City of Detroit, the suburbs will also be impacted. Much of the housing growth, through demand, will come from the younger millennials and the aging baby boomers. The millennials have shown a tendency to rent, rather than own, and remain flexible. On the other end of the age spectrum, many baby boomers are down-sizing from larger homes and looking to rent and obtain the flexibility that provides. This project is focused more on the younger, working professionals and those downsizing but still in the workforce. Although some may question how long the high demand for rental housing will last, research indicates that it will be present for at least two more decades.

**Positive Impact for Farmington Hills.** The proposed Stonegate project will provide a number of positive impacts for the City, including an increased tax base. Upscale rental developments such as this tend to generate more tax revenue for the community than the cost of providing services to the complex. Moving forward, this helps ensure fiscal stability for Farmington Hills while other developments such as retail, and possibly office, face contraction. Given the close proximity to shopping and services along Orchard Lake Road and Northwestern Highway, the addition of higher income residents to the area will help support local retailers and professionals. This will help ensure that those businesses are maintained for the benefit of all Farmington Hills residents.

Additional rental housing will also provide current Farmington Hills residents with an option to sell their larger homes and move into a rental situation with no maintenance. This is especially beneficial for those that want to split time between Michigan and another warmer location in the winter. The house being sold will not only attract younger families into the area, but also unlock the assessed value and provide more tax revenue to the City. At the present time, the number of options available to homeowners are limited and many are forced to stay in houses larger than what they currently need.

**Appropriateness of Project.** The subject site would consolidate land that is zoned for both B-2 and B-3 commercial use into a single, multiple-family development that abuts another multiple-family development to the north. According to the Master Plan, much of the new housing in Farmington Hills has been single-family residential states that “A variety of housing options will welcome younger residents and families as well as older residents to age in the community.” (p.58) The corresponding Objective is to “Provide a range of housing types, including affordable and attainable housing units, at varying densities to offer housing choices for current and future residents of all ages.” (p.58) At the present time there are limited options that will allow older residents to move out of their existing

homes and still remain in the community; allowing older residents to “age in place.” Many of the new housing developments are larger single-family, owner-occupied homes while rental units tend to be in complexes and are not always amenable to empty nesters.

**Density.** Concern was previously expressed by the Planning Commission regarding the density and height of the proposed project. As shown in the attached Comparison Analysis, the number of units per acre (39.24) is lower than the Emerson project (43.66) and in-line with similar developments in West Bloomfield Township. With a limited number of sites available in the City for a project like this, it makes sense to provide for a greater number of units at a single location. It also allows for the corresponding ability to provide the amenities residents will be looking for, such as underground parking and recreational facilities. The location on Northwestern Highway ensures that the traffic can be handled efficiently while having no impact on neighboring residential streets. Infrastructure to the site, like sewer, water, and other utilities, is adequate to handle the proposed development. This is also one of the few sites in the City that is not only appropriate for multiple-family development, but also abuts compatible uses. Sites that abut single-family residential neighborhoods are typically impossible to re-zone due to resident opposition.

The height of the building has also been reduced from the previous proposal to 51 feet, which is one (1) foot shorter than the Emerson project and considerably shorter than similar projects in the area. Once again, the resulting number of units will allow for more upscale amenities as well as quality on-site management. A building of lesser height will eliminate some of the underground parking and require additional outside spaces. There are also no abutting uses that would be negatively impacted by the additional height. Also of note is the zig-zag shape of the site frontage, which narrows the width of the property and makes it more difficult to layout a rectangular building and provide the requested units at a lower height. The shape of the building, however, has allowed for a large interior courtyard area with more amenities for residents.

**Land Use Transition.** Equally important is that this development will provide a transition in land use, from the commercial center to the southeast, as well as Northwestern Highway, and the senior apartment complex to the north. The proposed apartment development will have less impact than would a commercial center, with less noise, peak hour traffic and light trespass. This site is also located away from the single-family houses on 14 Mile Road, minimizing and potential impact it may have on low-density residential neighborhoods.

**Declining Demand for Retail Commercial Buildings.** The subject property is currently zoned commercial and there is increasing retail commercial vacancies in virtually all communities in the Detroit region. From a planner’s perspective, this is especially true for locations without anchor tenants, such as grocery or home improvement stores. Much of this is due to the advent of on-line shopping combined with physical retailers being more strategic and efficient with the use of space. They are keeping only their most profitable locations, which tend to be near highway interchanges or high-traffic areas where major roads intersect. Mid-block centers are either failing or having to accept lower rent uses, like fitness centers and churches. It is also far more likely that retailers looking for space will gravitate toward existing buildings and the lower rent structures than space in a new shopping center. When they do go into new centers, it will be at high traffic locations with anchor uses.

It is likely that the above trend will continue and communities now have to consider what uses will be appropriate for vacant and redevelopment sites in light of the changing economy. With a shortage

of rental housing in the region and the close proximity to the retail cluster on nearby Orchard Lake Road, the proposed Stonegate project will add to the residential and customer base of the area.

## CONCLUSION

With the quality site design, and an understanding of the current and future market for residential, commercial and office markets, the proposed Stonefield PUD is an appropriate development for the site. It meets the qualifications for a PUD including the following items:

1. The project creates a large interior courtyard with a pool and amenities not typically found in Michigan apartment developments. These amenities will help ensure that the project remains an upscale, quality development into the future and provides an "urban" form of open space for the residents;
2. This development is comparable in size, scale and density to the Emerson project and similar developments in abutting West Bloomfield Township;
3. The project is compatible with the surrounding land uses and protects both existing and planned uses moving forward;
4. The demand for commercial development in the area has decreased, as evidenced by the growing number of vacant buildings for lease or sale;
5. Stonefield will be accessed from a single drive off Northwestern Highway which also serves the storage use, and provides an enhancement over multiple driveways;
6. The original concept of commercial frontage and residential to the rear is no longer appropriate for this site and the proposed development better meets the redevelopment goals and objectives of the Master Plan;
7. The upscale appearance of the development will provide an enhancement for the area and help create a gateway for the Orchard Lake Road commercial district; and
8. The increased density will allow for the provision of underground parking and enhanced amenities while making it more efficient to provide City services to support the number of new residents.

If you have any further questions, please contact me at 810-335-3800.

Sincerely,

**CIB Planning**



Carmine P. Avantini, AICP  
President

# THE THINK SHOP ARCHITECTS

Stonefield Luxury Apartments  
Farmington Hills, Michigan

The proposed Stonefield Apartments development are to be located along the north end boundary of Farmington Hills and is a focal entrance point into the city from Orchard Lake Road to the West and 14 Mile from the North. The 217-unit building allows for the transition from multiple residential zoning platforms to the commercial pace of the Northwestern corridor. The increase in population should promote growth in local businesses and services that are part of the Farmington Hills experience, while contributing to the tax base all while creating minimal traffic impacts.

The design is a progressive interpretation of an energetic and vibrant multi-family housing architecture. A covered main entry at the northwestern corner of the building protects residents and their guests from the elements, creating a welcome environment at the ground level. The building combines the components of residential architecture with the amenities required of its modern residents. The communal area is a lively space year-round. Each facade of the building is broken up in into smaller elements to reflect the human scale of the residential community.

Stonefield will incorporate a dynamic landscape design to foster the residential experience. Included will be a greenspace buffer area along the eastern portion of the site that will be maintained and cultivated with a mix of deciduous and evergreen plantings adjacent to the "Country Glens" property. The commons courtyard located on the second level will embrace a high-density approach to landscape design, creating an inviting atmosphere through the incorporation of multi-tiered landscape features that will provide a unique opportunity, breaking up the overall scale of structure as well as generating intimate spaces throughout.

Multiple formats of renewable technology will be fundamental in the design of the project. These systems emerge through the implementation of sustainable approaches at both the courtyard level and the rooftop structures. Electric vehicle charging stations will be instituted around the garage level structure with built-in flexibility that will provide for future expansion as required.

The building's exterior facade consists of durable, low-maintenance materials that complement the established context of the surrounding area and its diverse collection of building finishes. Within the development there is a blend of one, two, and three-bedroom units varying from 850-1,500 square feet as follows;

One-bedroom	51%	112 units
Two-bedroom	47%	101 units
Three-bedroom	2%	4 units

RECEIVED

JUL 20 2022

CITY OF FARMINGTON HILLS  
PLANNING DEPT.



# THE THINK SHOP ARCHITECTS

Residents benefit from multiple secured access points located within the concealed parking area below to living spaces above. In addition to the living units, Stonefield Apartments will be providing a high level of amenities such as;

i. IN-UNITS FEATURES

1. 1, 2, and 3-bedroom floor plans
2. Indoor garage parking with multiple access points
3. Large windows and balconies
4. Stainless steel kitchen appliances
5. In-home washer and dryer
6. Smartphone controls
7. Solid surface countertops
8. Wood-style flooring

ii. COMMUNITY AMENITIES

1. State-of-the-art clubhouse
2. Pool w/ pool house
3. Landscaped central courtyard
4. Strength and fitness center
5. Food and package delivery accommodations
6. Ride share accommodations
7. Bike storage
8. Pet friendly

iii. COMMUNITY SERVICES

1. Professional onsite management team
2. Concierge services

Stonefield Apartments projects an occupancy date for the development beginning Spring of 2024 assuming early benchmarks are met.

- |  |                |
|--|----------------|
| b. Planning                                  | September 2022 |
| c. Construction Kick-off (begin underground) | March 2023     |
| d. Occupancy                                 | May 2025       |

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August 9, 2022

Farmington Hills Planning Commission  
31555 W 11 Mile Rd  
Farmington Hills, MI 48336

## PUD – Final Determination

Case: PUD 3, 2021  
Site: 32680 Northwestern Highway (Parcel ID 22-23-02-126-130)  
Applicant: NWH Holdings, LLC/Robert Asmar  
Plan Date: revised 7/18/2022  
Zoning: B-2 Community Business and B-3 General Business

We have completed a review of the application for PUD qualification referenced above and a summary of our findings is below. Items in **bold** require specific action by the Applicant. Items in *italics* can be addressed administratively.



**SUMMARY OF FINDINGS**

**Existing Conditions**

1. **Zoning.** The site is currently zoned a mix of B-2 and B-3.
2. **Existing site.** The site is 5.53 acres and is mostly vacant, having been formerly occupied by all or parts of several commercial buildings. The site has no wetlands or other notable natural features.
3. **Adjacent Properties.**

Direction	Zoning	Land Use
North	B-2 w/ PUD (Northpoint)	Senior housing
East	B-3/RC-2 Multiple Family	Commercial/multi-family
South	B-3	Commercial
West	B-2/B-3 w/ PUD (Northpoint)	Commercial

4. **Site configuration and access.** The site is proposed to be accessed from a single driveway, shared with the Northpoint PUD, which occupies the land to the west and north.

**PUD Qualification:**

Under Section 34-3.20.2, the Planning Commission may make a determination that the site qualifies for a PUD based on the following criteria and procedures. **At its meeting on February 18, 2021, the Planning Commission granted preliminary PUD qualification approval to the site, citing the plan’s compliance with all objective viii of Section 34-3.20.2.E. (see discussion of E below). At the time, planning commissioners generally did not take issue with the proposed use, but several expressed reservations about the scale of the use, particularly its density and height. The PUD was also reviewed by the Planning Commission at its meeting of August 19, 2021, and again June 16, 2022; both times, a recommendation was postponed to provide an opportunity for the applicant to amend the plan in response to discussion at the meeting. The motion to postpone included non-binding advice to the applicant to reduce height and overall density, and increase the east side setback. Density and building height have been reduced since the June meeting. The applicant is seeking final PUD qualification, but is not seeking site plan approval concurrent with final qualification. Preliminary approval is not a guarantee of final approval.**

Criteria for qualifications. In order for a zoning lot to qualify for the Planned Unit Development option, the zoning lot shall either be located within an overlay district or other area designated in this chapter as qualifying for the PUD option, or it must be demonstrated that all of the following criteria will be met as to the zoning lot:

- A. The PUD option may be effectuated in any zoning district.
- B. The use of this option shall not be for the sole purpose of avoiding the applicable zoning requirements. Any permission given for any activity or building or use not normally permitted shall result in an improvement to the public health, safety and welfare in the area affected.  
*The proposed use—apartments—is not permitted in the B-2 or B-3 districts, though the portion of the site zoned B-2 is planned for multiple-family residential on the Future Land Use map.*
- C. The PUD shall not be utilized in situations where the same land use objectives can be accomplished by the application of conventional zoning provisions or standards. Problems or constraints presented by applicable zoning provisions shall be identified in the PUD application.

Asserted financial problems shall be substantiated with appraisals of the property as currently regulated and as proposed to be regulated.

*The applicant is proposing significantly more density than is permitted in any of the three RC multiple-family districts (more than twice the permitted density of the RC-3 district). The applicant's narrative provides rationale behind the proposed density, essentially averring that a denser development serves as a step-down to the RC-2 district to the east from the commercial uses and regional thoroughfare to the south and east.*

- D. The Planned Unit Development option may be effectuated only when the proposed land use will not materially add service and facility loads beyond those contemplated in the Future Land Use Plan unless the proponent can demonstrate to the sole satisfaction of the city that such added loads will be accommodated or mitigated by the proponent as part of the Planned Unit Development.

*The number of apartment units proposed on the site clearly exceeds the number of multi-family units that could be built under other multi-family zoning; the site's current commercial designation (primarily B-2) supports uses with a wide array of traffic demands. Nevertheless, this is a large number of units. The applicant provided a traffic study in 2021; we defer to engineering for a review of its findings, and also note that the number of units has increased in the meantime. The complex would utilize the same access point to Northwestern Highway as the rest of the Northpoint PUD; there is not a vehicular connection from the apartments to 14 Mile or the senior housing parking lot.*

- E. The Planned Unit Development must meet, as a minimum, one of the following objectives of the city (bold items are those directly addressed in the applicant's original narrative):

- i. **To permanently preserve open space or natural features because of their exceptional characteristics or because they can provide a permanent transition or buffer between land uses.**

*Open space is primarily found on the site in the courtyard commons, though the narrative calls attention to an intent to create a dense buffer to the east and utilize green roofs and landscaping on the building's various tiers to mitigate its overall impact. Plans now show the buffer to the east.*

- ii. **To permanently establish land use patterns which are compatible or which will protect existing or planned uses.**

*The Future Land Use map does identify the northern portion of this property as multiple-family residential. As the planning commission considers the proposed use's compatibility with surrounding uses, the proposed scale of the use should feature prominently in the discussion.*

- iii. To accept dedication or set aside open space areas in perpetuity.

- iv. To provide alternative uses for parcels which can provide transition buffers to residential areas.

- v. **To guarantee the provision of a public improvement which could not otherwise be required that would further the public health, safety, or welfare, protect existing or future uses from the impact of a proposed use, or alleviate an existing or potential problem relating to public facilities.**

*The applicant’s narrative cites the access management benefit of the single driveway to Northwestern Highway, versus the separate driveways that previously served the individual commercial sites here.*

**vi. To promote the goals and objectives of the Master Plan for Land Use.**

*As noted above, the future land use map does call for multiple-family residential on the B-2 portion of the property, leaving a commercial liner along Northwestern Highway. The proposed project introduces this use, though at a higher density than permitted elsewhere in the city.*

**vii. To foster the aesthetic appearance of the city through quality building design and site development, the provision of trees and landscaping beyond minimum requirements; the preservation of unique and/or historic sites or structures; and the provision of open space or other desirable features of a site beyond minimum requirements.**

*The applicant notes that the building is designed to create a gateway appearance for the city, fosters further walkability in the area, and is designed not to look monolithic (some conceptual illustrations were provided, though the planning commission is not making any decision on these or any other aspect of the site plan at this time). Building materials are also cited toward meeting this objective. If this PUD is approved, the PUD Agreement should include reference to proposed exemplary design and materials (including brick masonry and fiber cement products, and the green roof elements mentioned above) that are proposed and require that they be a part of the development.*

**viii. To bring about redevelopment of sites where an orderly change of use is determined to be desirable.**

*The applicant’s narrative calls attention to the large number of commercial buildings in the area that are not occupied, or listed for lease or sale, noting that an influx of residents to the area would increase the pool of potential patrons for remaining businesses. The planning commission cited this objective in its motion to grant preliminary PUD qualification.*

*Though only one objective must be met by the plan, the applicant’s original narrative directly addressed objectives i, ii, and v.-viii. **At the preliminary qualification stage, the motion to grant preliminary qualification cited only objective viii.***

- F. The PUD shall not be allowed solely as a means of increasing density or as a substitute for a variance request; such objectives should be pursued through the normal zoning process by requesting a zoning change or variance.

*An increase in density is certainly sought by the applicant. Given that the proposed use is not permitted in the underlying district, it appears that the request is not made solely to avoid a variance. However, several deviations from ordinance standards would be requested to facilitate the conceptual plan.*

G. Request for qualification:

- i. Any person owning or controlling land in the city may make application for consideration of a Planned Unit Development. Unless otherwise provided, such application shall be made by

- submitting a request for a preliminary determination as to whether or not a parcel qualifies for the PUD option.
- ii. A request shall be submitted to the city. The submission shall include the information required by subparagraph iii. below.
  - iii. Based on the documentation submitted, the planning commission shall make a preliminary determination as to whether or not a parcel qualifies for the PUD option under the provisions of Section 34-3.20.2 above. A preliminary determination that the parcel qualifies will not assure a favorable recommendation or approval of the PUD option, but is intended only to provide an initial indication as to whether the applicant should proceed to prepare a PUD plan upon which a final determination would be based. The submittal must include the following:
    - a. Substantiation that the criteria set forth in Section 34-3.20.2 above, are or will be met.
    - b. A schematic land use plan containing enough detail to explain the function of open space; the location of land use areas, streets providing access to the site, pedestrian and vehicular circulation within the site; dwelling unit density and types; and buildings or floor areas contemplated.
    - c. A plan for the protection of natural features. In those instances where such protection is not an objective of the PUD option, the plan need not be submitted.
  - iv. The planning commission shall approve or deny the applicant's request for qualification. Whether approved or denied, the applicant may then proceed to prepare a PUD plan upon which a final determination will be based.

*The applicant has submitted a narrative describing the use, addressing the objectives of 34-3.20.2, and a conceptual plan, including a breakdown of the number and types of units sought.*

**Request for final determination.** Per Section 34-3.20.5.B, the following must be submitted when seeking final determination of PUD qualification:

a. A boundary survey of the exact acreage being requested done by a registered land surveyor or civil engineer (scale not smaller than one inch equals one hundred (100) feet).	Y
b. A topographic map of the entire area at a contour interval of not more than two (2) feet. This map shall indicate all major stands of trees, bodies of water, wetlands and unbuildable areas (scale: not smaller than one inch equals one hundred (100) feet).	Y
c. A proposed land use plan indicating the following at a scale no smaller than one inch equals one hundred (100) feet (1" = 100'):	Y
(1) Land use areas represented by the zoning districts enumerated in Section 34-3.1.1 through Section 34-3.1.30 of this chapter.	*
(2) Vehicular circulation including major drives and location of vehicular access. Preliminary proposals as to cross sections and as to public or private streets shall be made.	Y

(3) Transition treatment, including minimum building setbacks to land adjoining the PUD and between different land use areas within the PUD.	Y
(4) The general location of nonresidential buildings and parking areas, estimated floor areas, building coverage and number of stories or height.	Y
(5) The general location of residential unit types and densities and lot sizes by area.	Y
(6) A tree location survey as set forth in Section 34-5.18, Tree Protection, Removal and Replacement.	Y
(7) The location of all wetlands, water and watercourses and proposed water detention areas.	Y
(8) The boundaries of open space areas that are to be preserved and reserved and an indication of the proposed ownership thereof.	Y
(9) A schematic landscape treatment plan for open space areas, streets and border/transition areas to adjoining properties.	Y
d. A preliminary grading plan, indicating the extent of grading and delineating any areas which are not to be graded or disturbed.	Y
e. An indication of the contemplated water distribution, storm and sanitary sewer plan.	Y
f. A written statement explaining in detail the full intent of the applicant, indicating the type of dwelling units or uses contemplated and resultant population, floor area, parking and supporting documentation, including the intended schedule of development.	Y

\* The applicant is proposing only a multi-family residential use for the full site.

*The applicant has submitted a package meeting the minimum requirements for final determination. As noted above, this is not a submission for site plan, landscape plan, and tree protection plan approval; all of these will need to be submitted with full detail if the City Council grants a final determination that the site qualifies for a PUD.*

**Conceptual Site Plan & Use:**

- 1. Summary of Proposed Use.** The planning commission is not assessing the site plan in detail; the applicant will return with a full site plan. However, the conceptual plans and illustrations provided by the applicant provide an indication of the type of site plan the planning commission can expect if preliminary qualification is granted. The applicant is proposing to construct a 217-unit apartment building around two courtyard commons (earlier conceptual plans had 200 and 253 units, respectively). Access to the site would be from Northwestern Highway, via the same driveway that serves Northpoint Storage. The ground floor of the building is devoted to indoor parking, with all living units on the floors above. The parking lot has been re-configured to eliminate long dead-end aisles and the spaces along the eastern property line.
- 2. Density.** The parcel is 241,095 square feet. Density is determined by the number of rooms. To determine the number of rooms, the following standard (Section 34-3.5.2.F.) is applied:



Efficiency unit: 1 room

One-bedroom unit: 2 rooms

Two-bedroom unit: 3 rooms

Three-bedroom unit: 4 rooms

The applicant has reduced the number of proposed units from 253 to 217, and number of each type has been adjusted to 112 one-bedroom units (224 rooms), 101 two-bedroom units (303 rooms), and 4 three-bedroom units (16 rooms) with a total of **543 rooms**, based on the standard above (514 rooms in the initial plan, 505 on the first revision, 633 on the last version). The following densities are permitted under conventional zoning:

District	Lot Area/sq ft	Rooms permitted
RC-1	1,900	126 rooms
RC-2	1,400	172 rooms
RC-3	1,050	230 rooms

The proposed density is about 2.36 times that of the densest multiple-family district in the city. Density has been decreased from the last iteration of the conceptual plan.

3. **Master Plan.** The master plan’s Future Land Use map designates the portion of the site zoned B-2 as multiple-family residential, and the portion zoned B-3 as non-center-type business. The B-3 portion of the property is consistent with this designation; the B-2 portion is not. The property is not addressed on the residential density map, though it is adjacent to a high-density area, which is described as consistent with the RC districts. The site is not part of any special planning area.

Non-Center-Type Business is described as follows in the Master Plan: *“Non-Center Type Business uses are those that are not compatible with shopping centers and that could have an undesirable impact on abutting residential areas. They include most automobile-oriented uses and outdoor uses; e.g. those that have the greatest impact beyond their boundaries in terms of either traffic generation, noise or appearance. These are the uses that are permitted within the B-3 General Business District.”* Generally speaking, the category anticipates stand-alone sites rather than a planned, walkable environment.

2. **Dimensional Standards.** Generally, it appears that the applicant would be seeking relief from the maximum height (55 ft vs 50 ft) and east side setback standards (54.47 ft vs 75 ft) of the underlying districts. The height of the building has been reduced from previous versions of the plan, from 69 feet to 55 feet.
3. **Parking.** 436 spaces are required for the proposed unit counts (the plan says 426, but seems to have missed the 10 spaces for the 4-bedroom units); 365 spaces are proposed (a ratio of 1.68 spaces per unit), which requires relief from ordinance standards.
4. **Trees and Preliminary Landscaping.** The preliminary landscaping plan correctly accounts for replacement and parking lot tree requirements. Where the east property line was previously lined with parking spaces, the plan has removed these and now proposes a landscape buffer area between this development and the multi-family complex to the east. **The Planning Commission and City Council may wish to discuss additional landscaping, particularly along the north, east, and south property lines, as a condition of PUD qualification; details of such additional screening could be finalized at site plan review.**
5. **Bicycles and EVs.** We previously called attention to the lack of a labeled bicycle parking area (preferably within the garage), and electric vehicle parking spaces. The narrative now refers to bike

storage as an amenity. Providing adequate bike storage could mitigate some of the impact of the deviation from parking requirements sought by the applicant. Electric vehicle spaces will be essential to ensuring the property’s future marketability to renters; their location can be addressed at site plan review.

**6. Requirements of the B-2 and B-3 districts:**

Standard	B-2 Requirement	B-3 Requirement
Lot Size	--	--
Lot width	--	--
Lot coverage	--	--
Front setback	75 ft	25 ft
Rear setback	20 ft	20 ft
Side setback	20 ft	10 ft
Residential setback	75 ft	20 ft
Side street setback	75 ft	25 ft
Building height	Max. 50 ft/3 stories	Max. 50 ft/3 stories
Front yard open space	20%	50%

**Considerations for the Planning Commission and City Council**

As this is a planned unit development, and the applicant is seeking some substantial deviations from ordinance standards, the Planning Commission and City Council may wish to discuss with the applicant project elements that bring greater benefit to the wider community such as art or gateway elements on the site that would be visible to pedestrians and motorists traveling in the adjacent right-of-way, public amenities such as a wider sidewalk to accommodate more users, benches along the public sidewalk, greater landscaping in the right-of-way, public art in the right-of-way, or other items.

**Relief from Ordinance Standards**

Per the application materials, relief is sought from the following ordinance standards:

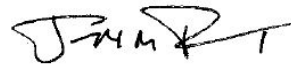
1. **Height:** Proposed maximum height is 55 feet, where 50 feet is permitted in the underlying district (a deviation of 5 feet).
2. **East side setback (to residential):** 54.47 feet is proposed where the underlying district requires 75 feet (a deviation of 20.53 feet).
3. **Density.** The plan does not specify a base district for density standards. 543 rooms are proposed; the maximum number of rooms permitted in the RC-3 district is 230 (a deviation of 313 rooms).
4. **Parking.** 365 spaces are proposed where 436 are required (a deviation of 71 spaces)

We are available to answer questions.

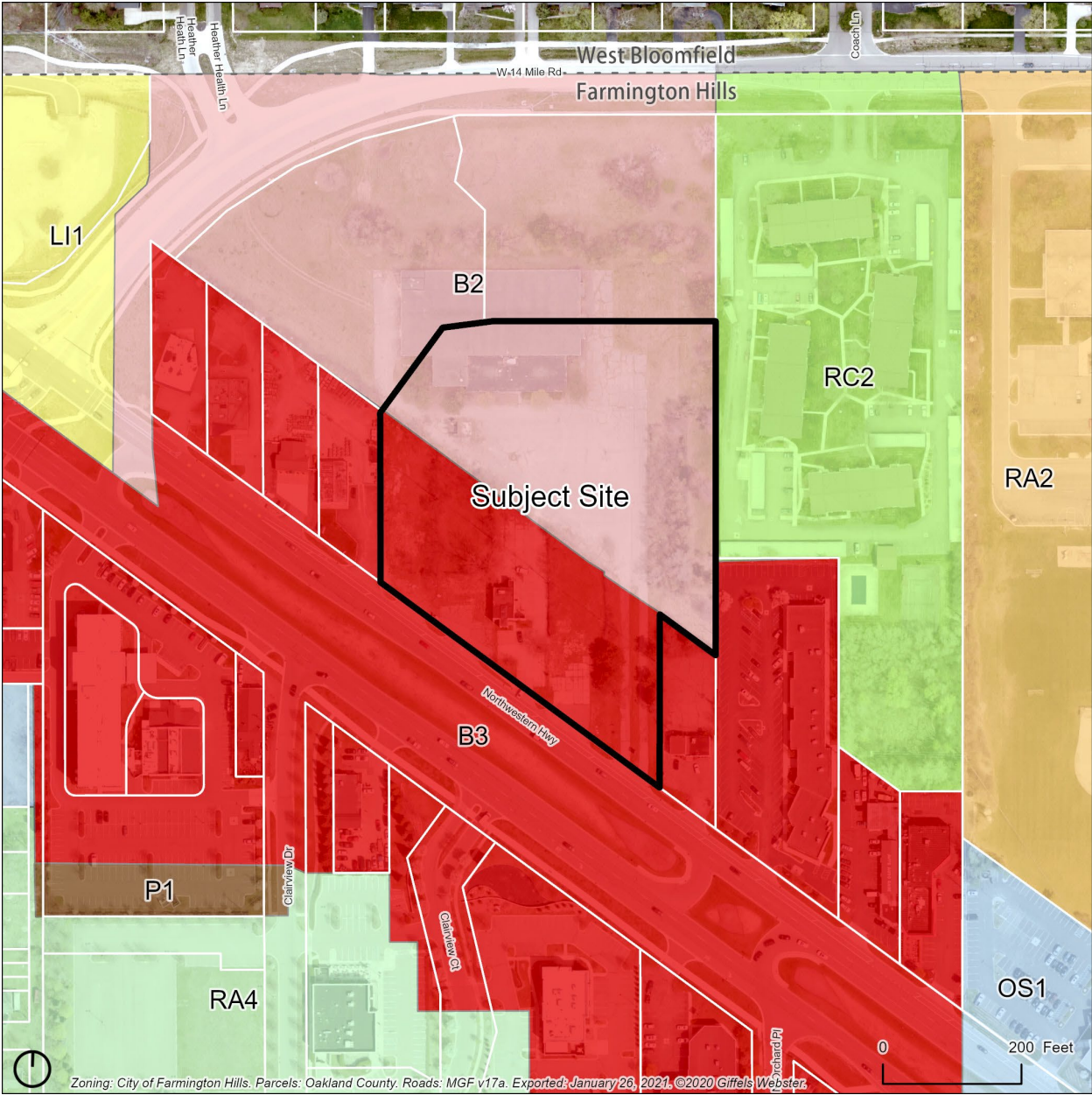
Respectfully,  
**Giffels Webster**



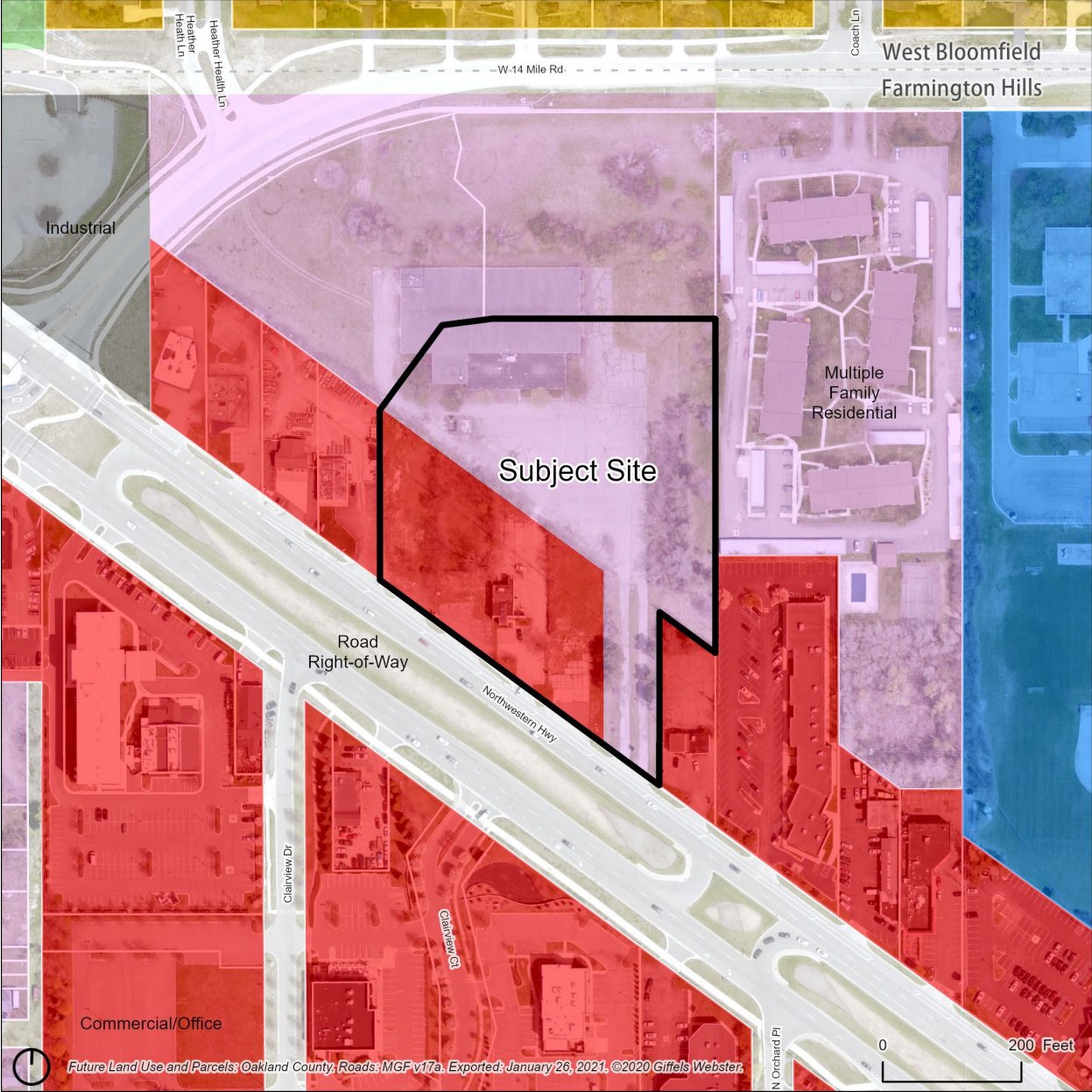
Rod Arroyo, AICP  
 Partner



Joe Tangari, AICP  
 Senior Planner



Current zoning



Master Plan designations for this area.




Future Land Use and Parcels: Oakland County, Roads: MGF v17a: Exported: January 26, 2021. ©2020 Giffels Webster.

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DEPARTMENT OF PUBLIC SERVICES  
KAREN MONDORA, P.E., DIRECTOR

**INTEROFFICE CORRESPONDENCE**

**DATE:** August 1, 2022  
**TO:** Planning Commission  
**FROM:** James Cubera, Engineering   
**SUBJECT:** Stonefield of Farmington Hills  
Revised PUD Plan 3, 2021  
32680 Northwestern  
PJ#: 02-21-65  
22-23-02-126-130

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This office has performed a preliminary review of the above referenced revised PUD plan submitted to the Planning Department on July 20, 2022. It is very similar to the plan submitted on May 19, 2022, with differences including removal of some parking stalls and some interior courtyard changes. With this in mind, our comments remain as per our memo dated June 6, 2022. We do note also that with regard to the PUD agreement, it is recommended that all Engineering items be specifically addressed in that agreement prior to it being signed.


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DEPARTMENT OF PUBLIC SERVICES  
KAREN MONDORA, P.E., DIRECTOR

## INTEROFFICE CORRESPONDENCE

**DATE:** June 6, 2022  
**TO:** Planning Commission  
**FROM:** James Cubera, Engineering   
**SUBJECT:** Stonefield of Farmington Hills  
Revised PUD Plan 3, 2021  
32680 Northwestern  
PJ#: 02-21-65  
22-23-02-126-130

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This office has performed a preliminary review of the above referenced revised PUD plan submitted to the Planning Department on May 19, 2022. Our preliminary comments are as follows:

1. A 12-inch public water main exists along the Northwestern Hwy. frontage of this site. In addition, an 8-inch public water main exists along the west property line of this development as well as portions of the self-storage and senior living facility to the north. The proponent has identified tying into the west line along the service road with a 2-inch domestic lead and what appears to be a combined hydrant line/fire suppression line. It should be noted that the hydrant cannot be on the same main as the fire suppression line and both the fire suppression line and the hydrant line must be a separate line from the service.

We also note that a hydrant is proposed at the northeast corner. Hydrant locations must be a minimum of 250-foot coverage as measured along an exterior hose laying route. Input from the Fire Department will be needed to address fire protection.

2. A 10-inch sanitary sewer exists along the north side of Northwestern Hwy. across the frontage of this site. In addition, a 10-inch sanitary sewer line runs along the east property line northward. The plans identify tying into the line on Northwestern. This is acceptable.

3. A public sidewalk currently exists along the Northwestern Hwy. frontage. No additional walk requirements will be in effect except for fill in where driveways were located for the previous site and where replacement is needed in instances of damaged sidewalk.
4. The plans identify utilizing an existing driveway servicing the self-storage site and the senior living facility. This driveway use is acceptable. Note that appropriate acceleration and deceleration lanes will be required in accordance with the City of Farmington Hills Engineering Standards.

Our office will require that an updated traffic impact study be submitted for this site addressing traffic operations onsite as well as along the Northwestern corridor within the influence of this site. Please note that as Northwestern Hwy. is under the jurisdiction of MDOT, permits and approval will also be required from their office.

5. The plans identify an underground storage detention system at the southeast corner of the site. It is our understanding that this will supplement the storage provided by the overall development northward in the Beyond Self Storage property. This is acceptable. However we note that the design and support calculations will be required for review. These can be addressed and submitted at the time of construction review.
6. Storm water quality improvements will be required for this development. The plans must identify the type of units and their size in accordance with the City of Farmington Hills Engineering Standards. Attached are comments from the City's Environmental Engineer Tyler Sonoga. Any questions regarding these comments can be addressed to him at 248-871-2533.
7. It is suggested that the proponent and their engineer set up a virtual meeting to discuss the above engineering items with the Engineering Division once Planning Commission approval is ultimately granted.



**INTEROFFICE CORRESPONDENCE**

**DATE:** August 5, 2022  
**TO:** Planning Commission  
**FROM:** Jason Baloga, Fire Marshal  
**SUBJECT:** Revised PUD 3-2021 (Stonefield of Farmington Hills)

The Fire Department is **UNABLE** to provide recommendation of approval for this proposed project. Generally, dead-end drives greater than 100' are not allowed; secondary Emergency Access shall be provided at main entrance where curb has been added. With consideration of this fact, the Farmington Hills Fire Department would be unable to provide proper life safety and fire services to this facility. Please provide clarification that the road around the building is not a dead-end.

Once the above is met, the Fire Department has no objection to approval of this proposed project contingent upon compliance with the following:

1. Fire lanes shall remain unobstructed during construction and after receiving Certificate of Occupancy. This requirement will be strictly enforced. Proponent may want to explore off-site parking and equipment staging locations.
2. The suppression system shall be installed in accordance with NFPA 13.
  - a. Fire Department Connection (FDC) shall be a 5" Storz with a 30° downturn. Location to be approved by the Fire Department prior to installation.
  - b. Standpipes shall be required.
  - c. The parking area on the first level shall have a suppression system approved by the AHJ with not less than Ordinary Hazard II Sprinkler Density.
  - d. The attic shall be suppressed with no allowance for omission according to NFPA 13, 8.15.
  - e. In multiple story buildings where a suppression system is present, control valves shall be provided on each level.
  - f. If a fire pump is required, a diesel pump or on-site generator shall be provided; DTE is not considered a reliable power source.
3. Fire Alarm shall be designed and installed according to NFPA 72.
  - a. System shall be certificated by Under Writers Laboratories. Please ensure that your fire alarm installer and monitoring company understand this requirement.
  - b. Proponent has stated that Carbon Monoxide protection will be provided.
4. Emergency Responder Radio coverage shall be required if it is determined that signal strength is not adequate.
5. It was discussed that stairwells will be constructed with CMU block and of IB Construction for parking area under the building. The remainder of the building will be constructed of III-A or V-A building materials.

6. The minimum clearance between the finished roadway surface and any overhead obstruction shall be thirteen feet, six inches (13' 6").
7. No parking fire lane signs shall be posted and strictly enforced.
8. The building shall be properly maintained and in accordance with Fire Prevention Code requirements.

A handwritten signature in blue ink, appearing to read "Jason Baloga". The signature is fluid and cursive, with a large initial "J" and "B".

Jason Baloga, Fire Marshal

# PRELIMINARY PUD PLANS

# STONEFIELD OF FARMINGTON HILLS

FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN

PERMIT / APPROVAL SUMMARY		
DATE SUBMITTED	DATE APPROVED	PERMIT / APPROVAL



LOCATION MAP  
NO SCALE

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C-0.0	COVER
C-1.0	TOPOGRAPHIC SURVEY
C-3.0	PRELIMINARY SITE PLAN
C-6.0	PRELIMINARY UTILITY PLAN
C-9.0	NOTES AND DETAILS
L-1.0	PRELIMINARY LANDSCAPE PLAN
T-1.0	TREE PRESERVATION AND REMOVAL PLAN

## DESIGN TEAM

OWNER/APPLICANT/DEVELOPER	CIVIL ENGINEER
NWH HOLDINGS, LLC 32825 NORTHWESTERN HIGHWAY FARMINGTON HILLS, MI 48326 CONTACT: ROBERT ASMAR PHONE: 248.910.0967 EMAIL: ROBERT@ASMARCORP.COM	PEA GROUP 2430 ROCHESTER COURT, STE. 100 TROY, MI 48063-1872 CONTACT: JAMES P. BUTLER, PE PHONE: 844.813.2949 EMAIL: JBUTLER@PEAGROUP.COM

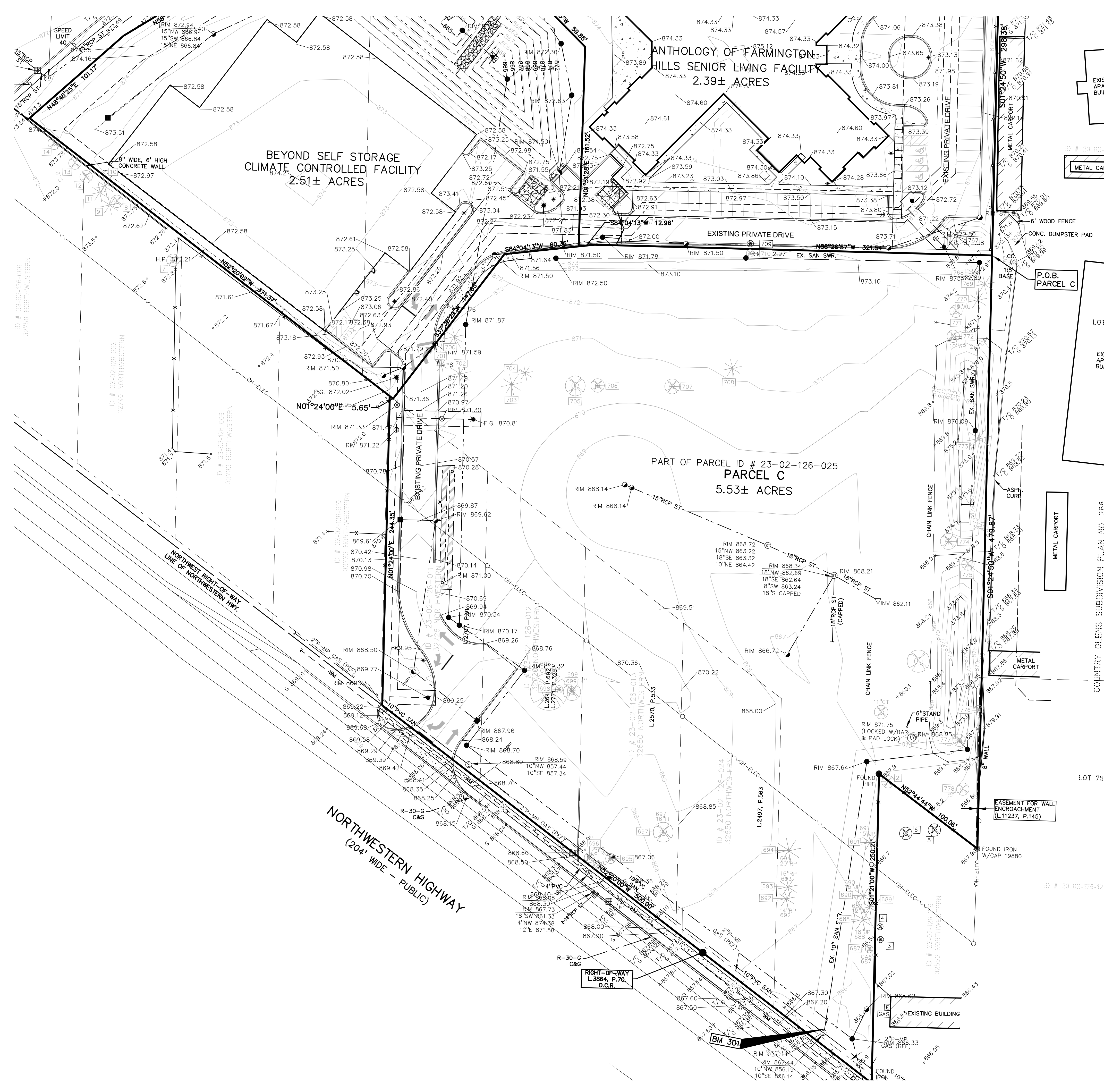
ARCHITECT	LANDSCAPE ARCHITECT
THE THINK SHOP ARCHITECTS 1420 WASHINGTON BLVD STE 430 DETROIT, MI 48226 CONTACT: PAUL WANG PHONE: 313.974.6456 EMAIL: PWANG@THETHINKSHOP.US	PEA GROUP 7927 MEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: LYNN WHIPPLE, PLA PHONE: 844.813.2949 EMAIL: LWHIPPLE@PEAGROUP.COM



REVISIONS	
DESCRIPTION	DATE
ORIGINAL ISSUE DATE	3/8/2021
PER CITY COMMENTS	4/23/2021
REVISED SUBMITTAL	5/28/2021
REVISED SUBMITTAL	8/2/2021
REVISED SUBMITTAL	4/7/2022
REVISED SUBMITTAL	5/19/2022
REVISED SUBMITTAL	7/18/2022



NOT FOR CONSTRUCTION



### LEGEND

● IRON FOUND	⊗ BRASS PLUG SET	⊙ SEC. CORNER FOUND
⊗ IRON SET	⊗ MONUMENT FOUND	⊙ RECORDED
⊗ NAIL FOUND	⊗ MONUMENT SET	⊙ MEASURED
⊗ NAIL & CAP SET		⊙ CALCULATED

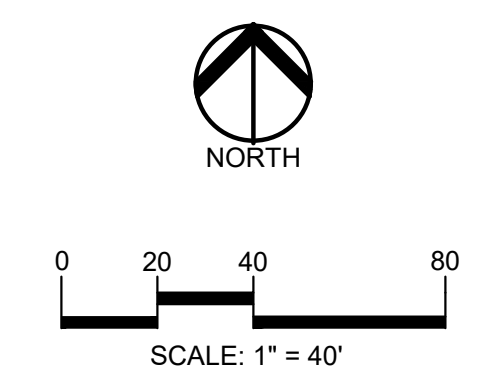
  

**EXISTING**

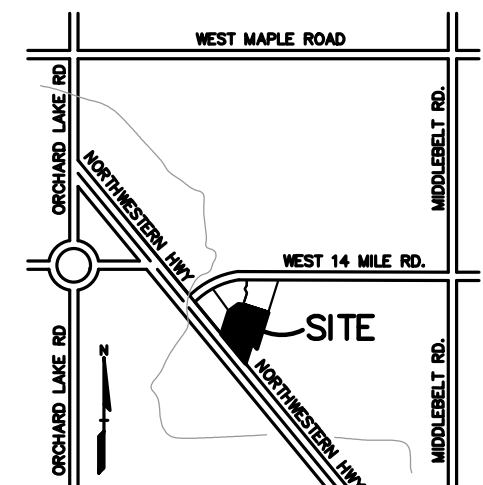
— OH-ELEC —	ELEC. PHONE OR CABLE TV OH LINE, POLE & GUY WIRE
— UG-CATV —	UNDERGROUND CABLE TV, CATV PEDESTAL
⊗ UG-PHONE	TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
⊗ UG-ELEC	ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
⊗ GAS VALV	GAS MAIN, VALVE & GAS LINE MARKER
⊗ WATERMAN, HYD.	WATERMAIN, HYD., GATE VALVE, TAPPING GLEEVE & VALVE
⊗ SANITARY SEWER	SANITARY SEWER, CLEANOUT & MANHOLE
⊗ STORM SEWER	STORM SEWER, CLEANOUT & MANHOLE
⊗ COMBINED SEWER	COMBINED SEWER & MANHOLE
⊗ SQUARE, ROUND & BEEHIVE	SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
⊗ POST INDICATOR VALVE	POST INDICATOR VALVE
⊗ WATER VALVE	WATER VALVE BODY/DRYANT VALVE BOX, SERVICE SHUTOFF
⊗ MAILBOX	MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
⊗ UNIDENTIFIED STRUCTURE	UNIDENTIFIED STRUCTURE
⊗ SPOT ELEVATION	SPOT ELEVATION
⊗ CONTOUR LINE	CONTOUR LINE
⊗ FENCE	FENCE
⊗ GUARD RAIL	GUARD RAIL
⊗ STREET LIGHT	STREET LIGHT
⊗ SIGN	SIGN
⊗ CONC.	CONCRETE
⊗ ASPH.	ASPHALT
⊗ GRAVEL	GRAVEL SHOULDER
⊗ WETLAND	WETLAND

**FLOODPLAIN NOTE:**  
 BY GRAPHICAL PLOTTING, SITE IS WITHIN ZONE 'X', AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP NUMBER 26125C0513F, DATED SEPTEMBER 29, 2006.

**PARCEL C**  
 STONEFIELD OF FARMINGTON HILLS PARCEL (22-23-02-126-130)  
 Commencing at the North 1/4 Corner of Section 2, Township 01 North, Range 09 East, City of Farmington Hills, Oakland County, Michigan, thence along the North line of said Section 2, N88°38'44"W, 356.50 feet; thence S01°24'50"W, 358.38 feet to the POINT OF BEGINNING; thence continuing S01°24'50"W, 479.87 feet; thence N52°44'44"W, 100.06 feet; thence S01°21'00"W, 250.21 feet to the northerly line of Northwestern Highway (204 feet wide); thence N22°02'00"W, 500.00 feet along the northerly line of said Northwestern Highway; thence N01°24'00"E, 244.35 feet; thence N37°35'29"E, 152.20 feet; thence N84°04'13"E, 73.32 feet; thence S88°26'57"E, 321.54 feet to the POINT OF BEGINNING. Containing 5.53± acres, more or less.



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CLIENT  
**NWH HOLDINGS, LLC**  
 32825 NORTHWESTERN HIGHWAY  
 FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
**STONEFIELD OF FARMINGTON HILLS**  
 3000 NORTHWESTERN HIGHWAY  
 FARMINGTON HILLS, MICHIGAN 48326

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND
687	CA	6	Crab-Apple	Malus coronaria	P
688	RP	18	Red-Pine	Pinus-resinosa	P
689	RP	12	Red-Pine	Pinus-resinosa	P
690	RP	15	Red-Pine	Pinus-resinosa	P
691	RP	15	Red-Pine	Pinus-resinosa	P
692	RP	14	Red-Pine	Pinus-resinosa	P
693	RP	16	Red-Pine	Pinus-resinosa	P
694	RP	20	Red-Pine	Pinus-resinosa	P
695	NM	8	Norway-Maple	Acer-platanoides	G
696	NM	8	Norway-Maple	Acer-platanoides	G
697	LL	46	Littleleaf-Linden	Tilia-Cordata	F
698	CT	30	Cottonwood	Populus-deltoides	G
699	CT	14	Cottonwood	Populus-deltoides	F
700	RP	21	Red-Pine	Pinus-resinosa	P
701	RP	19	Red-Pine	Pinus-resinosa	VP
702	RP	19	Red-Pine	Pinus-resinosa	VP
703	RP	18	Red-Pine	Pinus-resinosa	VP
704	RP	12	Red-Pine	Pinus-resinosa	VP
705	NM	16	Norway-Maple	Acer-platanoides	F
706	RM	44	Red-Maple	Acer-rubrum	P
707	NM	42	Norway-Maple	Acer-platanoides	F
708	RP	20	Red-Pine	Pinus-resinosa	P
709	E	7	American Elm	Ulmus-americana	P
710	E	6	American Elm	Ulmus-americana	P
767	AU	18	Austrian Pine	Pinus-nigra	P
768	AU	11	Austrian Pine	Pinus-nigra	P
769	AU	19	Austrian Pine	Pinus-nigra	P
770	AU	18	Austrian Pine	Pinus-nigra	P
771	AU	19	Austrian Pine	Pinus-nigra	VP
772	AU	10	Austrian Pine	Pinus-nigra	VP
773	AU	19	Austrian Pine	Pinus-nigra	VP
774	RM	13	Red-Maple	Acer-rubrum	G
775	RM	10	Red-Maple	Acer-rubrum	G
776	RP	18	Red-Pine	Pinus-resinosa	VP
777	BX	6	Box-elder	Acer-negundo	VP
778	RM	8	Red-Maple	Acer-rubrum	G

OFFSITE TREES	DBH	COMMON NAME	COND	
01	HL	13	Honeylocust	Good
02	BC	6	Wild Black Cherry	Poor
03	E	10	American Elm	Poor
04	E	8	American Elm	Fair
05	WS	10	White Spruce	Fair
06	E	10	American Elm	Fair

**REVISIONS**

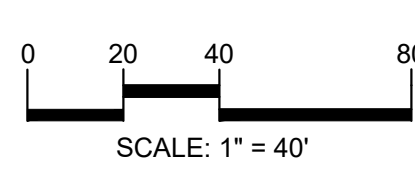
NO.	DESCRIPTION	DATE
PER CITY COMMENTS		04-23-2021
REVISED SUBMITTAL		05-28-2021
REVISED SUBMITTAL		08-02-2021
REVISED SUBMITTAL		04-07-2022
REVISED SUBMITTAL		05-19-2022
REVISED SUBMITTAL		07-18-2022

ORIGINAL ISSUE DATE:  
 MARCH 18, 2020

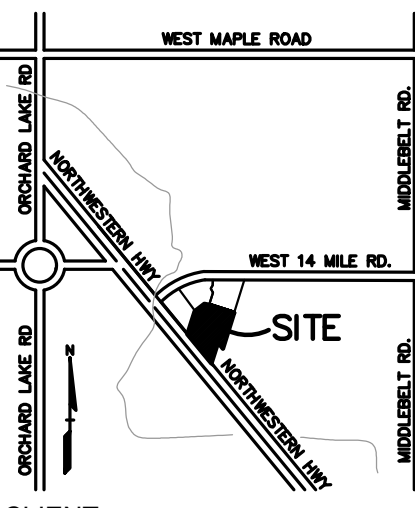
DRAWING TITLE  
**TOPOGRAPHIC SURVEY**

PEA JOB NO.	2020-0129
P.M.	JPB
DN.	JKS
DES.	JDS
DRAWING NUMBER:	

S:\PROJECTS\2020-0129-0129 STONEFIELD OF FARMINGTON HILLS\DWG\VD DETERMINATION(C)-10\TOP-30-1129.MXD



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CLIENT  
**NWH HOLDINGS, LLC**  
32825 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
**STONEFIELD OF FARMINGTON HILLS**  
32825 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

REVISIONS

PER CITY COMMENTS	04-23-2021
REVISED SUBMITTAL	05-28-2021
REVISED SUBMITTAL	08-02-2021
REVISED SUBMITTAL	04-07-2022
REVISED SUBMITTAL	05-19-2022
REVISED SUBMITTAL	07-18-2022

ORIGINAL ISSUE DATE:  
MARCH 18, 2020

DRAWING TITLE  
**PRELIMINARY SITE PLAN**

PEA JOB NO.	2020-0129
P.M.	JPB
DN.	JKS
DES.	JDS
DRAWING NUMBER:	

**LEGEND**

● IRON FOUND	⊗ BRASS PLUG SET	⊙ SEC. CORNER FOUND
⊗ IRON SET	⊗ MONUMENT FOUND	⊙ RECORDED
⊗ NAL FOUND	⊗ NAL & CAP SET	⊙ MEASURED
		⊙ CALCULATED

**EXISTING**

- OH-ELEC: ELEC. PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UG-CATV: UNDERGROUND CABLE TV, CATV PEDESTAL
- UG-PHONE: TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- UG-ELEC: ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
- GAS: GAS MAIN, VALVE & GAS LINE MARKER
- WATER: WATERMAIN, HYD., GATE VALVE, TAPPING BLEEVE & VALVE
- SEWER: SANITARY SEWER, CLEANOUT & MANHOLE
- STORM: STORM SEWER, CLEANOUT & MANHOLE
- COMBINED: COMBINED SEWER & MANHOLE
- SQUARE: SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
- POST: POST INDICATOR VALVE
- WATER: WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
- MAIL: MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
- UNIDENTIFIED: UNIDENTIFIED STRUCTURE
- SPOT: SPOT ELEVATION
- CONTOUR: CONTOUR LINE
- FENCE: FENCE
- GUARD: GUARD RAIL
- STREET: STREET LIGHT
- SIGN: SIGN

**PROPOSED**

- CONC.: CONCRETE
- ASPH.: ASPHALT
- GRAVEL: GRAVEL SHOULDER
- WETLAND: WETLAND
- 310: 310 HEAVY FLOW DUTY ONLY
- STD: STD HEAVY DUTY STRENGTH

**FLOODPLAIN NOTE:**  
BY GRAPHICAL PLOTTING, SITE IS WITHIN ZONE "X". AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP NUMBER 26125C0513F, DATED SEPTEMBER 29, 2006.

**SITE DATA TABLE (STONEFIELD OF FARMINGTON HILLS):**

**SITE AREA:**  
PARCEL AREA = 5.54 ACRES (241,108 SF)  
PUD BOUNDARY = 5.03 ACRES (219,471 SF)

EXISTING ZONING = B-2 & B-3 COMMUNITY BUSINESS DISTRICT  
PARCEL ID: 22-23-02-126-130

**SETBACKS (BASED ON B-2 REQUIREMENTS):**

FRONT (NW HIGHWAY):	REQUIRED 75 FEET	PROVIDED 96.15 FEET
SIDE YARD (WEST):	20 FEET	49.77 FEET
SIDE YARD (EAST):	75 FEET	50.74 FEET (ADJACENT TO RESIDENTIAL ZONE) (+)
SIDE YARD (NORTH):	20 FEET	60.93 FEET

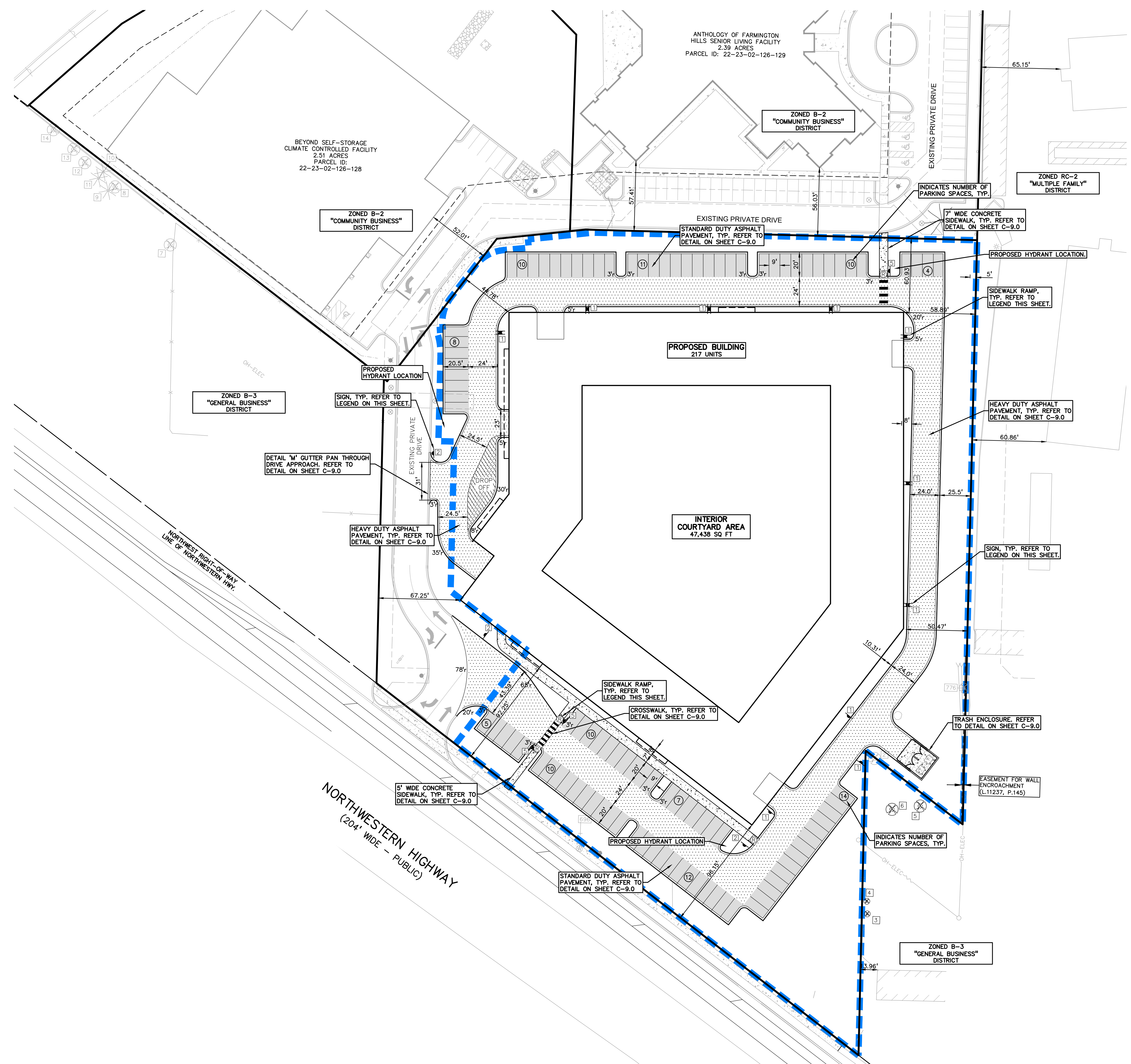
**BUILDING INFORMATION (BASED ON B-2 REQUIREMENTS):**  
BUILDING FOOTPRINT = ±63,540 SQ. FT. (DOES NOT INCLUDE UPPER STORIES)  
MAXIMUM BUILDING HEIGHT ALLOWED = 50 FEET  
PROPOSED BUILDING HEIGHT = 55'-0" (+)  
BUILDING COVERAGE = 26.35%  
PERCENT OPEN SPACE = 17.1%

**DENSITY (PER ORDINANCE):**  
PERMITTED PER RC-3 REQUIREMENTS = 230 ROOMS  
PROPOSED = 543 ROOMS (+); ((112 x 2) + (101 x 3) + (4 x 4))

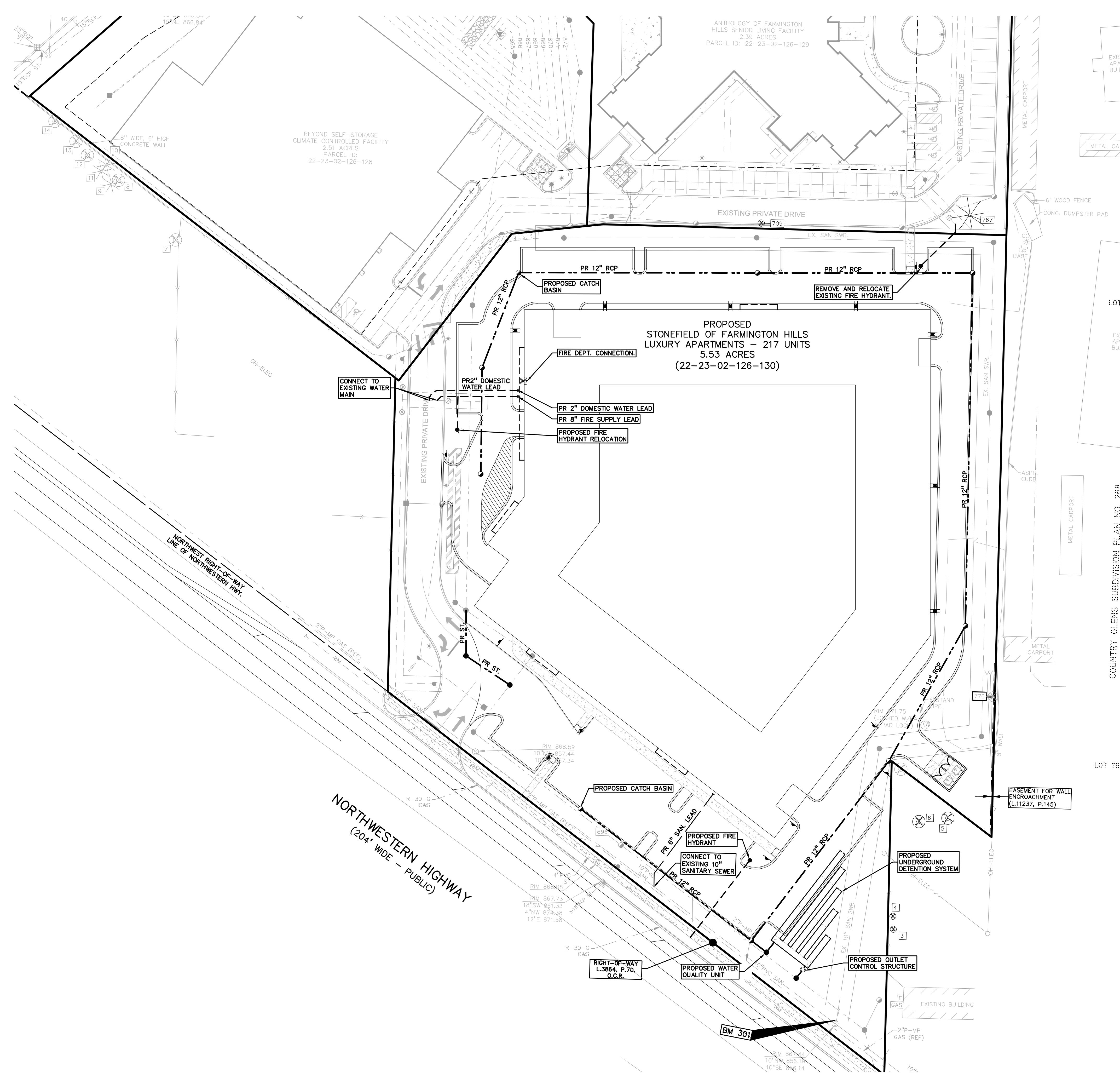
**PARKING CALCULATIONS:**  
217 UNITS; (112-1 BEDROOM UNITS, 101-2 BEDROOM UNITS AND 4-3 BEDROOM UNITS)  
PARKING REQUIRED (PER ZONING ORDINANCE) = 2 SPACES FOR 1 AND 2 BEDROOM UNITS; 2.5 SPACE FOR 3 BEDROOM UNITS  
REQUIRED PARKING = ((112+101) UNITS x 2 SPACES) + (4 UNITS x 2.5 SPACES) = 426 SPACES  
PARKING PROVIDED = 101 SURFACE SPACES + 264 COVERED SPACES = 365 (INC. 9 BARRIER FREE SPACES) (+)  
PROPOSED PARKING RATIO = 365 SPACE/217 UNITS = 1.68 SPACES/UNIT  
(+) INDICATES THAT A DEVIATION FROM THE ZONING ORDINANCE REQUIREMENT IS BEING REQUESTED AS A PART OF THE PUD APPROVAL.

**DEVIATIONS REQUESTED:**  
HEIGHT: 50' PERMITTED; 51' PROPOSED = 5' DEVIATION  
SETBACK (SIDE): 75' REQUIRED; 50.74 PROPOSED = 24.26' DEVIATION  
PARKING: 426 REQUIRED; 365 PROVIDED = 61 SPACE DEVIATION  
DENSITY: 543 PERMITTED; 230 ROOMS PROPOSED = 313 ROOM DEVIATION

■ ■ ■ ■ ■ PROPOSED PUD BOUNDARY



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### LEGEND

● IRON FOUND	⊗ BRASS PLUG SET	⊙ SEC. CORNER FOUND
⊗ IRON SET	⊗ MONUMENT FOUND	R RECORDED
⊗ NAL FOUND	⊗ MONUMENT SET	M MEASURED
⊗ NAL & CAP SET		C CALCULATED

— OH-ELEC —	ELEC. PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
— UG-CATV —	UNDERGROUND CABLE TV, CATV PEDESTAL
⊗ UG-PHONE	TELEPHONE U.G. CABLE, MANHOLE, METER & HANDHOLE
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⊗	WATERMAN, HYD., GATE VALVE, TAPPING BLEEVE & VALVE
⊗	SANITARY SEWER, CLEANOUT & MANHOLE
⊗	STORM SEWER, CLEANOUT & MANHOLE
⊗	COMBINED SEWER & MANHOLE
⊗	SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
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⊗	WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
⊗	MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
⊗	UNIDENTIFIED STRUCTURE
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—	CONTOUR LINE
—	FENCE
—	GUARD RAIL
—	STREET LIGHT
—	SIGN
CONC.	CONCRETE
ASPH.	ASPHALT
GRAVEL	GRAVEL SHOULDER
WETLAND	WETLAND

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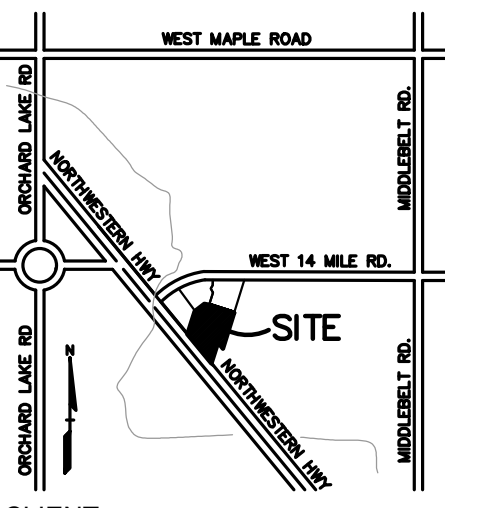
**PEA GROUP**  
 t: 844.813.2949  
 www.peagroup.com

**NORTH**

0 20 40 80  
 SCALE: 1" = 40'

**811** Know what's below. Call before you dig.

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CLIENT  
**NWH HOLDINGS, LLC**  
 32825 NORTHWESTERN HIGHWAY  
 FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
**STONEFIELD OF FARMINGTON HILLS**  
 3080 NORTHWESTERN HIGHWAY  
 FARMINGTON HILLS, MICHIGAN 48326

REVISIONS	
PER CITY COMMENTS	04-23-2021
REVISED SUBMITTAL	05-28-2021
REVISED SUBMITTAL	08-02-2021
REVISED SUBMITTAL	04-07-2022
REVISED SUBMITTAL	05-19-2022
REVISED SUBMITTAL	07-18-2022

ORIGINAL ISSUE DATE:  
 MARCH 18, 2020

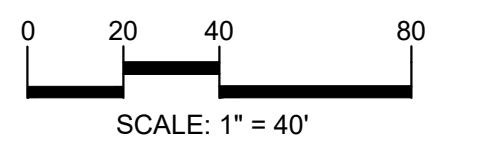
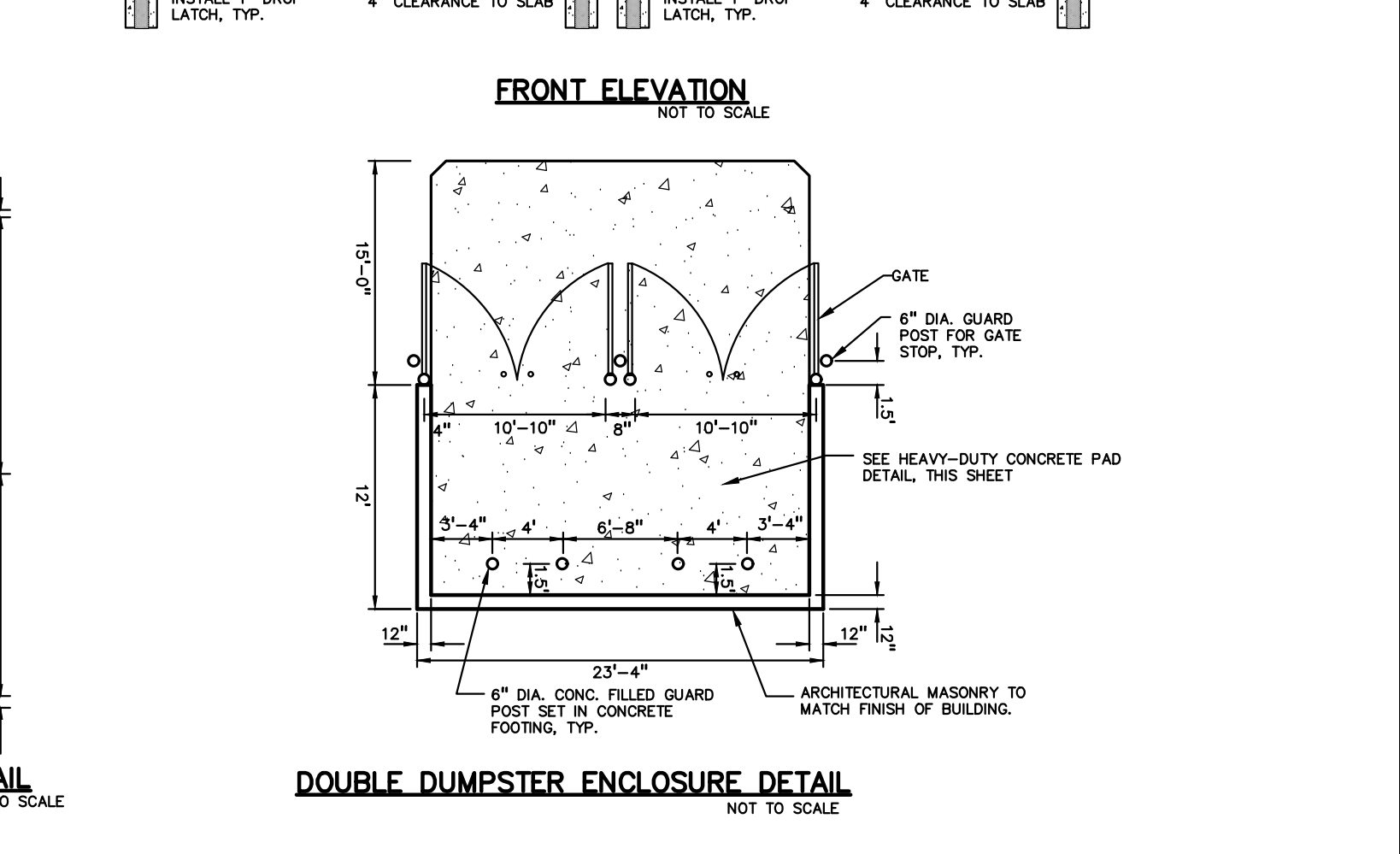
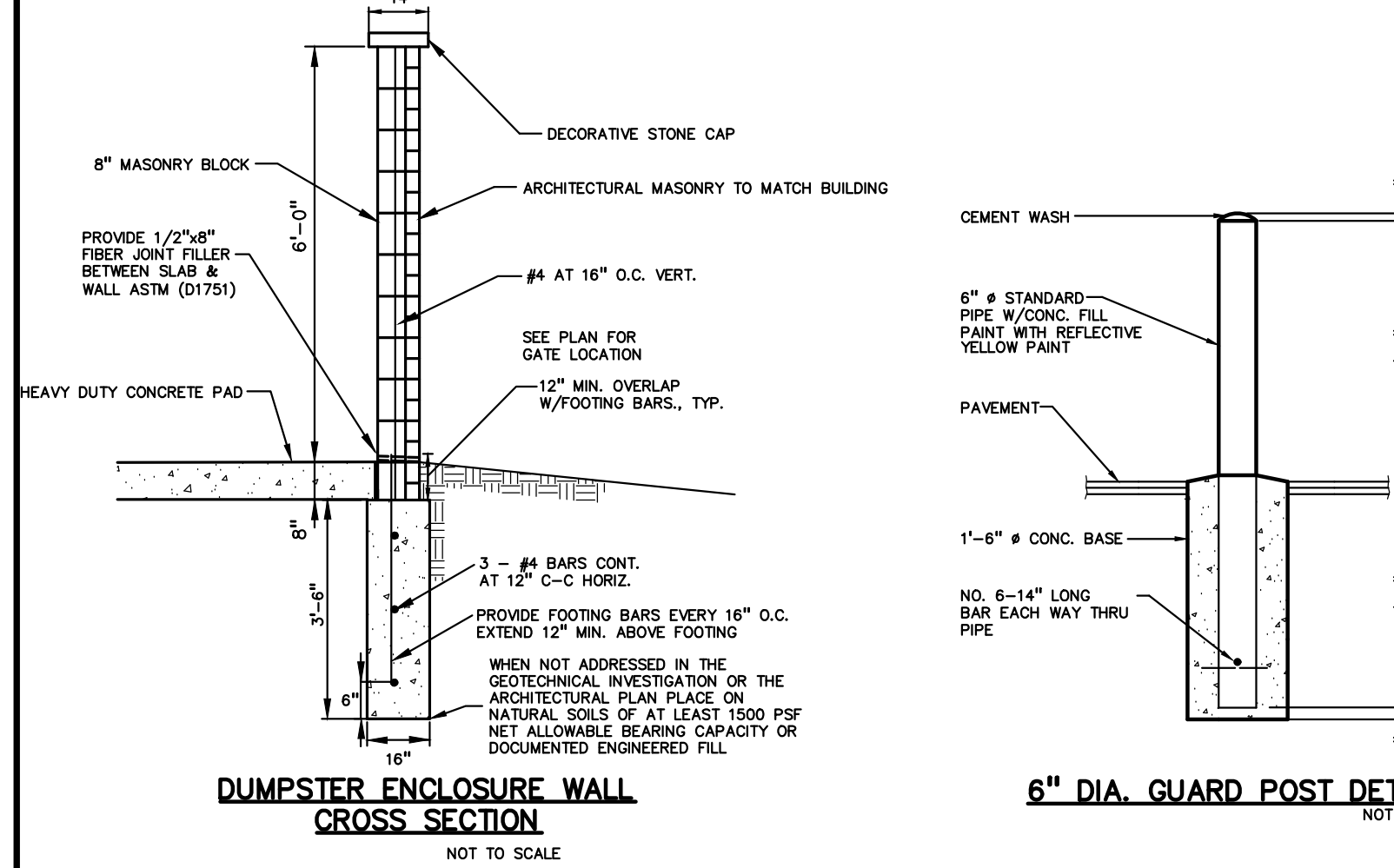
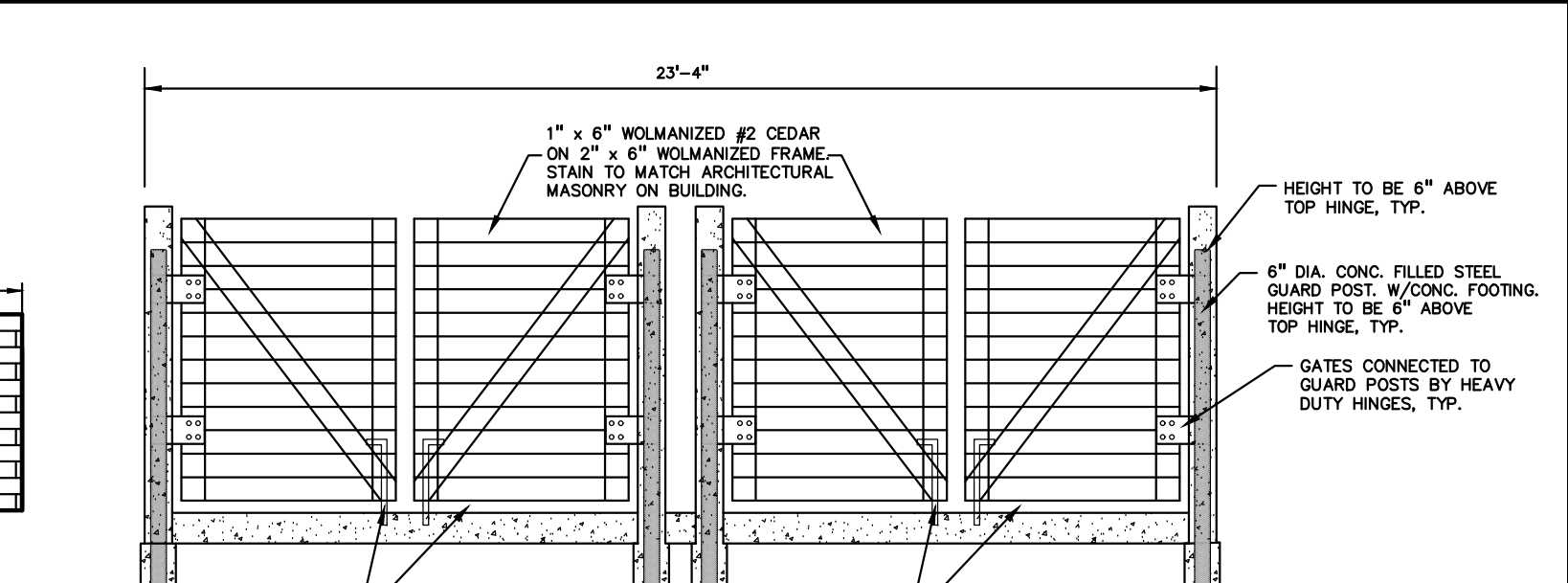
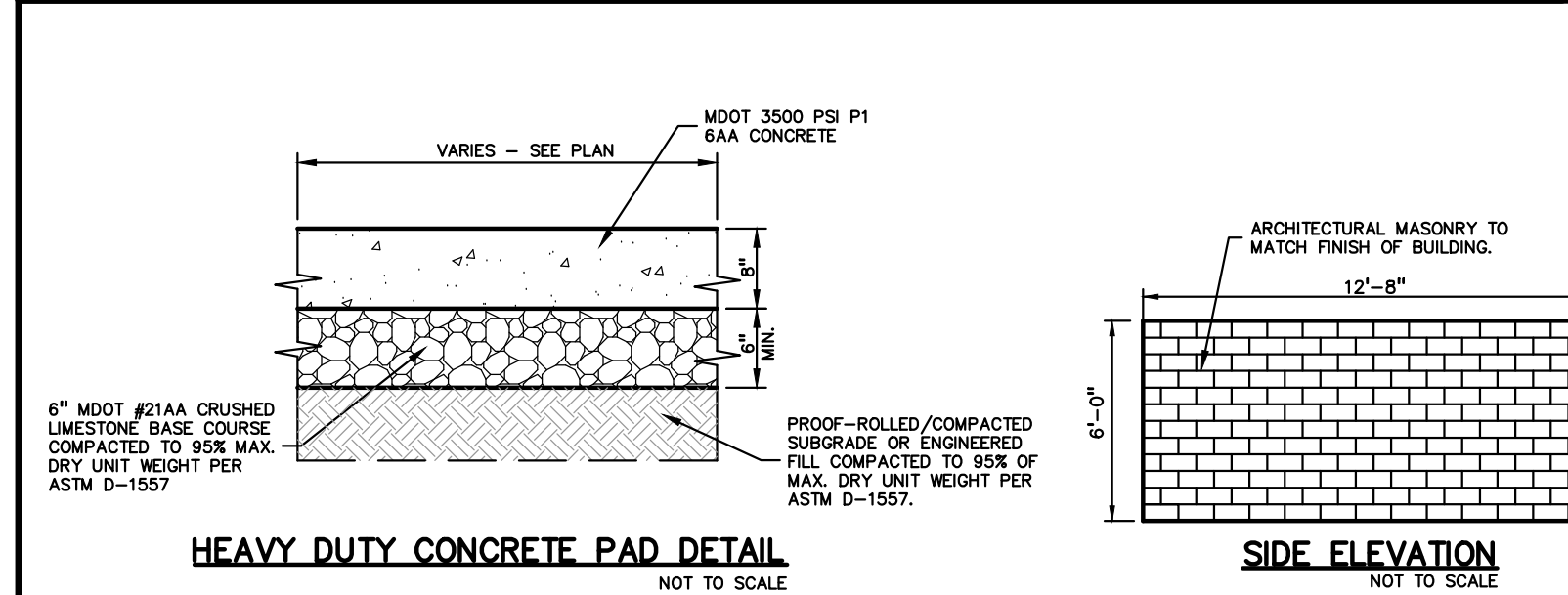
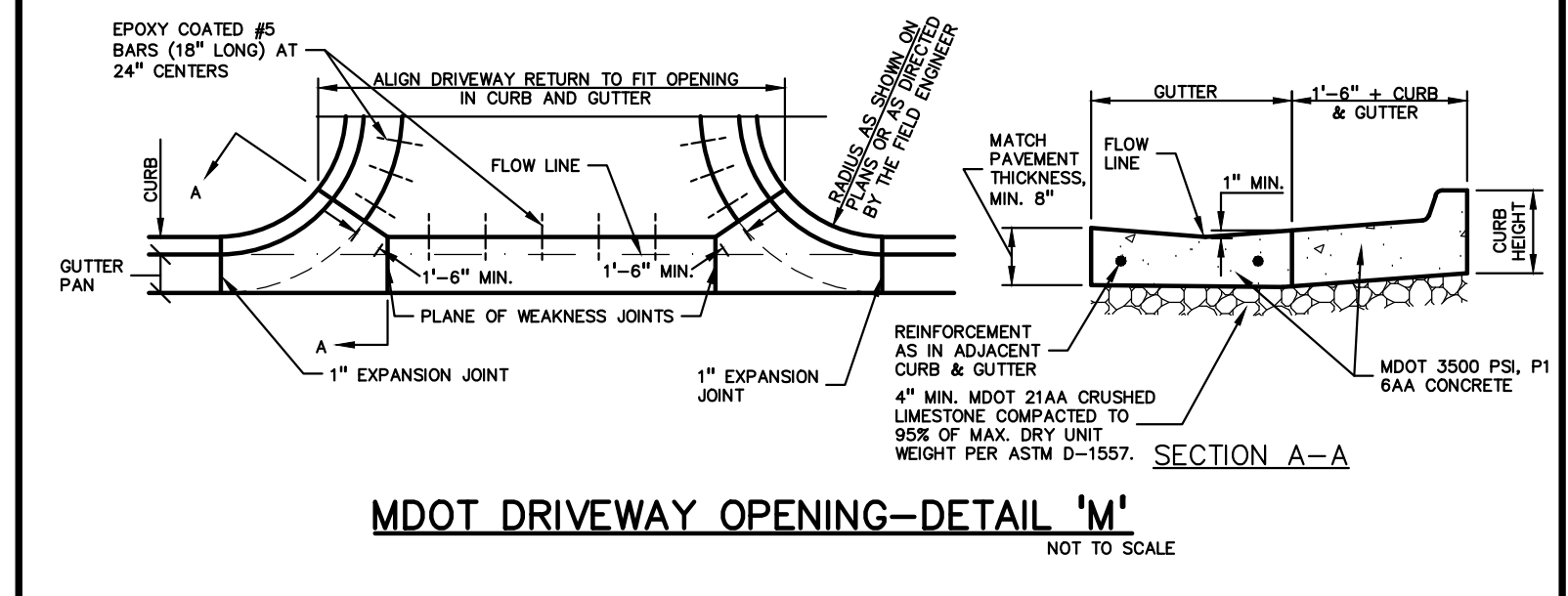
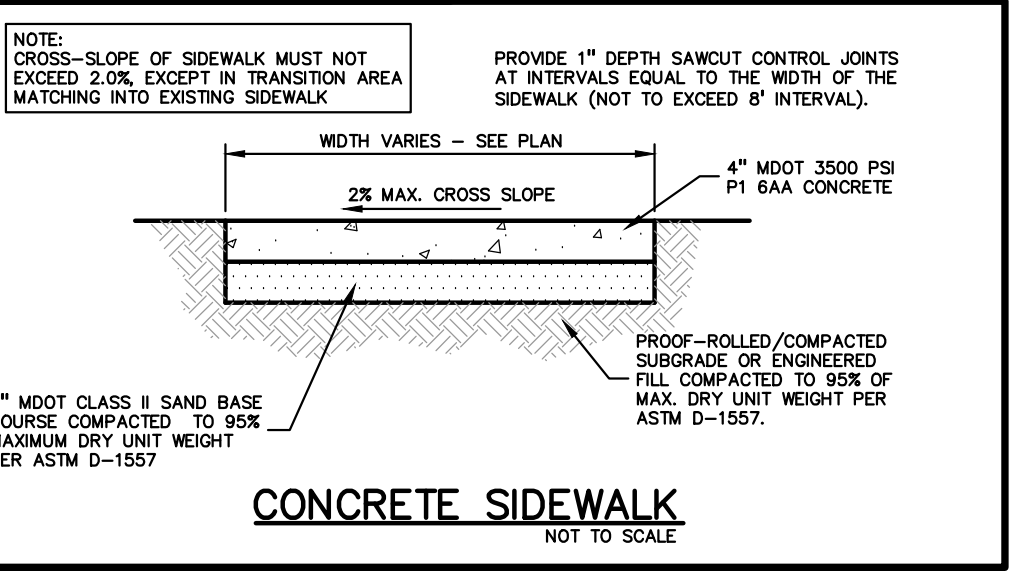
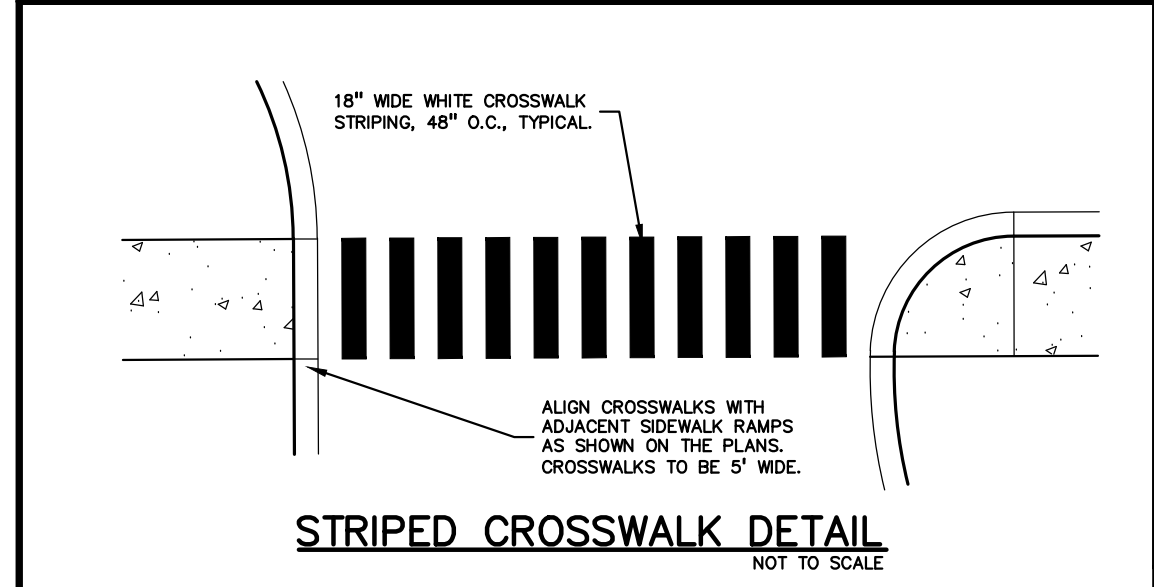
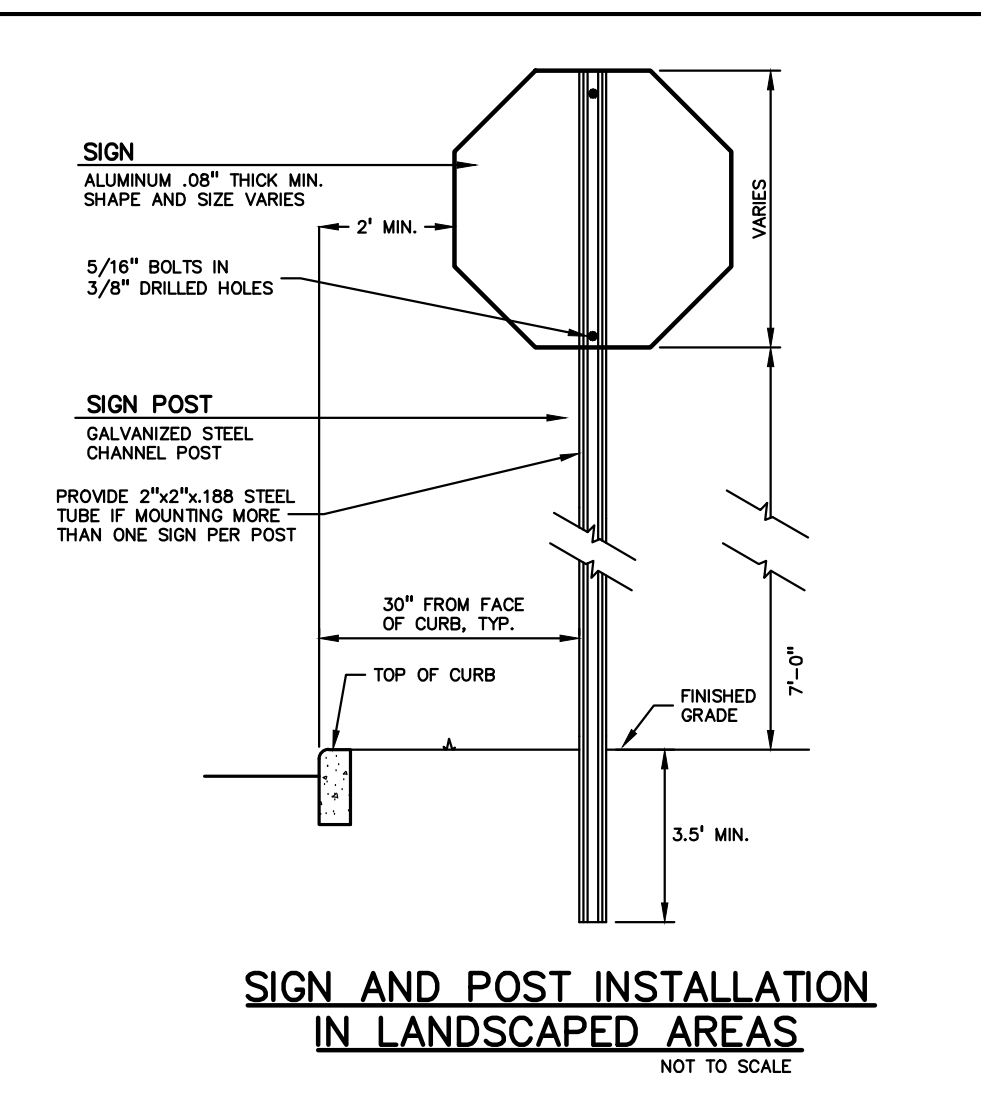
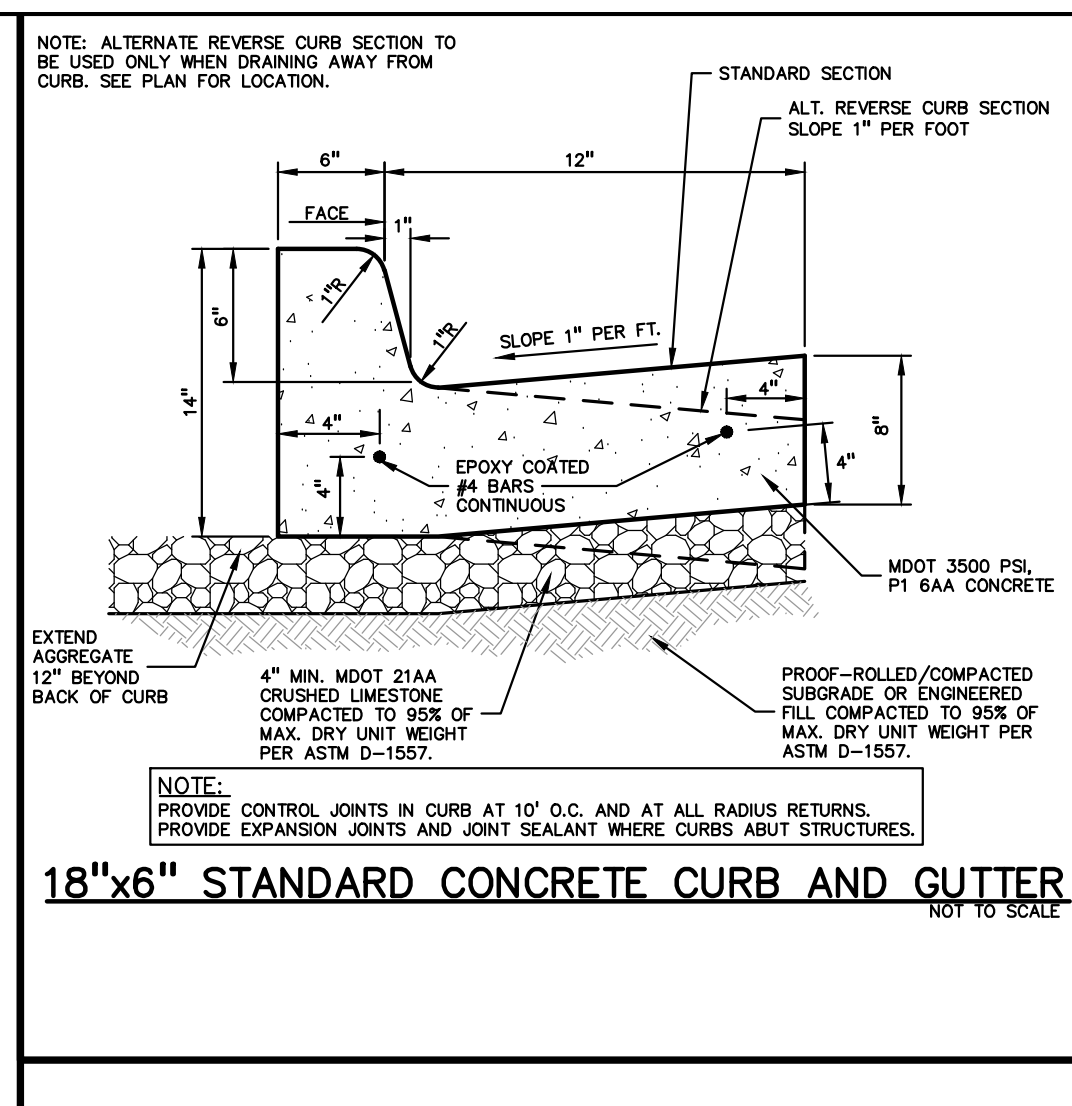
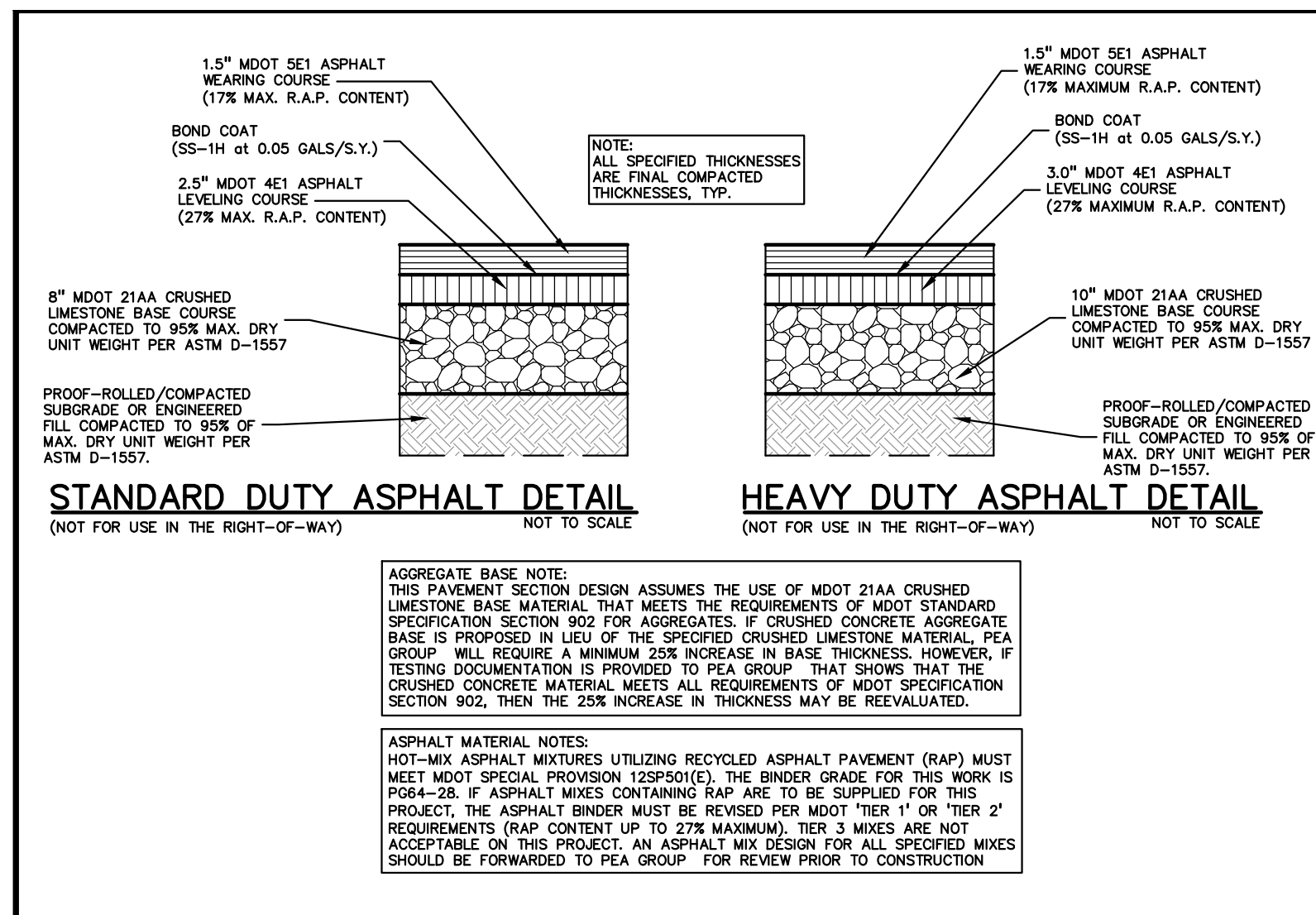
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PEA JOB NO.	2020-0129
P.M.	JPB
DN.	JKS
DES.	JDS
DRAWING NUMBER:	

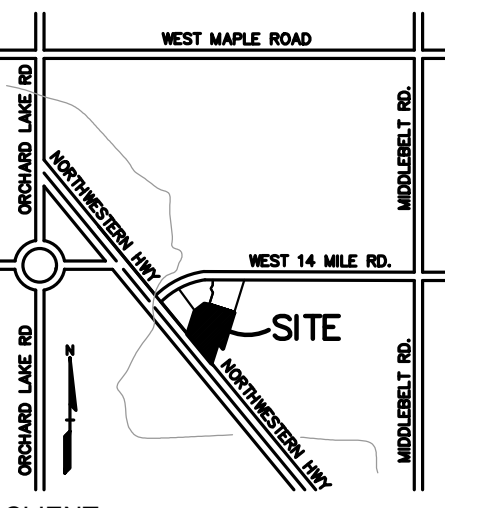
NOT FOR CONSTRUCTION **C-6.0**

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CLIENT  
**NWH HOLDINGS, LLC**  
32825 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
**STONEFIELD OF FARMINGTON HILLS**  
32825 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

**REVISIONS**

PER CITY COMMENTS	04-23-2021
REVISED SUBMITTAL	05-28-2021
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REVISED SUBMITTAL	07-18-2022

ORIGINAL ISSUE DATE:  
MARCH 18, 2020

DRAWING TITLE  
**NOTES AND DETAILS**

PEA JOB NO.	2020-0129
P.M.	JPB
DN.	JKS
DES.	JDS
DRAWING NUMBER:	

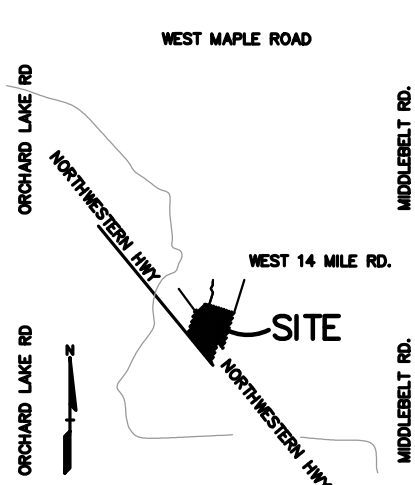
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0 20 40 80  
SCALE: 1" = 40'



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FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
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REVISIONS	
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REVISED SUBMITTAL	07-18-2022

ORIGINAL ISSUE DATE:  
MARCH 18, 2020

DRAWING TITLE  
**PRELIMINARY LANDSCAPE PLAN**

PEA JOB NO.	2020-0129
P.M.	JPB
DN.	LAW
DES.	LAW
DRAWING NUMBER:	

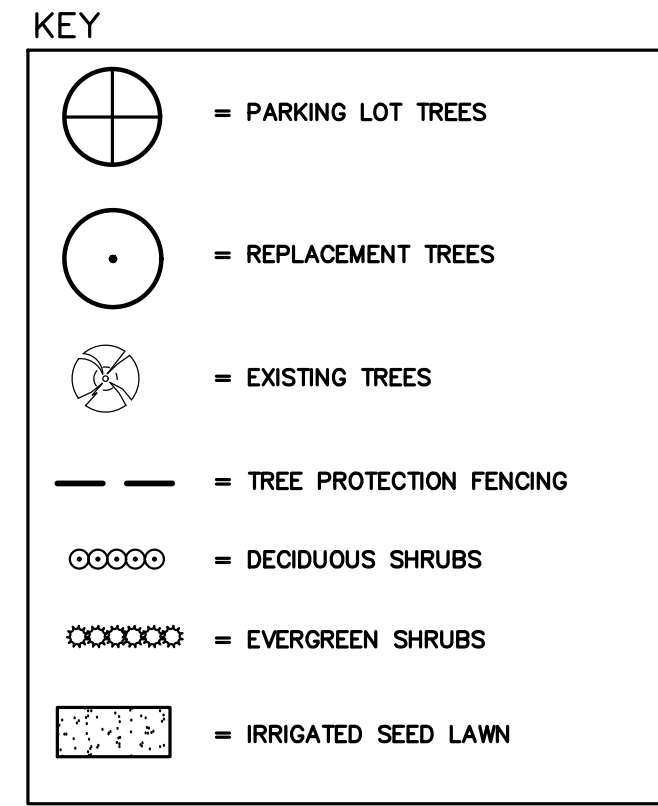
**LANDSCAPE CALCULATIONS:**  
PER THE CITY OF FARMINGTON HILLS ZONING ORDINANCE (EXISTING ZONING B-2 COMMUNITY BUSINESS DISTRICT)

**PARKING LOT LANDSCAPE:**  
REQUIRED: CONTINUOUS SHRUB HEDGE OR 2' HT. BERM ALONG R.O.W.  
1 TREE FOR EVERY 2,800 SF OF PAVEMENT.  
50,807 SF PAVEMENT / 2,800 = 19 TREES REQUIRED  
PROVIDED: 19 - 3" CAL. DECIDUOUS TREES AND CONTINUOUS SHRUB HEDGE BETWEEN PARKING LOT AND NORTHWESTERN HWY.

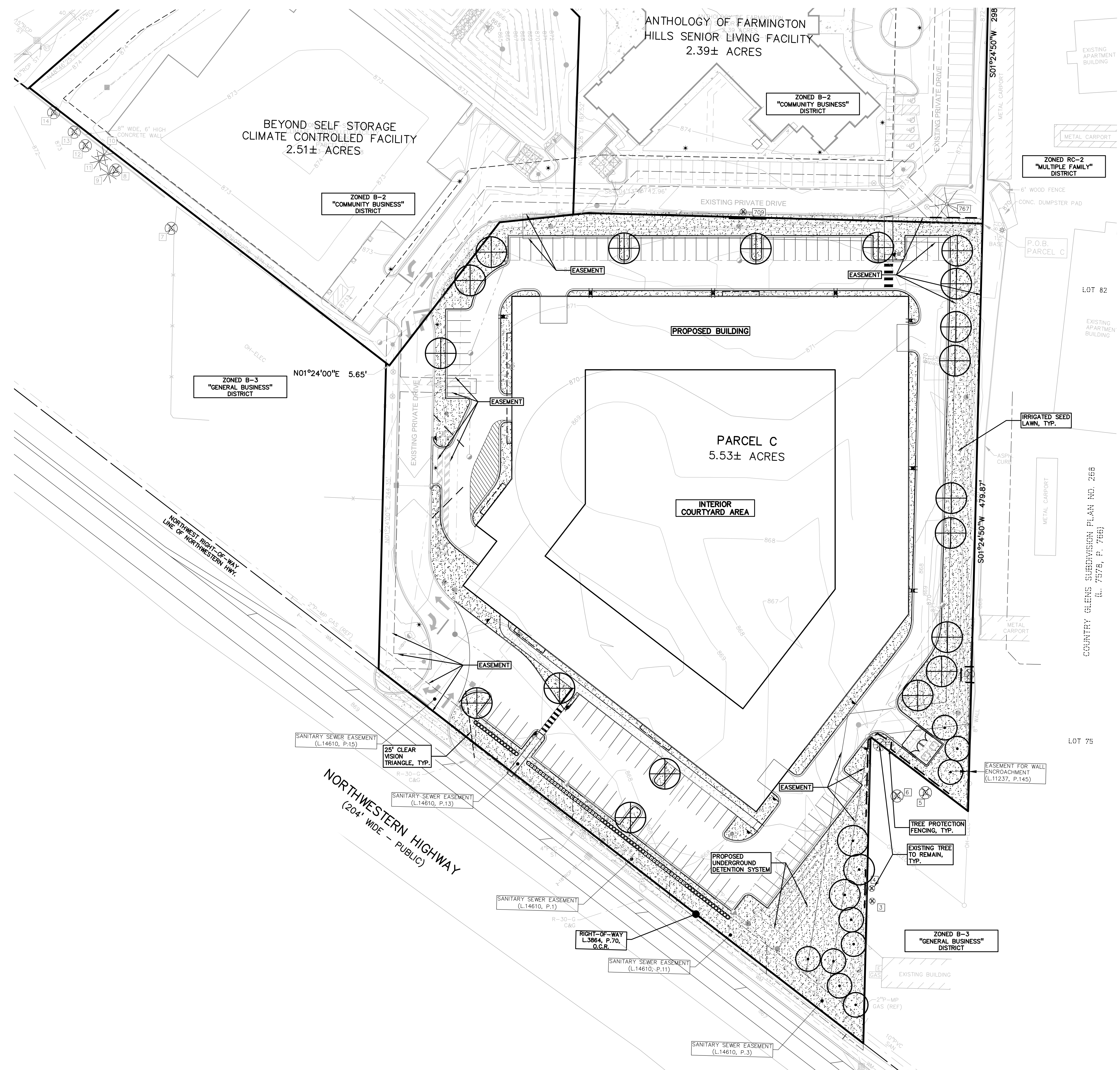
**REPLACEMENT TREES:**  
REQUIRED:  
9 STANDARD TREES REMOVED AT 1:1 REPLACEMENT = 9 TREES  
30" LANDMARK TREES REMOVED AT 25% DBH REPLACEMENT = 7.5"/3" CAL. = 3 TREES  
PROVIDED: 12 REPLACEMENT TREES

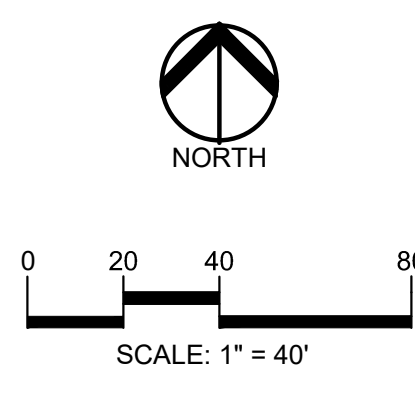
**SCREENING BETWEEN USES:**  
REQUIRED:  
6' WALL OR BERM BETWEEN B-2/B-3 DISTRICT AND RC-2 DISTRICT  
PROVIDED: EXISTING 6' WALL.

NOTE: REFER TO T-1.0 FOR EXISTING TREE LIST + CALCULATION

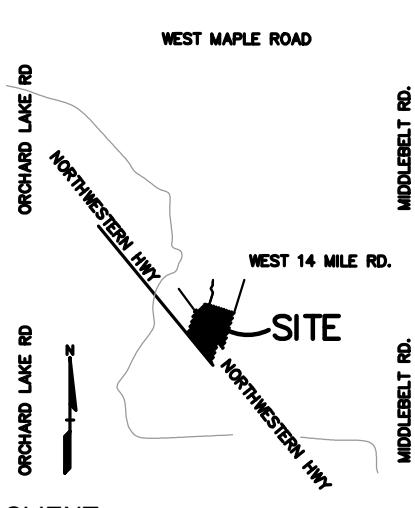


- GENERAL PLANTING NOTES:**
- LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING SITE CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, PLAN SHALL GOVERN QUANTITIES. CONTACT LANDSCAPE ARCHITECT WITH ANY CONCERNS.
  - CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, CABLE TELEVISION MAY BE LOCATED BY CALLING MISS DIG 1-800-482-7171. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING.
  - ALL PLANT MATERIAL TO BE PREMIUM GRADE NURSERY STOCK AND SHALL SATISFY AMERICAN ASSOCIATION OF NURSEYMEN STANDARD FOR NURSERY STOCK. ALL LANDSCAPE MATERIAL SHALL BE NORTHERN GROWN, NO. 1, GRADE.
  - CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
  - THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
  - ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
  - ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
  - ALL MULTI STEM TREES SHALL BE HEAVILY BRANCHED AND HAVE SYMMETRICAL CROWNS. ONE SIDED TREES OR THOSE WITH THIN OR OPEN CROWNS SHALL NOT BE ACCEPTED.
  - ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.
  - ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
  - NO MACHINERY IS TO BE USED WITHIN THE DRIP LINE OF EXISTING TREES; HAND GRADE ALL LAWN AREAS WITHIN THE DRIP LINE OF EXISTING TREES.
  - ALL TREE LOCATIONS SHALL BE STAKED BY LANDSCAPE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF THE PLANT MATERIAL.
  - IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS.
  - ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH, WITH PRE EMERGENT, SEE SPECIFICATIONS, SHREDDED PALETTE AND DYED MULCH WILL NOT BE ACCEPTED.
  - ALL LANDSCAPED AREAS SHALL RECEIVE 3" COMPACTED TOPSOIL.
  - SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.





**CAUTION!**  
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.



CLIENT  
**NWH HOLDINGS, LLC**  
32825 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

PROJECT TITLE  
**STONEFIELD OF FARMINGTON HILLS**  
3080 NORTHWESTERN HIGHWAY  
FARMINGTON HILLS, MICHIGAN 48326

REVISIONS

PER CITY COMMENTS	04-23-2021
REVISED SUBMITTAL	05-28-2021
REVISED SUBMITTAL	08-02-2021
REVISED SUBMITTAL	04-07-2022
REVISED SUBMITTAL	05-19-2022
REVISED SUBMITTAL	07-18-2022

ORIGINAL ISSUE DATE:  
MARCH 18, 2020

DRAWING TITLE  
**TREE PRESERVATION AND REMOVAL PLAN**

PEA JOB NO.	2020-0129
P.M.	JPB
DN.	LAW
DES.	LAW
DRAWING NUMBER:	

**KEY**

- = EXISTING TREES TO REMAIN
- = EXISTING TREES TO BE REMOVED
- = TREE PROTECTION FENCING

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENTS	SAVE / REMOVE
687	CA	6	Crab Apple	Malus coronaria	P		R
688	RP	18	Red Pine	Pinus resinosa	P		R
689	RP	12	Red Pine	Pinus resinosa	P		R
690	RP	15	Red Pine	Pinus resinosa	P		R
691	RP	15	Red Pine	Pinus resinosa	P		R
692	RP	14	Red Pine	Pinus resinosa	P		R
693	RP	16	Red Pine	Pinus resinosa	P		R
694	RP	20	Red Pine	Pinus resinosa	P		R
695	NM	8	Norway Maple	Acer platanoides	G	REPLACE	R
696	NM	8	Norway Maple	Acer platanoides	G	REPLACE	R
697	LL	16	Littleleaf Linden	Tilia Cordata	F	REPLACE	R
698	CT	30	Cottonwood	Populus deltoides	G	LANDMARK	R
699	CT	14	Cottonwood	Populus deltoides	F	REPLACE	R
700	RP	21	Red Pine	Pinus resinosa	P		R
701	RP	19	Red Pine	Pinus resinosa	V.P.		R
702	RP	19	Red Pine	Pinus resinosa	V.P.		R
703	RP	18	Red Pine	Pinus resinosa	V.P.		R
704	RP	12	Red Pine	Pinus resinosa	V.P.		R
705	NM	16	Norway Maple	Acer platanoides	F	REPLACE	R
706	RM	11	Red Maple	Acer rubrum	P		R
707	NM	12	Norway Maple	Acer platanoides	F	REPLACE	R
708	RP	20	Red Pine	Pinus resinosa	P		R
709	E	7	American Elm	Ulmus americana	P		R
710	E	6	American Elm	Ulmus americana	P		R
767	AJ	18	Austrian Pine	Pinus nigra	P		S
768	AJ	11	Austrian Pine	Pinus nigra	P	11	R
769	AJ	19	Austrian Pine	Pinus nigra	P		R
770	AJ	18	Austrian Pine	Pinus nigra	P		R
771	AJ	10	Austrian Pine	Pinus nigra	V.P.		R
772	AJ	10	Austrian Pine	Pinus nigra	V.P.		R
773	AJ	19	Austrian Pine	Pinus nigra	V.P.		R
774	RM	13	Red Maple	Acer rubrum	G	REPLACE	R
775	RM	10	Red Maple	Acer rubrum	G	REPLACE	R
776	RP	18	Red Pine	Pinus resinosa	V.P.		R
777	BX	6	Box elder	Acer negundo	V.P.		R
778	RM	8	Red Maple	Acer rubrum	G	14 REPLACEMENT	R

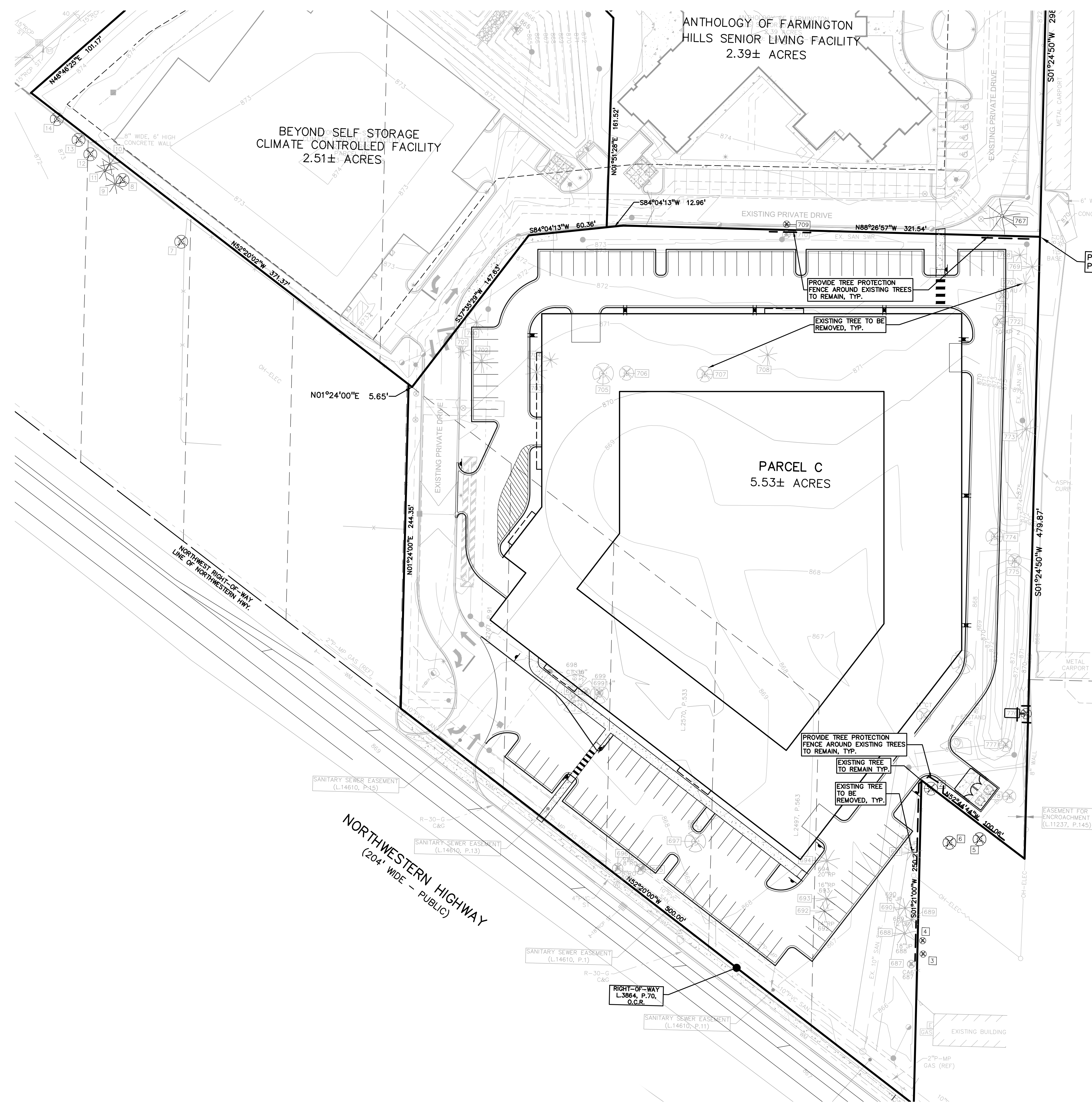
**OFFSITE TREES**

TAG NO.	CODE	DBH	COMMON NAME	LATIN NAME	COND	COMMENTS	SAVE / REMOVE
01	HL	13	Honeylocust	Gleditsia triacanthos	Good		S
02	BC	6	Wild Black Cherry	Prunus serotina	Poor		S
03	E	10	American Elm	Ulmus americana	Poor	1	S
04	E	8	American Elm	Ulmus americana	Fair	1	S
05	WS	10	White Spruce	Picea glauca	Fair	1	S
06	E	10	American Elm	Ulmus americana	Fair	1	S

**STANDARD TREES**  
STANDARD TREES REMOVED: 9 (1.1 REPLACEMENT)

**LANDMARK TREES**  
LANDMARK TREES REMOVED: 1  
LANDMARK TREE DBH REMOVED: 30 (25% DBH REPLACEMENT)  
REPLACEMENT DBH REQUIRED: 7.5 INCHES

NOTE: REFER TO T-1.0 FOR EXISTING TREE LIST + CALCULATION

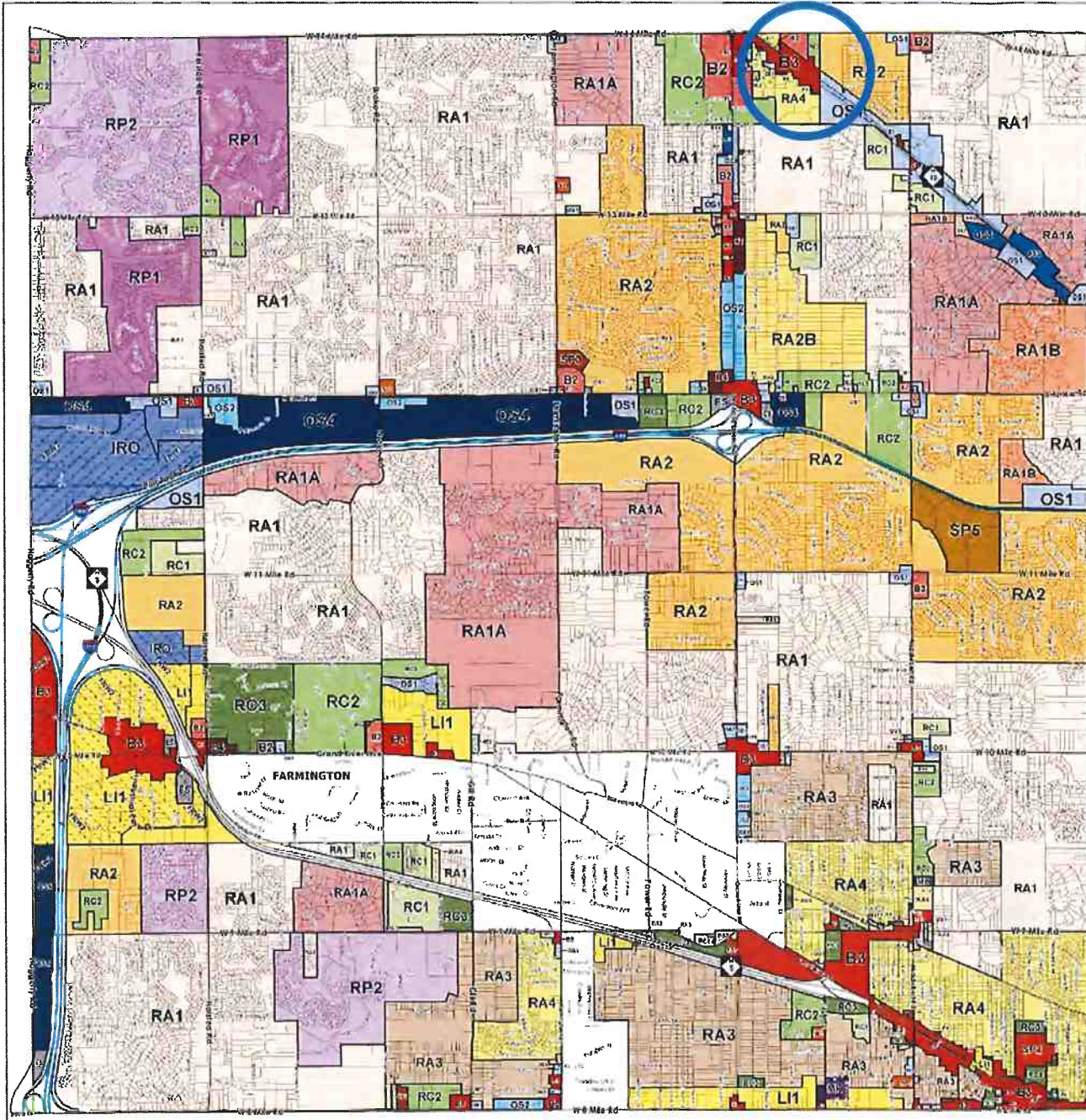


\\works\pea\PROJECTS\2020\2020-0129 STONEFIELD OF FARMINGTON HILLS\DWG\VD DETERMINATION\_T-1.0 TREE PRESERVATION-20-0129.DWG



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



### Zoning Districts

City of Farmington Hills, Michigan

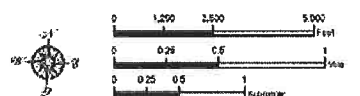
- B-1 Local Business District
- B-2 Community Business District
- B-3 General Business District
- B-4 Planned General Business District
- ES Expressway Service District
- FRW-1 Freeway Overlay District
- FRW-2 Freeway Overlay District
- FRW-3 Freeway Overlay District
- GR-1 Grand River Overlay District
- IRO Industrial Research Office District
- LI-1 Light Industrial District
- MH Mobile Home District
- OS-1 Office Service District
- OS-2 Planned Office Service District
- OS-3 Special Office District
- OS-4 Office Research District
- P-1 Vehicular Parking District
- RA-1 One Family Residential District
- RA-1A One Family Residential District
- RA-1B One Family Residential District
- RA-2 One Family Residential District
- RA-2B One Family Residential District
- RA-3 One Family Residential District
- RA-4 One Family Residential District
- RC-1 Multiple Family Residential
- RC-2 Multiple Family Residential
- RC-3 Multiple Family Residential
- RP-1 Planned Residential District
- RP-2 Planned Residential District
- SP-1 Special Purpose District
- SP-2 Special Purpose District
- SP-3 Special Purpose District
- SP-4 Special Purpose District
- SP-5 Special Purpose District

Digital User Note:  
Click on a district heading in the map legend to go directly to the corresponding district regulations.

Interactive Zoning Map  
GIS Mapping Layer

**Lot Size for One Family Residential Zones (See Chapter XXI)**

RA-1A	33,000 Sq. Ft. Minimum Average Lot Size per Subdivision 29,700 Sq. Ft. Smallest Lot Allowed
RA-1B	26,000 Sq. Ft. Minimum Average Lot Size per Subdivision 23,400 Sq. Ft. Smallest Lot Allowed
RA-2B	26,000 Sq. Ft. Minimum Average Lot Size per Subdivision 23,400 Sq. Ft. Smallest Lot Allowed
RA-1	20,000 Sq. Ft. Minimum Average Lot Size per Subdivision 18,000 Sq. Ft. Smallest Lot Allowed
RA-2	16,500 Sq. Ft. Minimum Average Lot Size per Subdivision 15,000 Sq. Ft. Smallest Lot Allowed
RA-3	12,500 Sq. Ft. Minimum Average Lot Size per Subdivision 10,000 Sq. Ft. Smallest Lot Allowed
RA-4	8,500 Sq. Ft. Smallest Lot Allowed



Effective: February 18, 1985 As Amended to:

June 7, 1998	July 13, 2009
February 18, 2001	April 11, 2011
April 1, 2003	August 8, 2011
March 7, 2005	May 14, 2012
October 17, 2005	June 11, 2012
August 28, 2006	July 22, 2013
February 26, 2007	August 25, 2014
March 17, 2008	March 16, 2015
October 13, 2008	March 23, 2015
April 13, 2009	February 13, 2017

SOURCES: City of Farmington Hills, GIS 2017  
Department of Planning and Community Development, 2017  
Oakland County, 2017  
Map Print Date: February 2017

Note: See Official Zoning District map maintained by the Farmington Hills City Clerk

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





**STONEFIELD** of Farmington Hills **THE THINK SHOP**  
ARCHITECTS

**New Plan  
Multifamily  
Housing (Mid-Rise)  
217 Dwelling Units**

**Weekday  
1,088**

**Change in Trips  
-2,664**

**AM Peak Hour  
Total: 68**

**Change in Trips  
-109**

**PM Peak Hour  
Total: 86**

**Change in Trips  
-239**



**Previous Plan  
Shopping Center  
50,000 SF**

**Weekday  
3,752**

**AM Peak Hour  
Total: 177**

**PM Peak Hour  
Total: 325**





STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



Site Data

Parcel Area 5.53 Acres

Total # Units

217 units

1 bedroom units 112 Total

2 bedroom units 101 Total

3 bedroom units 4 Total

Parking Provided: 365

Covered Spaces: 264

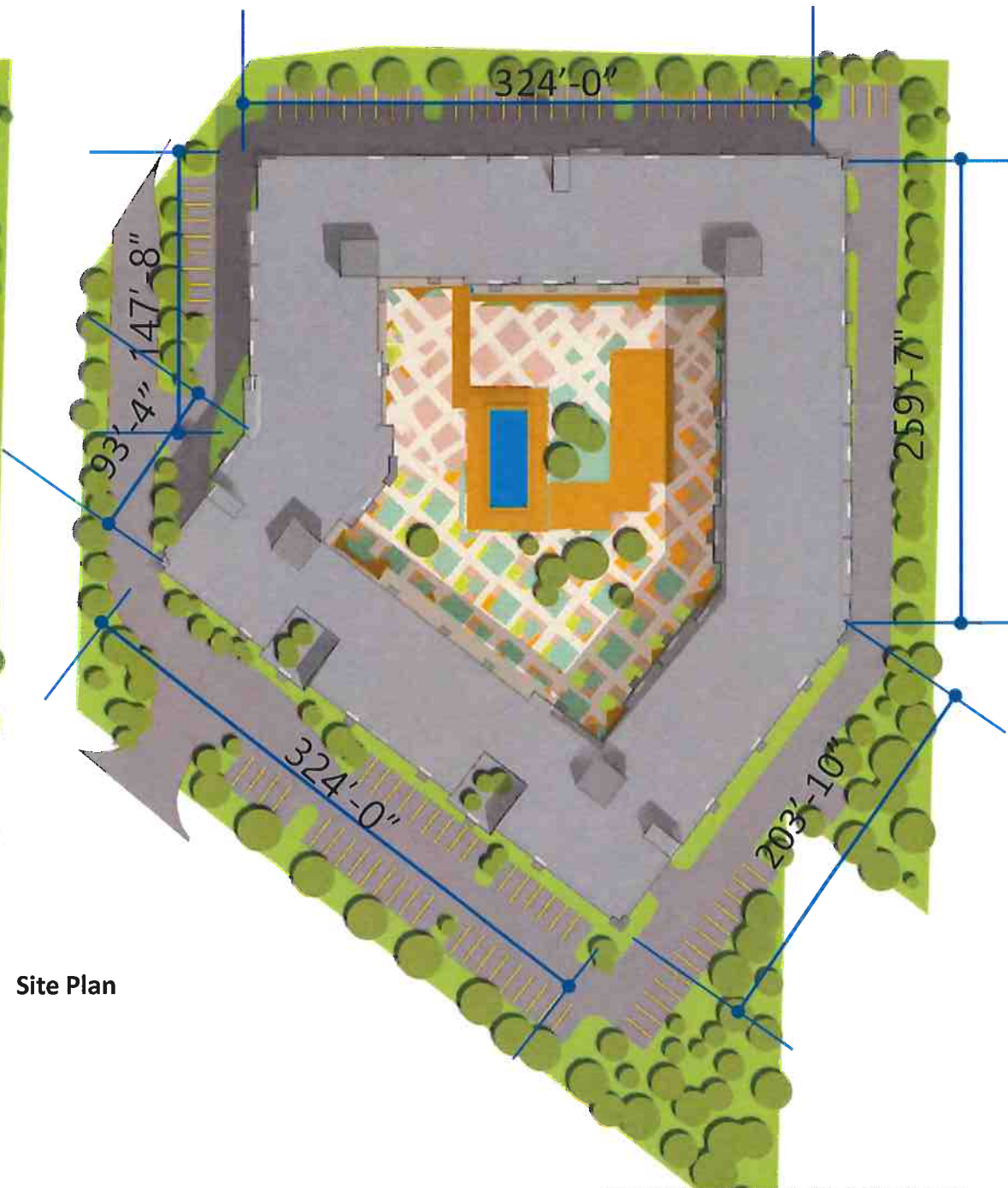
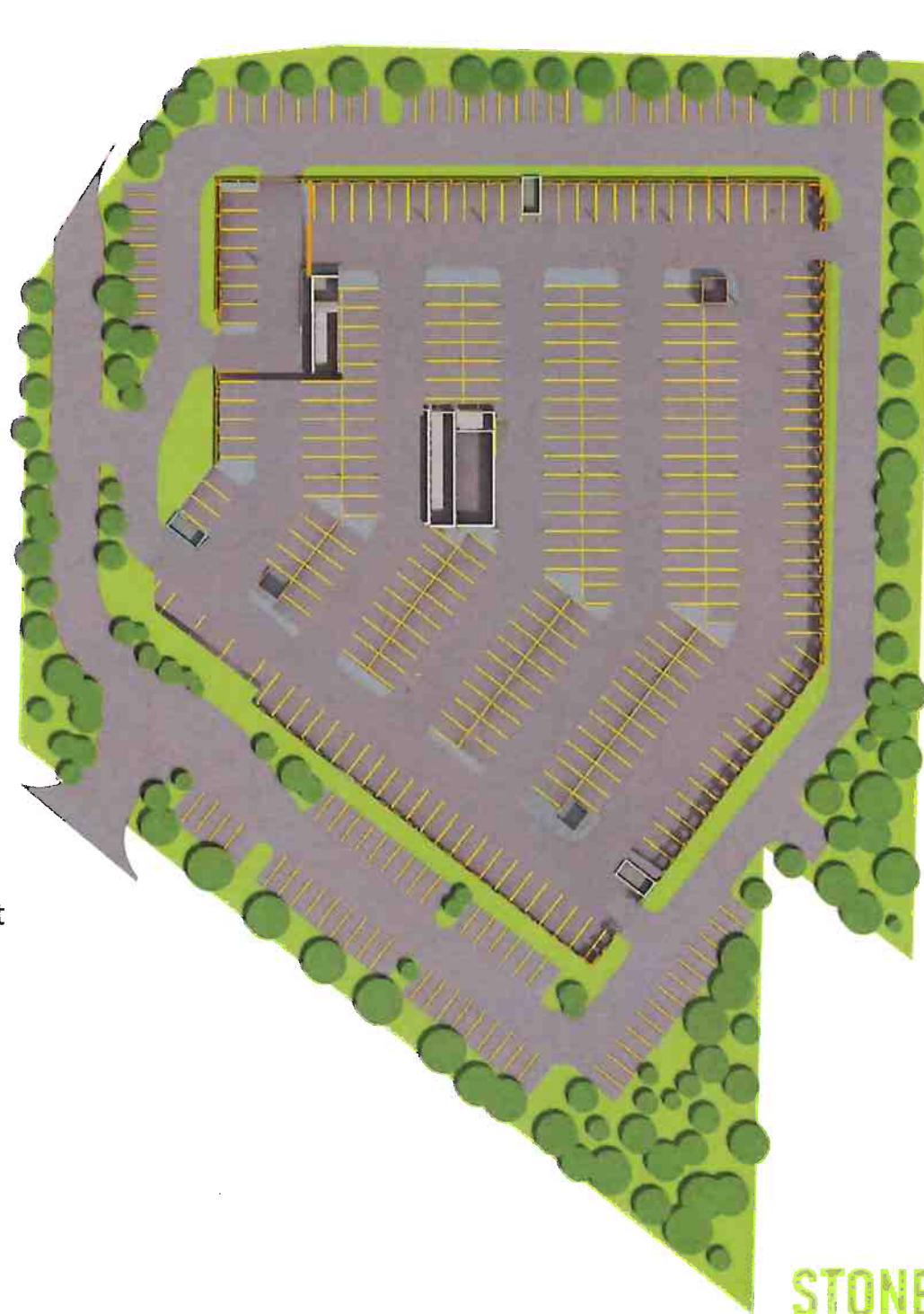
Open Spaces : 101

1.68 parking spaces/unit

-7' Level Plan

-7' Level Area 113245 sf

Parking

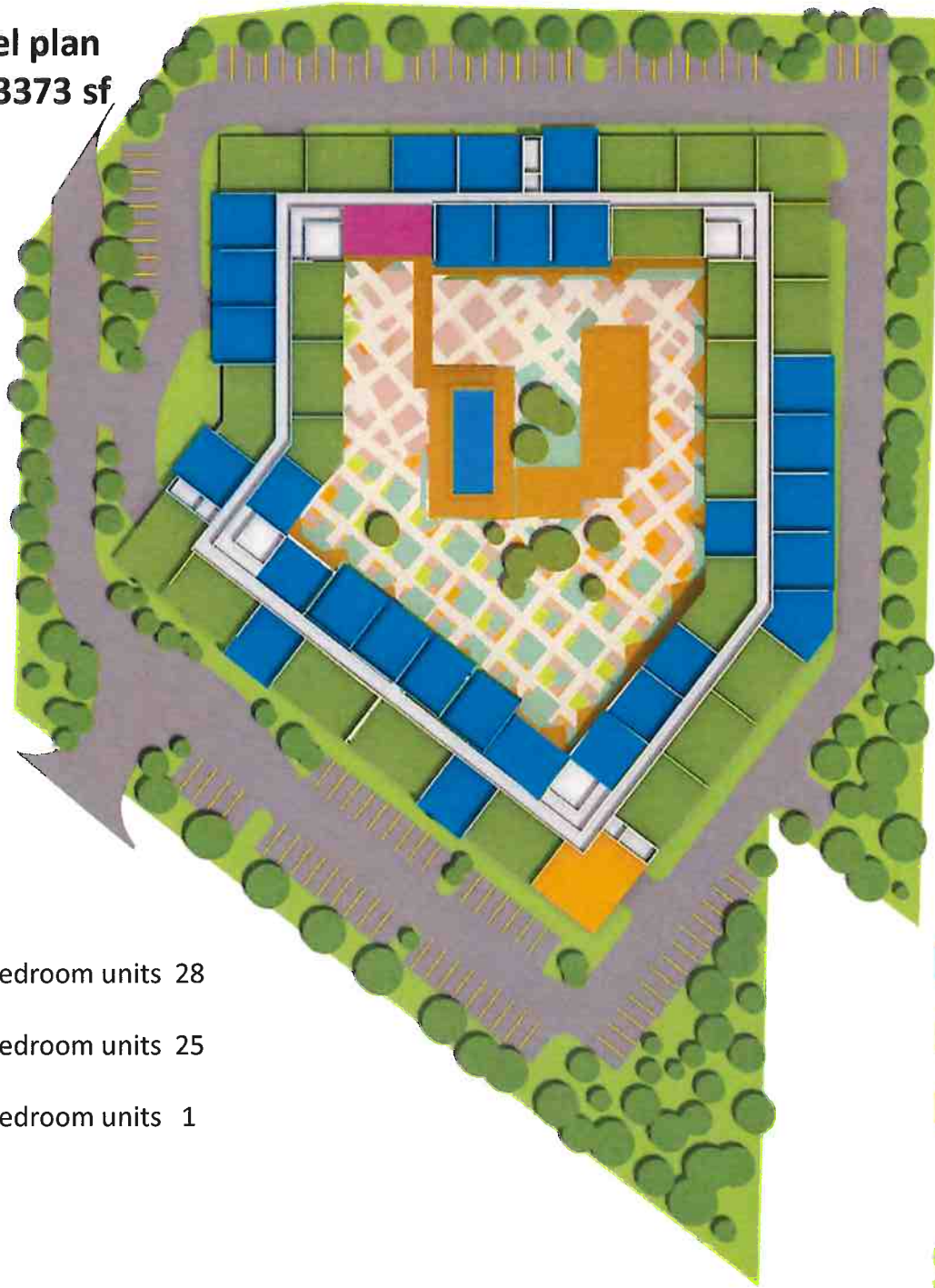


Site Plan

STONEFIELD of Farmington Hills

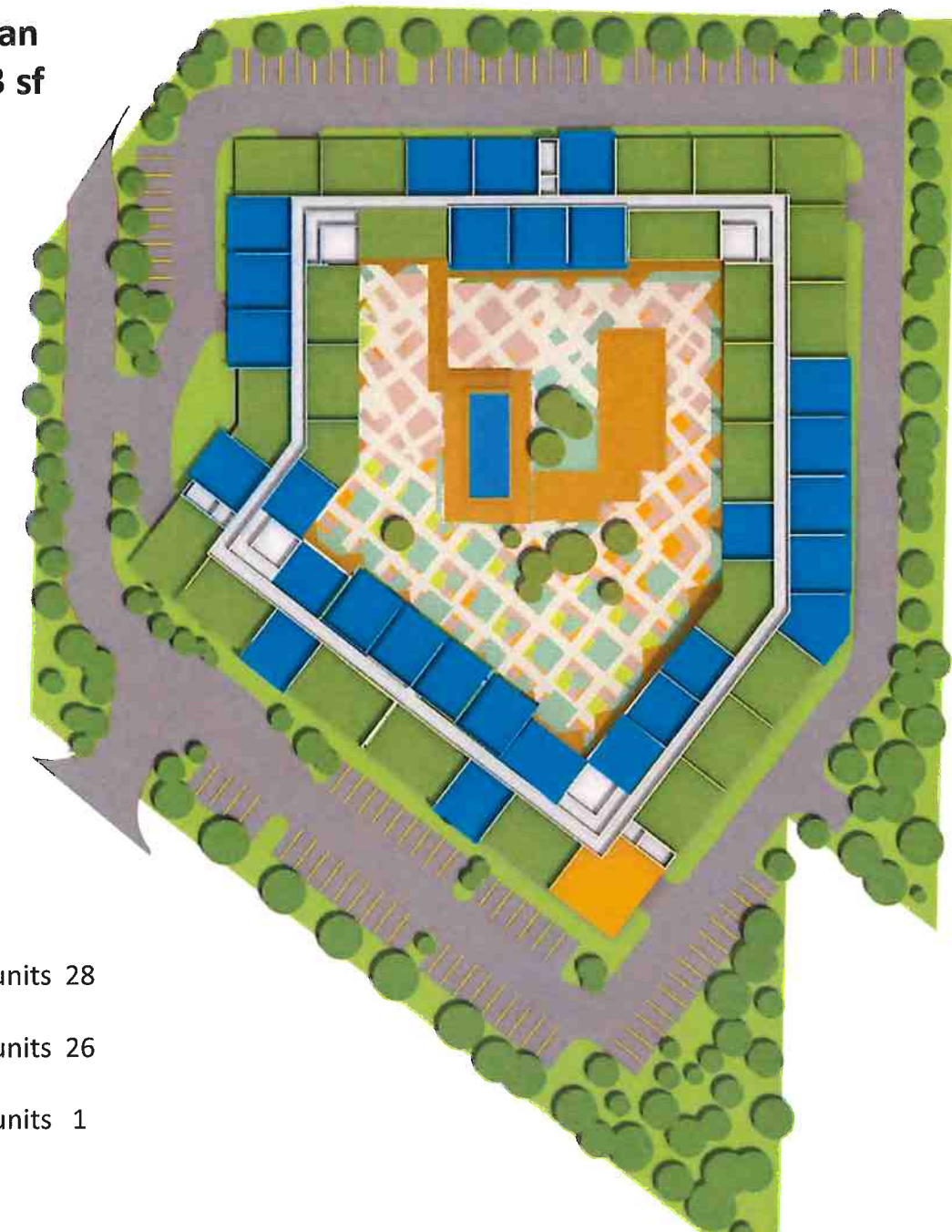
**THE THINK SHOP**  
ARCHITECTS

1<sup>st</sup> level plan  
Area: 83373 sf



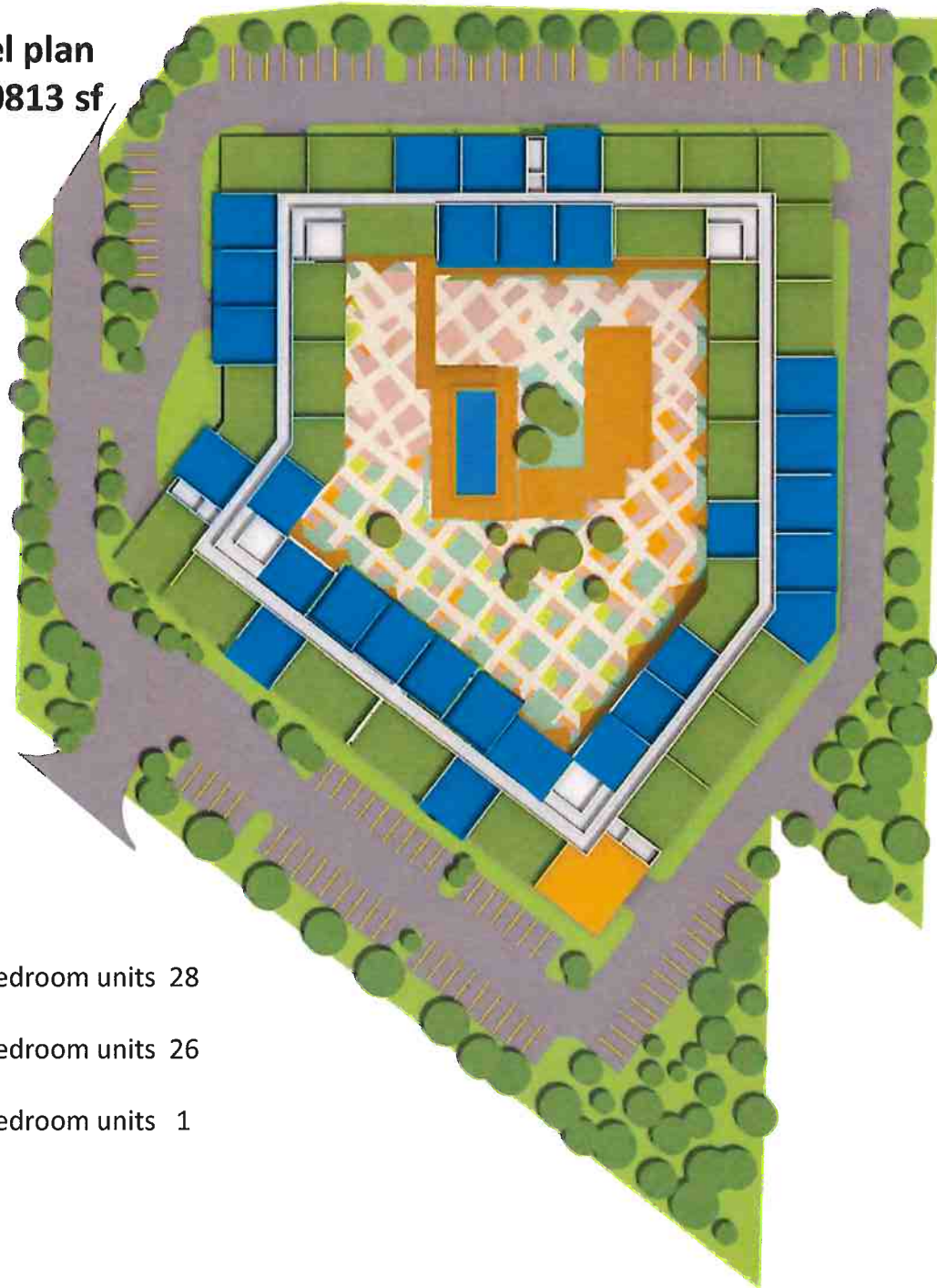
- 1 bedroom units 28
- 2 bedroom units 25
- 3 bedroom units 1

2<sup>nd</sup> level plan  
Area: 82093 sf



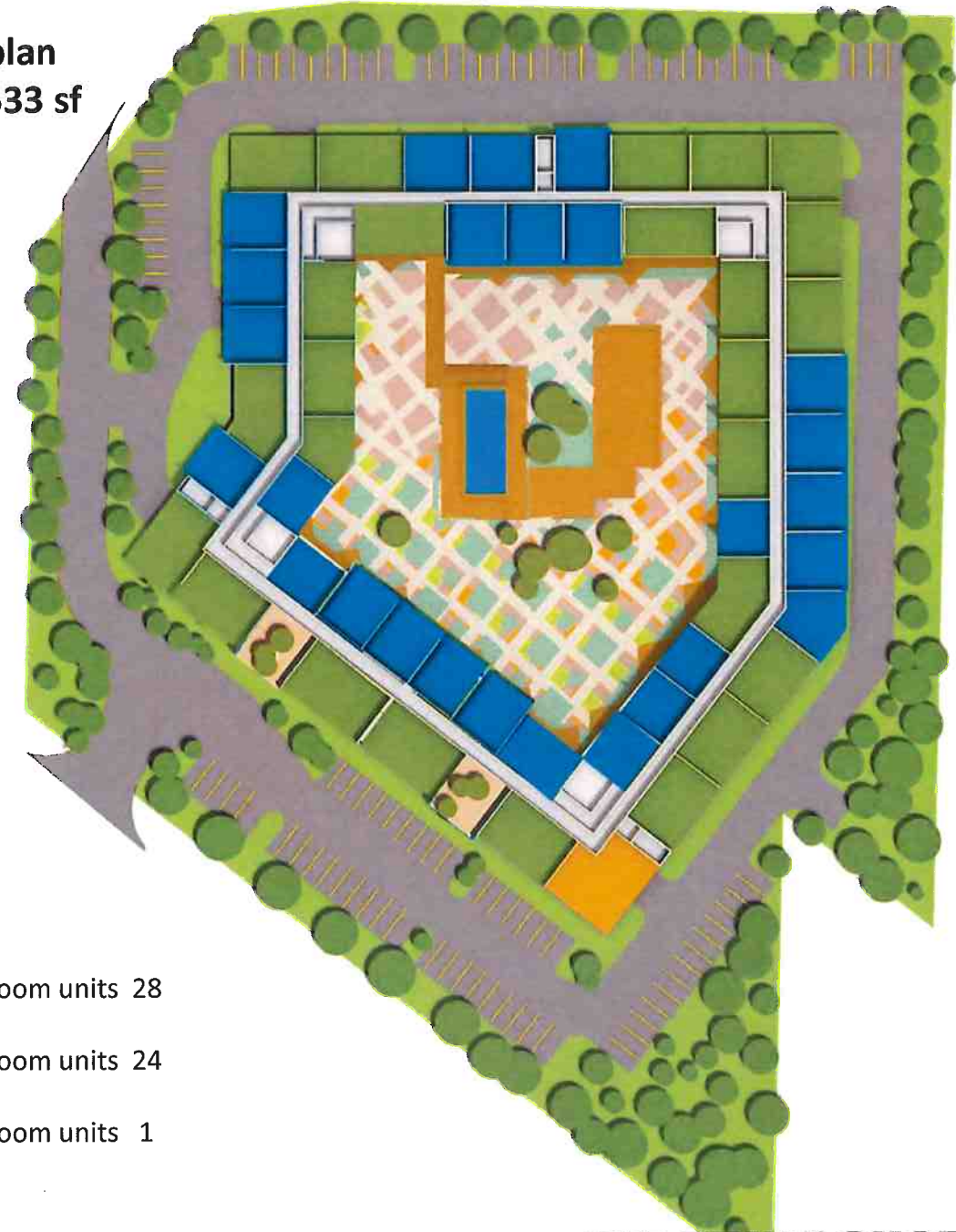
- 1 bedroom units 28
- 2 bedroom units 26
- 3 bedroom units 1

3<sup>rd</sup> level plan  
Area: 80813 sf



- 1 bedroom units 28
- 2 bedroom units 26
- 3 bedroom units 1

4<sup>th</sup> level plan  
Area : 79533 sf



- 1 bedroom units 28
- 2 bedroom units 24
- 3 bedroom units 1

**1<sup>st</sup> level plan**  
Area: 83373 sf



- 1bedroom units 28
- 2bedroom units 25
- 3bedroom units 1

**2<sup>nd</sup> level plan**  
Area: 82093 sf



- 1bedroom units 28
- 2bedroom units 26
- 3bedroom units 1

**3<sup>rd</sup> level plan**  
Area: 80813 sf



- 1bedroom units 28
- 2bedroom units 26
- 3bedroom units 1

**4<sup>th</sup> level plan**  
Area : 79533 sf



- 1bedroom units 28
- 2bedroom units 24
- 3bedroom units 1

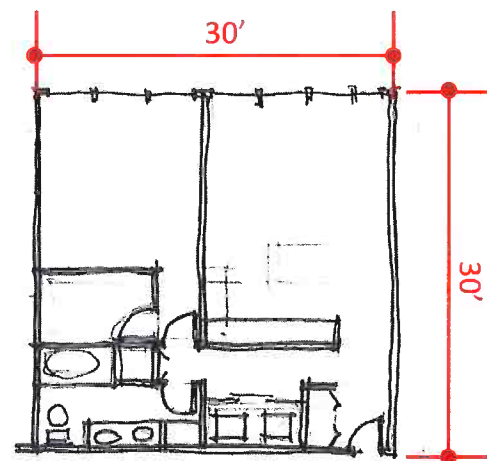
217 units Total

- 1bedroom units 112 Total
- 2bedroom units 101 Total
- 3bedroom units 4 Total

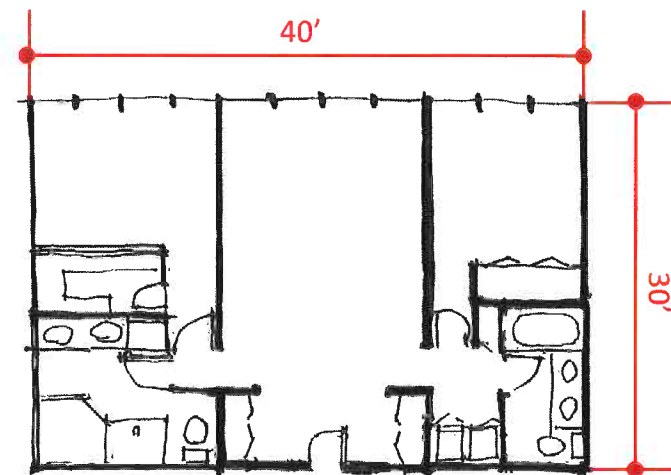
STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS

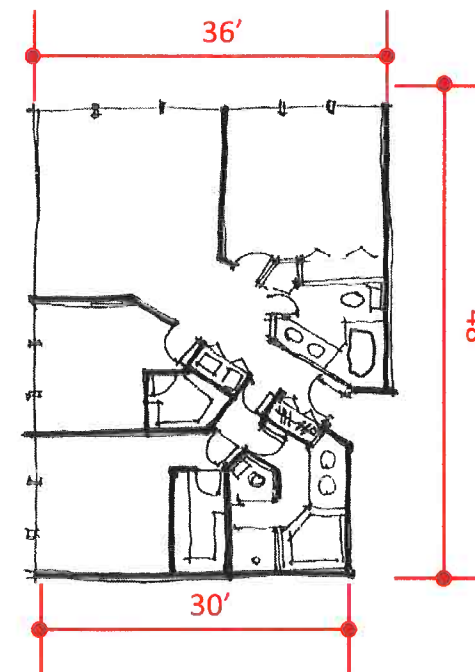
**STONEFIELD Unit Development**



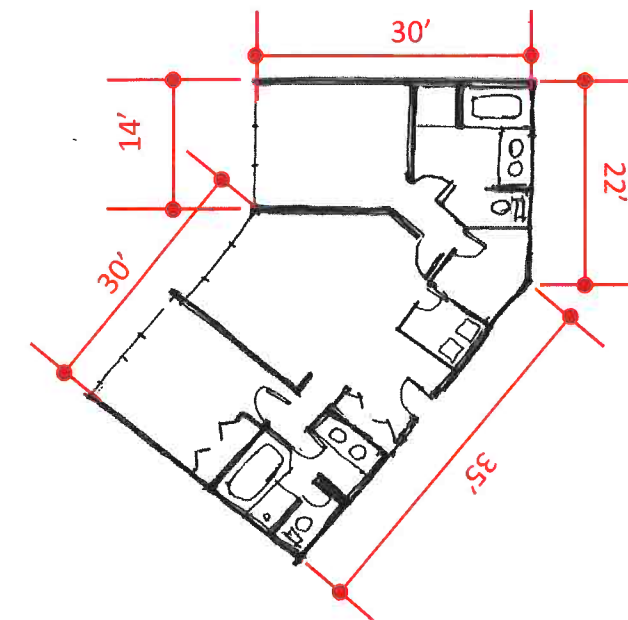
**1 BEDROOM | 1 BATH**  
Area: 900 sf



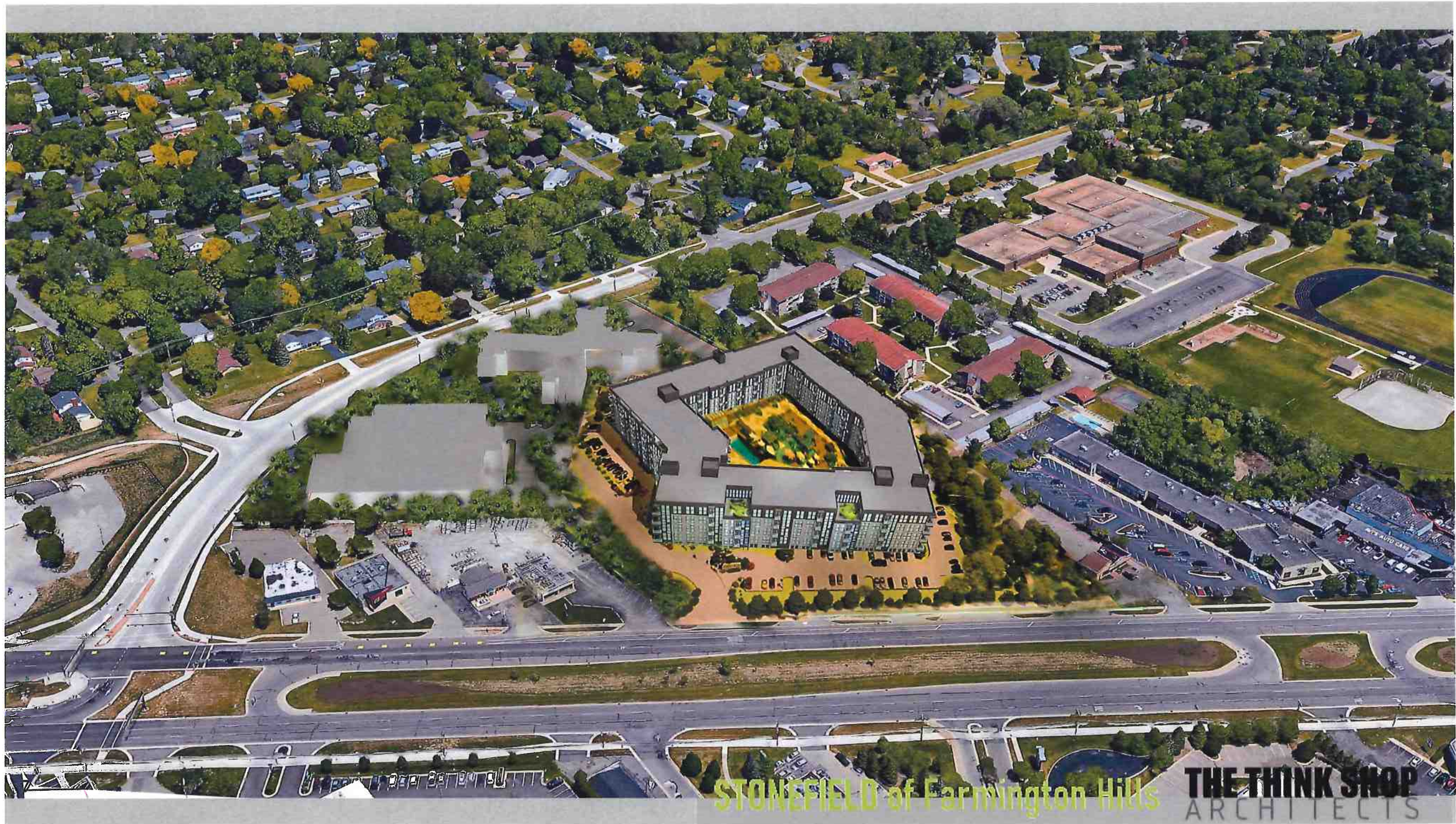
**2 BEDROOM | 2 BATH**  
Area: 1200 sf



**3 BEDROOM | 2 BATH**  
Area: 1620 sf



**2 BED | 2 BATH**  
Area: 1410 sf



STONEFIELD of Farmington Hills

THE THINK SHOP  
ARCHITECTS

55'-0"  
51'-0"  
39'-9" 4<sup>th</sup>  
28'-6" 3<sup>rd</sup>  
17'-3" 2<sup>nd</sup>  
6'-0" 1<sup>st</sup>  
-7'-0" Parking



North Elevation



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS

55'-0"  
51'-0"  
39'-9" 4<sup>th</sup>  
28'-6" 3<sup>rd</sup>  
17'-3" 2<sup>nd</sup>  
6'-0" 1<sup>st</sup>  
-7'-0" Parking



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS





55'-0"  
51'-0"  
39'-9" 4<sup>th</sup>  
28'-6" 9<sup>th</sup>  
17'-3" 2<sup>nd</sup>  
6'-0" 1<sup>st</sup>  
-7'-0" Parking

East Elevation



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



West Elevation



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



BUILDING SECTION



STONEFIELD of Farmington Hills **THE THINK SHOP**  
ARCHITECTS



Perspective view from  
Northwestern Highway entry



**STONEFIELD** of Farmington Hills **THE THINK SHOP**  
ARCHITECTS



Perspective view to the main entrance  
Perspective view towards the  
west main entry



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



Perspective view from northeast corner of the site



STONEFIELD of Farmington Hills

**THE THINK SHOP**  
ARCHITECTS



Perspective view from Northwestern Highway towards the southeast corner of the site



**STONEFIELD** of Farmington Hills **THE THINK SHOP**  
ARCHITECTS



Perspective view from 1st level courtyard looking towards North



**STONEFIELD** of Farmington Hills **THE THINK SHOP**




**ZONING TEXT AMENDMENT 1, 2022**

I move that Zoning Text Amendment 1, 2022, BE SET FOR PUBLIC HEARING for the Planning Commission's next available regular meeting agenda.



---

**DATE:** September 7, 2022  
**TO:** Planning Commission  
**FROM:** Erik Perdonik, City Planner   
**SUBJECT:** Zoning Text Amendment 1, 2022

---

**BACKGROUND**

Recently, the Planning and Community Development Department received a request from members of City Council, through the City Manager's Office, to research whether the City's current twenty-four (24)-hour time limit in Section 34-5.7 of the Zoning Ordinance (**attached**) for recreational equipment and trailer parking in residential districts is in line with other nearby municipalities' limit.

In sum, staff found the following:

<b>Municipality</b>	<b>Time Limit</b>
Canton Township	72 hrs
City of Livonia	72 hrs
City of Novi	72 hrs
City of Southfield	72 hrs
City of Troy	48 hrs
West Bloomfield Township	None specified

**CITY PLANNER COMMENTS**

Four (4) of the six (6) communities in the sample have a seventy-two (72)-hour time limit, which is what staff recommends Farmington Hills adopt, as it is arguably a much more reasonable limit than twenty-four (24) hours when one goes through the mental exercise of envisioning what it entails to load and unload recreational equipment before or after a vacation. There is certainly a balance to be struck between affording a homeowner adequate time to tend to their recreational equipment and such equipment becoming a somewhat permanent fixture visibly parked in the neighborhood. It seems that Farmington Hills' current time limit errs more toward preventing the latter than allowing for the former.



---

Finally, some ordinances leave the time limit open ended; however, the proposed draft ordinance (**attached**) seeks to prevent circumvention of such ordinance by allowing for the seventy-two (72) hours *cumulatively within any five (5)-day period*—this makes clear when the clock starts and stops, seemingly eliminates space for alternative interpretations, and provides for relative ease of enforcement.

#### ACTION REQUESTED

Set for public hearing (see suggested motion in packet).

#### ATTACHMENTS

- **Existing Section 34-5.7 Storage of Recreational Equipment or Trailers**
- **Proposed draft Section 34-5.7 with changes shown**

# EXISTING

Any approval of a special exception pursuant to this subsection shall specifically detail the limits of the relief granted and shall be subject to such reasonable conditions as the zoning board of appeals may require to preserve and promote the character of the district in question, the affirmative findings necessary for granting the special exception, and the purposes of this chapter. The zoning board of appeals may revoke any grant of a special exception under this subsection for a violation of such grant upon the giving of thirty (30) days' notice of such violation to the owner of the premises and a hearing held thereon.

This subsection 34-5.5.5.C. shall not apply to Section 34-5.5.3.A.xi.

- D. Variance. Variances to this section may be permitted by the zoning board of appeals based on the standards specified in Section 34-7.14.

## 34-5.6 ACCELERATION-DECELERATION-PASSING LANES

Vehicular access and egress from all zoning lots, except residential developments involving less than five (5) dwelling units, shall be provided in accordance with the following:

1. Driveways providing ingress and egress to all two-lane, paved major or secondary thoroughfares shall be provided with paved acceleration and deceleration lanes and passing lanes.
2. Driveways providing ingress and egress to all three-lane, paved major or secondary thoroughfares shall be provided with paved acceleration and deceleration lanes.
3. Driveways providing ingress and egress to roads of four (4) or more lanes shall be provided with paved tapers or turning lanes for traffic safety as required by the director of public services.
4. Required lanes or tapers shall be indicated schematically on the site plan and shall be constructed in accordance with the standards for such facilities as established by the engineering division site plan design standards.

5. If in the opinion of the director of public services no useful purpose would be served or if unusual difficulty would be encountered by reason of grade changes, intersections, bridges or other land restrictions, the director may waive or modify the requirements of this section.

## 34-5.7 STORAGE OF RECREATIONAL EQUIPMENT OR TRAILERS

The parking or storage of any recreational equipment or trailer in any residential district shall be subject to the following:

1. No recreational equipment or trailer shall be parked or stored on any lot in a residential district except in a garage or carport or beyond the nearest portion of a building to a street; provided, however, that such equipment may be parked anywhere on residential premises for not to exceed twenty-four (24) hours during loading or unloading. No such equipment shall be used for living, sleeping or housekeeping purposes when parked or stored on a residential lot, or any location not approved for such use.
2. Recreational equipment or trailers not to exceed six (6) feet in height above ground may be stored in an interior side yard. Minor portions of such equipment, not exceeding three (3) square feet in vertical cross section as viewed perpendicular to the adjacent lot line, shall be permitted to exceed the six (6) foot height limit.
3. Recreational equipment or trailers exceeding six (6) feet in height may be stored only in the rear yard, subject to the conditions of Section 34-5.1, with respect to height, yard coverage and setbacks.
4. In a one-family residential condominium development, such equipment or trailers shall be stored only to the rear of any building and shall not be permitted between the sides of buildings or between a building and any private road or street, provided, however, that such equipment may be parked anywhere on the premises for a period of time not to exceed twenty-four (24) hours during loading or unloading. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored in a residential district.

1 Purpose and Introduction

2 Definitions

3 Zoning Districts

4 Use Standards

5 Site Standards

6 Development Procedures

7 Admin and Enforcement



# PROPOSED DRAFT

## 34-5.7 STORAGE OF RECREATIONAL EQUIPMENT OR TRAILERS

The parking or storage of any recreational equipment or trailer in any residential district shall be subject to the following:

1. No recreational equipment or trailer shall be parked or stored on any lot in a residential district except in a garage or carport or beyond the nearest portion of a building to a street; provided, however, that such equipment may be parked anywhere on residential premises for not to exceed **seventy-two (72) hours cumulatively in any five (5)-day period for the purpose of loading, unloading or maintenance.** ~~twenty-four (24) hours during loading or unloading.~~ No such equipment shall be used for living, sleeping or housekeeping purposes when parked or stored on a residential lot, or any location not approved for such use.
2. Recreational equipment or trailers not to exceed six (6) feet in height above ground may be stored in an interior side yard. Minor portions of such equipment, not exceeding three (3) square feet in vertical cross section as viewed perpendicular to the adjacent lot line, shall be permitted to exceed the six (6) foot height limit.
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**MINUTES  
CITY OF FARMINGTON HILLS  
PLANNING COMMISSION SPECIAL MEETING  
FARMINGTON HILLS CITY HALL – COMMUNITY ROOM  
31555 W. ELEVEN MILE ROAD  
FARMINGTON HILLS MI 48336  
August 18, 2022, 6:00 P.M.**

**CALL MEETING TO ORDER**

The Planning Commission Special Meeting was called to order by Vice Chair Trafelet at 6:07 p.m.

**ROLL CALL**

**Commissioners present:** Aspinall, Brickner, Grant, Mantey, Stimson, Trafelet, Varga, Ware

**Commissioners Absent:** Countegan

**Others Present:** Staff Planner Perdonik, Planning Consultants Arroyo and Tangari

**APPROVAL OF AGENDA**

**MOTION by Brickner, support by Stimson,** to approve the agenda as published.

**Motion carried by voice vote.**

**NEW MASTER PLAN STUDY**

Utilizing a PowerPoint presentation, Planning Consultant Tangari led tonight's discussion.

Based on past discussion, the draft vision statement was:

*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.*

The Commission spent some time word-smithing this statement. Should the action words be "will be" or "is" or "continue to be", or perhaps be eliminated entirely: *Farmington Hills, an innovative, attractive, livable, financially stable . . .* ? No consensus was reached; final wording will be revisited.

The 2009 Master Plan Goals included:

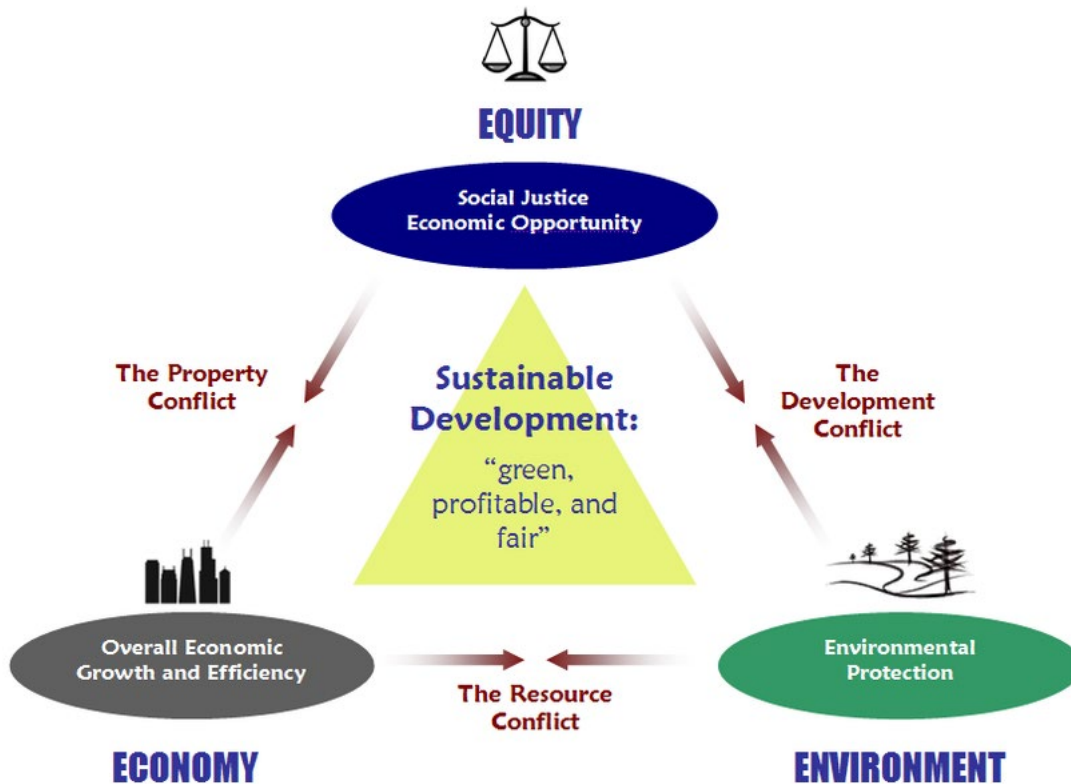
- To create desirable residential areas in the form of neighborhoods which are served by quality schools and parks and are devoid of land uses which negatively impact these neighborhoods.
- To preserve natural features of the land to every extent possible.
- To provide for all uses of land necessary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

As the Commission decided on goals for the Master Plan update, benchmarking or measurable standards might be included, along with solutions attempted or successfully realized regarding similar situations in

other communities. Identification of departments or agencies that might be involved in implementing the goals could be included. The overarching goal is to include in the Master Plan as much actionable implementation strategy as possible, potentially with yearly reviews provided to City Council as to how the Master Plan is being moved forward.

Certain goals currently being discussed by the Commission were not included in the 2009 Master Plan, such as Planning for Equity. An article regarding this topic was included in tonight's packet: *Carolyn G. Loh & Rose Kim (2020): Are We Planning for Equity?, Journal of the American Planning Association, DOI: 10.1080/01944363.2020.1829498.*

Planning Consultant Tangari explained that the Master Plan and the Future Land Use map can demonstrate how equity is affected by the physical arrangement of uses and land in the City. He presented the following graphic:



Equity was often the neglected leg of the triangle.

Discussion included:

- Regarding public engagement, there needs to be avenues of engagement for all community members, including intentional outreach to those who typically might not participate.
- How do the City and Commission discover underserved communities?
- Do the goals of the plan promote equity? Does implementation strategy include the people who live close to the areas and corridors being discussed?

- The Grand River Corridor Authority presented a cautionary example, as a TIF had been set up that never materially benefited the area, as the taxable values never increased.
- Enforcement of blight ordinances, as well as including maintenance and appearance expectations in planning documents, helped provide equity and social justice.

General discussion:

The Commission discussed Master Plan past update process and timing. By Statute the Master Plan must be reviewed every 5 years, although major updates and rewrites occurred less frequently, based on changes in the general planning environment, the specific community, and how much time has passed since the last update.

The Zoning Map is predicated on the Master Plan and the Future Land Use Map. There is also a relationship between planning and capital improvements. For instance, does the City need to be proactive in making infrastructure improvements to facilitate implementing the future vision of the City?

Phase 2 of the Master Plan process will be heavily focused on obtaining public input, and included the following elements:

1. Leadership Advance with City Staff      September
2. Online Public Input Platform      Fall
3. Open House      Early October  
*Ideas: Focus on specific geographic areas.  
What is the desired outcome of the open house?*
4. Neighborhood Toolkits      September/October  
*Ideas: Homeowners associations, Special groups within the City, Chamber of Commerce, Apartment complexes/renters  
Reach out to groups who might find it difficult to attend an open house.  
Facilitated discussions.*
5. Student (Youth Council)      At Open House (preview)  
*Ideas: Create mini-toolkit for the schools*
6. Developer / Real Estate Forum      November  
*Ideas: Discover/present benchmark developments  
Reach out to diverse organizations and different types of developers*
7. Report from Consulting Team      Early December
8. Joint Meeting PC / CC      December

The drafting of the new Master Plan will commence in early 2023.

Future Land Use – Zoning Alignment

Continuing this discussion from prior meetings, the Commission compared the 2009 Future Land Use Map with the current Zoning Map for Sections 1, 2, and 3 in the northeastern part of the City, bordered on the north by 14 Mile Road, on the west by Farmington Road, on the east by Inkster Road and on the south by 13 Mile Road.

- The commercial uses along Orchard Lake Road were often too shallow for effective redevelopment, and needed room to expand to the rear. Areas along Northwestern could provide mixed use development.
- The new Master Plan and Future Land Use Map should send a signal to developers regarding the City's vision for this area.

This ongoing discussion topic will be continued at the next Master Plan study meeting.



**PUBLIC COMMENT**

Resident and developer Dan Blugerman presented background information on a vacant site on 12 Mile Road across from the post office and next (west) to the Player's Barn. This parcel was owned by Sunrise Development, which had abandoned plans to develop a senior living facility on the parcel under a PUD agreement. The underlying zoning was RM, or residential apartments or condos, but the parcel was too small for this use. He asked the Commission to consider OS-1 office zoning for this parcel. An office-type use was indicated in the 2009 Master Plan and Future Land Use Plan. He would likely be back to the Commission with a rezoning request in the future.

Mr. Blugerman spoke to the difficulty of working with multiple PUD owners whose interests did not align.

**COMMISSIONERS' COMMENTS**

None

**ADJOURNMENT**

**MOTION by Mantey, support by Brickner, to adjourn the meeting at 7:25 p.m.**

**MOTION carried by voice vote.**

Respectfully Submitted,  
Marisa Varga  
Planning Commission Secretary

/cem

**MINUTES  
CITY OF FARMINGTON HILLS  
PLANNING COMMISSION MEETING  
31555 W ELEVEN MILE ROAD  
FARMINGTON HILLS, MICHIGAN  
AUGUST 18, 2022, 7:30 P.M.**

**CALL MEETING TO ORDER**

The Planning Commission Regular Meeting was called to order by Vice Chair Trafelet at 7:30 p.m.

**ROLL CALL**

Commissioners present:           Aspinall, Brickner, Grant, Mantey, Stimson, Trafelet, Varga, Ware

Commissioners Absent:           Countegan

Others Present:                   City Planner Perdonik, City Attorney Schultz, Planning Consultant  
Tangari, Staff Engineer Dawkins

**APPROVAL OF THE AGENDA**

**MOTION by Stimson, support by Varga, to approve the agenda as presented.**

**MOTION carried unanimously by voice vote.**

**PUBLIC HEARING**

**A.     REVISED PUD PLAN 3, 2021**

LOCATION:                           32680 Northwestern Hwy  
PARCEL I.D.:                       23-02-126-130  
PROPOSAL:                         Construction of a multiple-family apartment building in B-2,  
Community Business and B-3, General Business Districts  
ACTION REQUESTED:             Recommendation to City Council  
APPLICANT:                       Robert Asmar, NWH Holdings, LLC,  
OWNER:                             NWH Holdings, LLC

The applicant had requested this item be tabled to the September 15, 2022 meeting.

As this was an advertised public hearing, Vice Chair Trafelet opened the meeting for public comment. As no one was present this evening to speak on this matter, Vice Chair Trafelet brought the matter back to the Commission for a motion.

**MOTION by Brickner, support by Varga, to adjourn Revised PUD Plan 3, 2021 to the September 15, 2022 meeting, at the request of the proponent.**

**MOTION carried unanimously by voice vote.**

**REGULAR MEETING**

**A.     SITE PLAN 60-7-2022**

LOCATION:                           30000 Grand River

PARCEL I.D.: 23-35-201-009  
PROPOSAL: Renovation of an existing building for restaurant with addition of drive through in B-3, General Business District  
ACTION REQUESTED: Site Plan approval by Planning Commission  
APPLICANT: Nicholas Shango  
OWNER: West River Shopping Center LLC

Referencing his August 9, 2022 written comments, Planning Consultant Tangari explained that the applicant proposed to modify an existing commercial building, removing the middle portion to create two stand-alone buildings, one of which will be a 2,670-square-foot Starbucks with a drive-thru.

- The plan was not approvable in its current form. Section 6.1 required plans that are to-scale, and the two pages of the site plan package labeled “Sheet SP-2” each have a note on the right side that says, “do not scale drawing, use figured dimensions only!” While the plan includes many of the required dimensions, these could not be accurately verified on the plan if the plan was not scaled.
- Section 4.35 prohibits drive-in restaurants on parcels directly abutting any RA district. This site abuts an RA-4 district to the north and east, and this use is therefore not permitted in this location.

If the plan was denied this evening, the applicant could apply to the Zoning Board of Appeals for a use variance and, depending on the outcome there, could then come back to the Planning Commission for a full site plan review.

Applicant Nicholas Shango gave the following information:

- The applicant had already purchased the two properties for this use, and had a lease lined up with Starbucks.
- Customers would exit on Purdue or via the shopping center’s Grand River exit. A full traffic study had been completed, showing little impact on Purdue. They had stacking space for 15-16 cars.

The Commission expressed concern that cut through traffic from the shopping center could cause a traffic jam internal to the site, and that exiting onto Grand River from Purdue would be difficult because of existing traffic patterns and the proximity of the fork on Grand River. Mr. Shango said these issues were addressed in the traffic study and neither were found to be problematic. Additionally, exiting on Purdue was the only way to allow traffic to access east-bound Grand River.

- The applicant was committed to working with their residential neighbors and had begun sending letters to the residents who live on Purdue; they wanted to work through issues with the neighbors before they appeared before the Board of Zoning Appeals.
- The drive thru would be in the same location as the previous use (a bank) utilized.

City Planner Perdonik explained that per the ordinance, a bank with a drive thru could abut a residential area; a drive-thru restaurant could not.

- The applicant will be creating a tree/landscape buffer to mitigate noise, with specific screening between the order booth and the residents.

Mr. Shango updated the Planning Commission on activity in the greater shopping center; the spaces in the center were full.

Vice Chair Trafelet indicated he was ready to entertain a motion.

**MOTION by Varga, support by Mantey**, that approval of Site Plan 60-7-2022, dated July 18, 2022, submitted by Nicholas Shango, be denied, because it does not meet the standards of Section 4.35 of the Zoning Ordinance, as Section 4.35 prohibits drive-in restaurants on parcels directly abutting any RA district.

**Motion carried unanimously by voice vote.**

**APPROVAL OF MINUTES July 21, 2022 Special and Regular meetings**

**MOTION by Aspinall, support by Grant**, to approve the July 21, 2022 Special Meeting and Regular Meeting minutes as submitted.

**Motion carried unanimously by voice vote.**

**PUBLIC COMMENT**

None.

**COMMISSIONERS' COMMENTS**

Commissioner Brickner noted the highest point in the City was at Haggerty and 14 Mile Road, with the lowest point being at Inkster and 8 Mile, a drop of ~200-300 feet. This was the "hill" in Farmington Hills.

**ADJOURNMENT**

**MOTION by Grant, support by Ware**, to adjourn the meeting at 7:53pm.

**MOTION carried unanimously by voice vote.**

Respectfully Submitted,  
Marisa Varga  
Planning Commission Secretary

/cem