

AGENDA
PLANNING COMMISSION SPECIAL MEETING
CITY OF FARMINGTON HILLS
JUNE 15, 2023 @ 6:00 P.M.
FARMINGTON HILLS CITY HALL – COMMUNITY ROOM
31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS, MI 48336
www.fhgov.com
(248) 871-2540

REGULAR MEETING BEGINS AT 7:30 P.M. IN CITY COUNCIL CHAMBERS

- 1. Call Meeting to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. New Master Plan Study**
 - A. Review 2009 Master Plan Area Plans**
 - i. Orchard Lake Road Corridor, Fourteen Mile Road, and Northwestern Highway**
 - ii. Grand River Corridor**
 - iii. Haggerty Corridor**
 - iv. Freeway Overlay Districts**
- 5. Public Comment**
- 6. Commissioner 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

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.

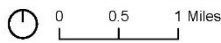
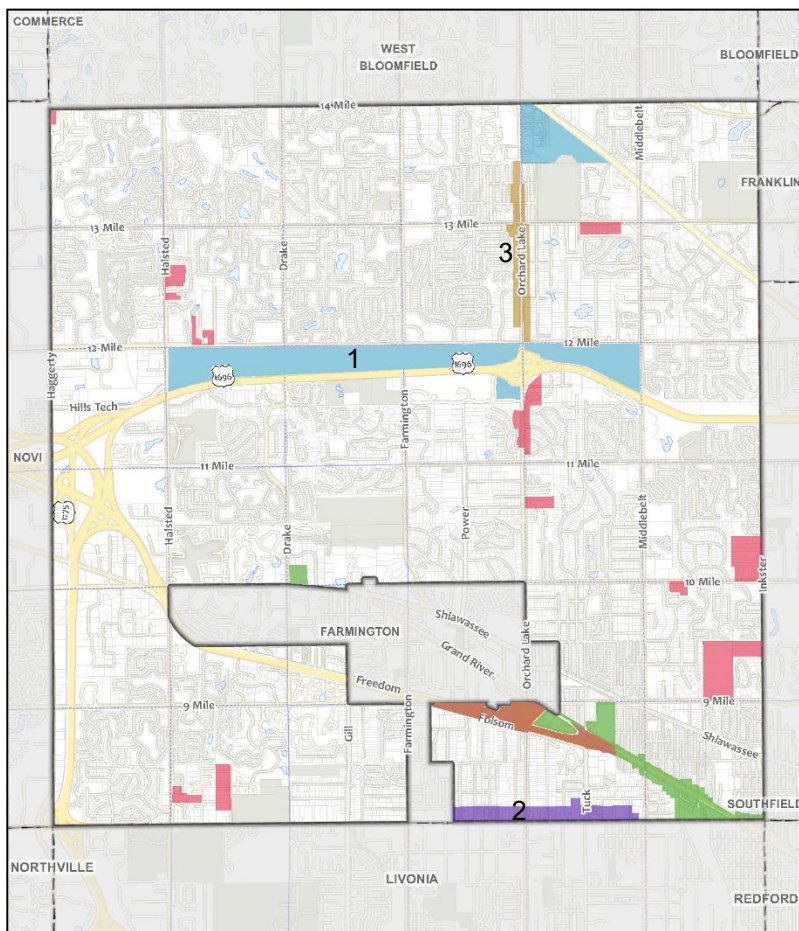
memorandum

DATE: May 11, 2023
TO: Farmington Hills Planning Commission
FROM: Farmington Hills Planning Commission
 Joe Tangari, Principal Planner, Giffels Webster
 Jill Bahm, Partner, Giffels Webster
 Rod Arroyo, Partner Emeritus Giffels Webster

SUBJECT: Master Plan Special Study Areas – Non-Residential Planning Areas: First Set

Non-Residential Special Study Areas – First Set

The 2009 Master Plan identified several non-residential special study areas. Specifically, the plan identified areas in the southeast of the city along 8 Mile and Grand River for special study, as well as several areas along Orchard Lake Road north of 12 Mile Rd. At this meeting, we will discuss the northern Orchard Lake corridor as a whole, the 8 Mile industrial area examined in the last plan, and a new area not studied in 2009: the ribbon of land between 12 Mile Rd and I-696 between Middlebelt and Halsted Roads, as well as one small annex across I-696 at the east end of the Oakland Community College campus.



1. Orchard Lake Rd.

Area Characteristics

This is one of the city's principal commercial arteries, with a very wide range of commercial uses, and a patchwork of zoning districts, with all four B districts and several office districts, with a handful or P-1 Parking parcels sprinkled through.

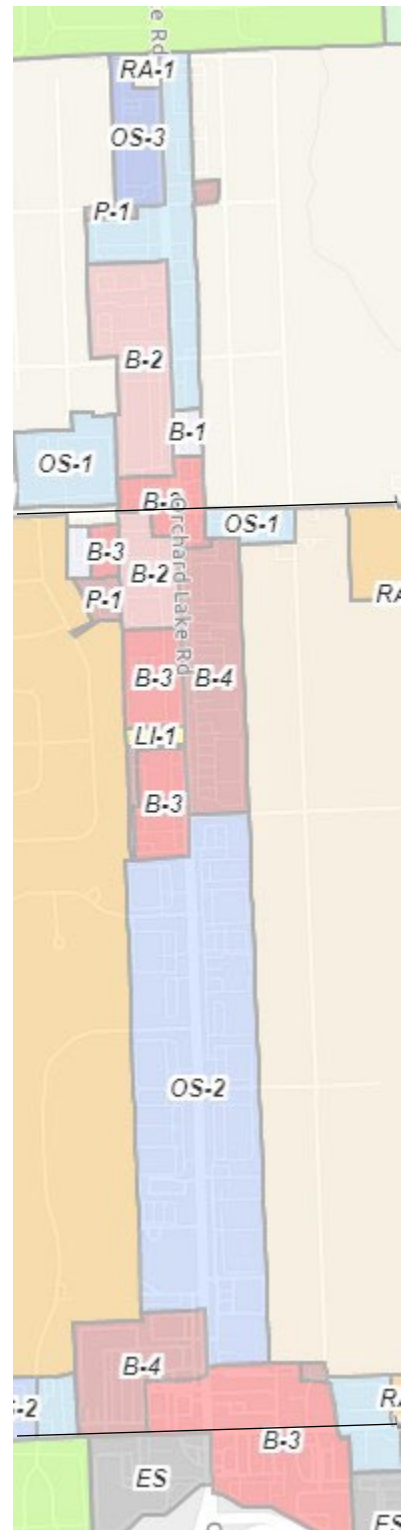
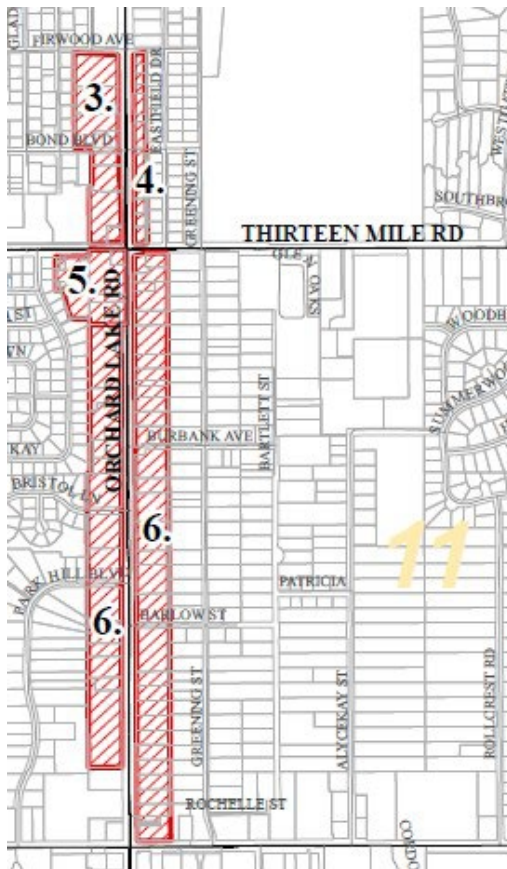
Lots range widely in size, with very shallow depth on the east side of OLR north of 13 Mile Road.

The corridor is anchored by the commercial concentration at OLR and 12 Mile Road at the south end, and it feeds into another major commercial concentration just south of 14 Mile.

2009 Plan

This area was considered in four different segments in the 2009 plan, and while these areas are still relevant in terms of discussing current form and function, we do need to consider the full corridor together, and can drill down into specifics by quadrant as needed (especially with regard to the northeastern quadrant).

The 2009 map broke the corridor down as follows:



Special Notes

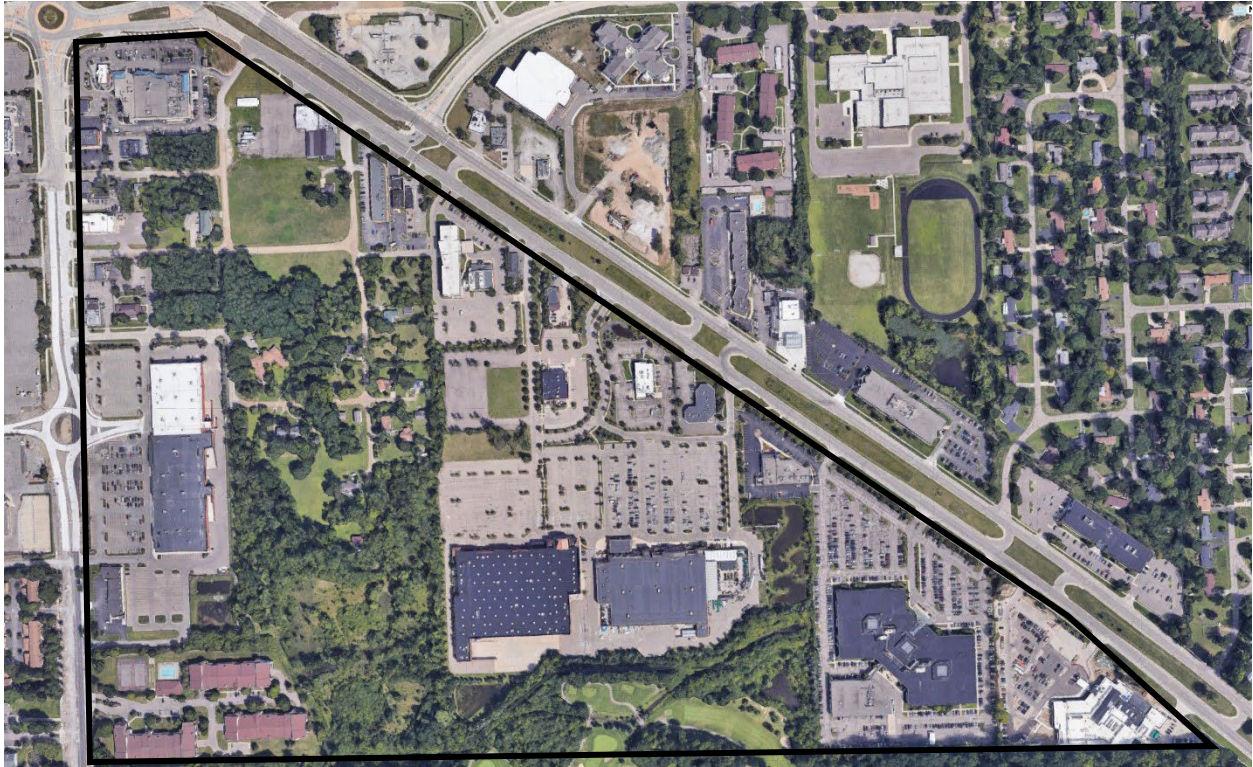
This is an area that has remained substantially similar in character since 2009, but numerous small-scale redevelopment, reoccupancy, and renovation activities has occurred in that same time period.

Considerations moving forward

The following policy questions can guide our discussion:

1. For the 13 Mile / Orchard Lake area, the 2009 Master Plan considered extending the redevelopment area eastward all the way to Glen Oaks Golf Course, but this concept was not included in the plan. Should this idea be reconsidered? The depth of commercial lots fronting on Orchard Lake, north of 13 Mile Road is very shallow, making redevelopment of these sites without additional land very unlikely.
2. The Planning Commission proposed a mixed-use zoning district for the 13 Mile / Orchard Lake intersection and the area south about 12 years ago. This was not approved by the City Council. Does this previous concept merit further consideration or refinement?
3. The corridor has a lot of office zoning. Should these areas provide for a wider variety of uses going forward? The city has received an inquiry about converting the office building at the extreme north end of this study area (on the west side of Orchard Lake, zoned OS-3) to multi-family housing.
4. The area has unusually good cross-access between sites, with the potential to link more sites. With the patchwork of districts, this area has a variety of required front setbacks. Would it make sense to consider establishing, either via overlay or some other method, a uniform front setback for the corridor that would guide future redevelopment into a consistent pattern?
5. How can we make this area as friendly to people moving about outside of vehicles as it is to those driving to their destinations?

2. Orchard Lake/14 Mile/Northwestern Highway.



Area Characteristics

This area was once a full series of neighborhoods, but as commercial development has bitten into those old residential areas, the remaining neighborhoods have slowly emptied out, leaving only a handful of residences. A new apartment complex with structured parking has been approved at the north end of the site. There was once a conceptual PUD plan for the entire area, though this was never executed and was strictly oriented around big box commercial development. The east and west portions of the area are built around big box commercial, and the biggest box, Sam's Club, is now empty. The whole area occupies about 140 acres, though certainly not all of this is likely to redevelop in the near future. The core area west of the former Sam's Club comprising a little less than 30 acres, is the most likely near-term prospect for redevelopment.

2009 Plan

This area was acknowledged as a prime redevelopment area in the 2009 Master Plan and was identified as having the potential for mixed use, though the area examined in that plan was only the western half of what we're studying now.

Considerations Moving Forward

1. A concept plan for this area would demonstrate to developers the city's long-term vision for this area.
2. This area's potential is increased by its relative isolation from single family subdivisions. Additional height and density will have a lower impact on existing residential here than in most other areas of the city.
3. We should consider an overlay or new district to catalyze redevelopment.

3. Grand River Wellness Corridor.

Area Characteristics

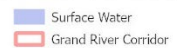
The Grand River corridor between 8 Mile and Farmington is anchored by the Corewell (formerly Beaumont, and before that, Botsford), and has an eclectic mix of current land uses. It is a primarily commercial corridor with many nearby residential neighborhoods. In this Master Plan, we recommend including the northeast corner of Drake and Grand River, which is on the other side of Farmington, in our special planning efforts for the corridor.

2009 Plan

In the 2009 plan, the Grand River corridor was addressed as a prime area for redevelopment, with the potential for mixed uses. The 2009 plan was carried into the Zoning Ordinance in the form of the Grand River Overlay, which provides greater flexibility of development and some light form-based standards. In order to take advantage of the greater flexibility offered by the overlay, an applicant must develop the land as a PUD, but PUDs in this area are pre-qualified, skipping a step of the typical process. Multi-family development at RC-3 densities is permitted under the overlay.

Considerations Moving Forward

1. The size, and particularly the depth, of many parcels with Grand River frontage is a major hindrance to redevelopment. We should consider increasing the depth of these planning areas to make future redevelopment more realistic.
2. The Grand River Corridor Overlay 1 district was created to implement 1) the City of Farmington Hills Master Plan, including the Southeast Business and Industrial Redevelopment Areas and Botsford Special Planning Area, and 2) the Grand River Corridor Vision Plan 2013. This zoning district should be reviewed and, if appropriate, the Master Plan should reflect continued support for this mixed use area.
3. The layout of Grand River Avenue itself is also an impediment to redevelopment; access issues and the interchange with M-5 all pose significant challenges.
4. A corridor improvement authority has been established here, but the TIF district has never yielded sufficient funding for projects. This plan must offer some paths forward for the Authority, as some degree of direction and public physical improvements is likely key to getting traction on redevelopment here.





-  Wetlands
-  Surface Water
-  Grand River Corridor

4. Freeway Overlay Districts, including Haggerty from 8 Mile to I-696.

Area Characteristics

These overlays occupy much of the city's extreme western area, including all of the Haggerty corridor from 8 Mile Road up to the 696/275/96 interchange (see map on next page). The area is overwhelmingly devoted to industrial and office uses, with a small amount of commercial use mixed in.

2009 Plan

In the 2009 plan, these redevelopment areas are discussed on pages 69 through 71. Due to these areas' freeway proximity and lack of proximity to residential development, they were identified as having potential for intense redevelopment, with taller buildings and greater concentration of uses.

Zoning Implementation

These areas were adopted into the Zoning Ordinance as overlay districts. They can be summarized as follows:

Area 1 (up to 8 stories along Haggerty Road from north of 9 Mile to I-96)

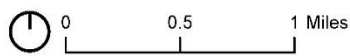
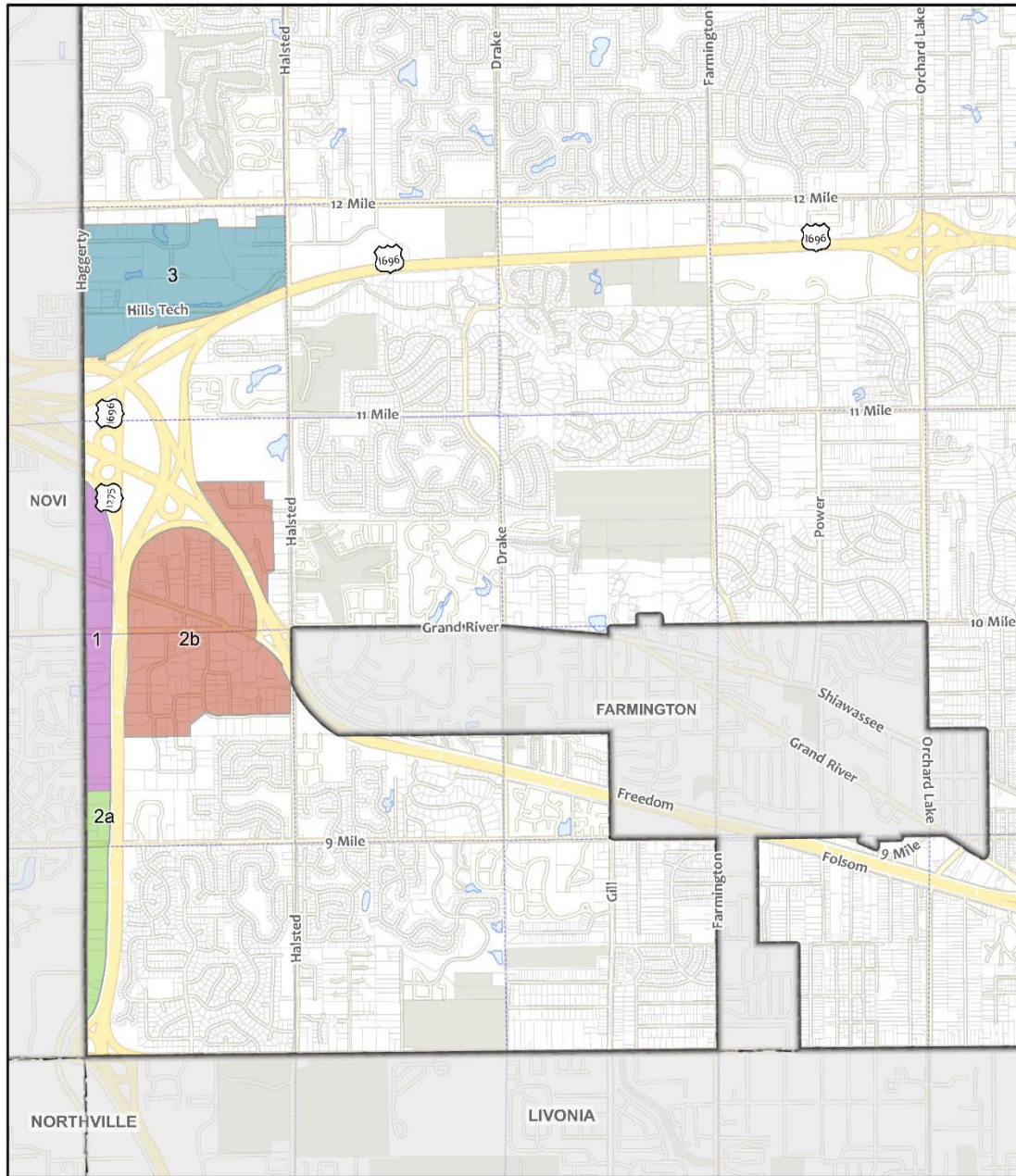
Area 2a (up to 5 stories along Haggerty Road – from north of 9 Mile south)

Area 2b (up to 5 stories with LI-1 industrial and B-3 commercial uses north and south of Grand River)

Area 3 (up to 5 stories of IRO south of 12 Mile Road and east of Haggerty)

Considerations Moving Forward

- 1) Strategies to encourage 8-story development in area 1, if still desired.
- 2) Review anticipated uses in LI-1, Office and Industrial Research Office planned areas. What can be done to provide more flexibility and reoccupancy / redevelopment potential.
- 3) For area 2b, what is the vision for the Grand River corridor that is different from today?
- 4) The 2009 plan recommended parking decks. Is that still viable? Would city offer incentives? For open space, the city may want to consider creating concepts for desirable places that fit the industrial / IRO context, something like a pattern book for open spaces.
- 5) Review the RINO district (<https://rinoartdistrict.org/>) in Denver and the North Lakeview Industrial district in Birmingham, Alabama (<https://www.lakeviewbham.com/about-lakeview/>) to determine role of mixed use in historically office and industrial settings.



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