



**Regular Planning Commission Meeting
7:00 PM, MONDAY, OCTOBER 12, 2015
City Council Chambers
23600 Liberty Street
Farmington, MI 48335**

REGULAR MEETING AGENDA

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF ITEMS ON THE CONSENT AGENDA**
 - A. September 14, 2015 Minutes**
 - 1. September 14, 2015 Minutes**
- IV. REVIEW OF ORCHARD LAKE/10 MILE PLACEPLANS PROJECT**
 - 1. Review of Orchard Lake/10 Mile Roads PlacePlans Project**
- V. PLANNING COMMISSION APPOINTMENT TO RECREATION MASTER PLAN COMMITTEE**
 - 1. Planning Commission Appointment to Recreation Master Plan Committee**
- VI. PUBLIC COMMENT**
- VII. PLANNING COMMISSION COMMENT**
- VIII. ADJOURNMENT**

**Farmington City Council
Staff Report**

Council Meeting Date:
October 12, 2015

**Reference
Number
(ID # 2024)**

Submitted by: Kevin Christiansen, Economic Community Development Director

Description: September 14, 2015 Minutes

Requested Action:

Approve

Background:

Agenda Review

Review:

Kevin Christiansen Pending

City Manager Pending

Planning Commission Pending 10/12/2015 7:00 PM

FARMINGTON PLANNING COMMISSION PROCEEDINGS
City Council Chambers, 23600 Liberty Street
Farmington, Michigan
September 14, 2015

Vice Chairperson Crutcher called the meeting to order at 7:00 p.m. in the Farmington Public Library, 23600 Liberty Street, Farmington, Michigan.

ROLL CALL

Present: Buyers, Chiara, Crutcher, Gronbach, Majoros

Absent: Bowman

A quorum of the Commission was present.

OTHER OFFICIALS PRESENT: City Manager Murphy, Director Christiansen, Building Inspector Koncsol

APPROVAL OF AGENDA

MOTION by Gronbach, seconded by Majoros, to approve the agenda as submitted.

Motion carried, all ayes.

APPROVAL OF ITEMS ON CONSENT AGENDA

a. Minutes of Regular Meeting – August 10, 2015

MOTION by Chiara, seconded by Buyers, to approve the Consent Agenda as amended.
Motion carried, all ayes.

PUBLIC HEARING AND SITE PLAN REVIEW ON PUD PLANNED UNIT DEVELOPMENT PRELIMINARY PLAN AND PUD AGREEMENT – ORCHARDS PHASE II, 33300 SLOCUM

Vice Chairperson Crutcher introduced this agenda item and turned it over to staff.

Christiansen stated this item is a scheduled Public Hearing and Preliminary PUD Planned Unit Development Plan Review with the Planning Commission on a proposed PUD Planning and Development Concept Plan for the development of Orchards Phase II. He stated a pre-application conference was held at the August 10th Planning Commission meeting with a discussion and review with the applicant. He stated the applicant, Fabio Cervi of Cervi Construction, has proposed an 11-unit, three story, townhouse style apartment building, each unit with a one-car garage and a driveway for parking. He detailed the plans that were presented by the applicant. He stated additional items include a PUD site plan review letter from LSL Planning dated September 18, 2015 and indicated that Ms. Caitlin Malloy-Marcon was in attendance to present the report.

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Malloy-Marcon described the unique nature of the project stating it was a 2004 approved PUD agreement, with a 2010 PUD amendment. She highlighted some of the details of the plan including parking requirements, setbacks, driveway access, waste receptacle, landscape greenbelt plan, and landscape buffer. She stated they are in need of a photometric plan that shows fixture details and foot candles at all borders with adjoining properties and clarification of what the sidewalks and walkways are going to look like in the final product. She stated the landscaping, the parking setback and the parking spaces are all deviations from the PUD agreement and wanted to bring that to the attention of the Planning Commission.

Vice Chairperson Crutcher opened the floor up for questions from the Commissioners. Hearing none, he then invited the applicant to the podium.

Fabio Cervi, Cervi Construction, 12419 Stark Road, Livonia, came to the podium. He stated he had a few notes and comments he wished to address in the final site plan, that being pushing the dumpster back a little further to allow easier access for garbage removal trucks from the existing phase and for this phase and possibly tying in the sidewalks to the City parking lot to have more direct access to the downtown and possibly adding more lightpoles in the greenspaces.

Vice Chairperson Crutcher opened the floor for questions for the Applicant.

Buyers asked for clarification of the sidewalk locations and the Applicant responded that the intended sidewalks are delineated on the site plan that was submitted and not the rendering. Buyers then asked if the sidewalks are coming in perpendicular to the driveway and Cervi responded in the affirmative.

Gronbach asked Malloy-Marcon if the sidewalk placement the Applicant detailed would still fall within the guidelines and she indicated that it would but stated concern that in the site plan the sidewalk is not actually connected to the City sidewalk so there's no continuous walkway from the City sidewalk into the site and she asked that that modification be made on the final site plan.

Crutcher inquired about the lighting and the Applicant replied they are proposing two lights on each garage door and one by each front door which will be set up on photocell to come on automatically at night. Crutcher asked Malloy-Marcon if additional lighting would be required and she responded adding light in between units would benefit it by making it a more walkable site.

MOTION by Buyers, seconded by Chiara, to open the Public Hearing.

(Public Hearing opened at 7:15 p.m.)

PUBLIC HEARING

Roman Belobradich, 33112 Slocum, inquired if there were previous meetings on this proposed PUD and Christiansen responded and explained the process.

Jim Vandenberg, 30740 Ridgeway Drive, Farmington Hills, and Power of Attorney for his special needs son Kevin Vanderberg, who lives in Orchards Phase I, inquired about shared use of the drive as well as the intended use of the cut-out, parking concerns and emptying of the waste dumpsters on both properties. He then questioned the Applicant what the anticipated rent would be for the Phase II and Cervi responded approximately \$1,700.00. Vandenberg then inquired if there was an intention to connect their drive to the City drive and Christiansen responded in the negative.

Vandenberg then asked about liability from damages occurring in the building process. Koncsol responded that damage claims would be investigated by the Building Department and that a bond may be required from the builder during that time.

Kevin Kalp, 33252 Slocum, stated his concerns about repairs and maintenance of the shared drive.

MOTION by Gronbach, supported by Chiara, to close the Public Hearing.
 Motion carried, all ayes.

(Public Hearing closed 7:30 p.m.)

MOTION by Gronbach, supported by Buyers, by the Planning Commission giving conditional approval for the preliminary conceptual PUD plan for Orchard Phase II, 33300 Slocum, and that it be forwarded to City Council for their review
 Motion carried, all ayes.

i **SPECIAL LAND USE PUBLIC HEARING AND SITE PLAN REVIEW – SHELL GAS STATION, 37375 GRAND RIVER**

Crutcher introduced this agenda item and turned it over to staff.

Christiansen stated the new property owner of the Shell Gas Station, 37375 Grand River, has proposed several changes, improvements and upgrades to the existing building and service station for his new service station. He stated the proposed changes to the existing Shell Gas Station site include interior modifications to the existing service station building and exterior changes to the existing building façade and service station site, including façade improvements, parking lot upgrades and improvements, new landscaping, and new site signage and requires the review and approval of the Planning Commission. The existing commercial property is zoned C-3, General Commercial. Gas stations are a special land use in the C-3 General Commercial District. A Public Hearing and site plan review and approval are required. No changes regarding building dimensions or other site improvements are proposed.

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The Applicant has submitted a site plan for the proposed changes and improvements, including proposed interior building modifications, proposed building elevations, and a site plan showing proposed service station site improvements including new landscaping. An aerial photograph was included with the staff report as well as additional information being a site plan review letter from LSL Planning dated 9-10-15. He stated the Applicant was present to answer any questions of the Planning Commission.

Vice Chairman Crutcher invited the Applicant to the podium.

Steve Alexander, 3129 Ivy Hill Drive, Commerce Township, Michigan, came to the podium. He thanked the Commission for the opportunity to present his plans for redevelopment. His architect, Nasser Choucair, N.C. Designers and Contracting, 3241 S. Telegraph, Dearborn, was also present for questions.

Alexander then presented the Planning Commission with samples of the proposed materials

Caitlin Malloy-Marcon, LSL Planning, went over the details of her report. She stated this is a Special Land Use and that the Applicant is proposing interior changes as well as exterior, façade changes, landscaping and parking lot configuration changes. She stated the building design, façade improvements, would be welcome changes to the building, seeing as it is a gateway parcel coming into the city. She indicated the treatments they are proposing for the building will look cohesive with other upgrades going on with commercial facades around the city. She stated parking was a slight concern as per ordinance there are eight spaces required for the filling station, three for the retail space, two for employees, six for carryout spaces for the proposed carryout restaurant addition and three spaces for the car wash, their plans meeting the requirements for the filling station, the retail space and the employee, but fall short four spaces for carryout restaurant and all spaces for the car wash. Landscaping doesn't quite meet the requirements of the zoning ordinance in terms of the types of trees being provided but they are providing a perennial variety of landscape updates to the property with shrubs, evergreens and grasses which meets the spirit of the ordinance, but are missing the canopy tree count. No lighting plan or signage. In summary, the three areas of concern are the parking with addition of other uses do not meet the requirements, and the lack of a detailed sign and lighting plan.

Buyers asked for confirmation on the parking calculations and Malloy-Marcon adjusted her count per the site plan.

Gronbach asked for clarification on the parking for the car wash building and Malloy-Marcon stated that stacking spaces are not included in the count for stationery parking spaces, those are two separate counts per the ordinance. He then confirmed with the Applicant that the car wash usage would be the same as the previous one which was responded in the affirmative.

Majoros asked Christiansen if parking requirements for mixed use would be the same as if this was exclusively a takeout restaurant and Christiansen responded the requirements are for the gas station itself with the accessory uses. Malloy-Marcon stated there are shared parking scenarios which can be considered by the Planning Commission and finding more detailed information on the type of carryout restaurant is planned could alter those considerations.

Buyers inquired of the Applicant what type of carryout he was intending and he stated there would be a small grill for pizza carryout.

Christiansen then stated the commercial kitchen area is 602 square feet and that the majority of the space on the floorplan is for the C-store.

Chiara asked if a commercial oven would be installed and the Applicant responded in the affirmative.

Choucair commented that their need for employee parking spaces is less, with usually one person on duty and that the car wash will not be in operation 24 hours a day, therefore freeing up more parking spaces. He stated that the gas station occupancy will not exceed fifteen as he is experienced in designing gas stations in and around the community and that is what he has encountered in his dealings.

MOTION by Buyers, supported by Majoros, to open the Public Hearing.
Motion carried, all ayes.

(Public Hearing opened at 7:48 p.m.)

PUBLIC HEARING

No public comment heard.

MOTION by Chiara, supported by Majoros, to close the Public Hearing.
Motion carried, all ayes.

(Public Hearing closed at 7:48 p.m.)

Vice Chairperson Crutcher opened the floor up for comments from the Commissioners.

Chiara expressed a desire due to the location of this gas station, that whatever signage is installed to include a welcome into the City Farmington on it.

Christiansen stated that they have been working with the Applicant on having the property owner provide an easement to the City to locate the western entrance sign. He also stated that any signage proposed by the Applicant must conform with ordinance requirements.

Christiansen also stated that there are two letters of review for consideration by the Planning Commission before any action is taken, the LSL Planning letter addressed by Malloy-Marcon, and also one from engineering consultants OHM dated September 14, 2014.

MOTION BY Chiara, supported by Majoros, to approve the Special Land Use and Site Plan as proposed for the Shell Gas Station, adopting the recommendations made in the letters from OHM and LSL Planning that would be included in the final site plan approval by the City

Motion carried, all ayes.

SITE PLAN REVIEW – CONSIDERATION TO APPROVE HOME ADDITIONS, A WOOD DECK ADDITION AND A DETACHED GARAGE ADDITION, 23801 FARMINGTON ROAD

Vice Chairperson Crutcher introduced the agenda item and turned it over to staff.

Christiansen stated the requirements contained in Article 13 of the Zoning Ordinance regarding homes in the Historic District. He stated the City received an application from Ronald Cline, 23801 Farmington Road, for a modification of his existing single family residence, adding a bedroom and bathroom, a mud room, sunroom, expanding the existing kitchen and constructing a new wood deck addition and a new detached garage addition for his existing two-story single family residence located in the City of Farmington Historic District. He indicated the design and location of the home additions and the new detached garage are shown on the attached information submitted by the Applicant. The Historical Commission has reviewed the plans and has provided their recommendations and a copy is attached with the staff report. Also, there are members of the Historical Commission in attendance at tonight's meeting. The Zoning Board of Appeals approved the necessary variances required at their September 2, 2015 meeting and a copy of the minutes from that meeting were also included. He indicated the responsibility of the Planning Commission is to review the site plan for the proposed additions. The Building Department has reviewed the dimensional aspects of the plan and has indicated that it meets the requirements of the Zoning Ordinance with the approved variances. He stated the property is located on the northwest corner of Farmington Road and Oakland Street, directly across from the parking lot for the Masonic Lodge and that the applicant has provided detailed pictures and plans for presentation.

Vice Chairperson Crutcher invited the Applicant to the podium.

Ronald Cline, 23801 Farmington Road, came to the podium. He stated he has lived in the home for two years with his family but stated the bedrooms are tiny and the kitchen is small and a mud room area is needed to store coats and shoes. He went over the plans in detail shown on the screen for the Commissioners. He stated the front porch is narrow and he would like to extend it by wrapping it around a little more in back to make enough room to have chairs on it. He indicated the existing garage is hard to pull into

and too small to house two cars with no room for storage. He indicated he is going with a carriage barn style with two doors and storage above for a hobby space.

Vice Chairperson Crutcher opened the floor for questions from the Commissioners.

Gronbach asked the Applicant to review the materials he plans on utilizing and asked if they are compatible with the existing materials and colors on his home.

He displayed the garage doors on the screen and stated he found a company that still made the old style windows that he would be incorporating into the plan. He stated all of the aluminum siding will be taken off and the old style windows will be installed. He stated the composite siding he will be utilizing looks like wood from the street but is more durable and the paint is in the finish so no peeling occurs and it will be used around the whole house and the garage making it uniform. He stated the shingles will be asphalt with fiberglass underneath it. He indicated he found a place in Indiana that still makes the bricks that are under the front porch and he will be utilizing them.

Vice Chairperson Crutcher opened the floor for questions from the Commissioners.

Gronbach inquired about the garage doors and which direction they will be facing and further discussion was held.

Buyers asked the Applicant about the space above the garage that is going to be utilized for storage or hobby space and whether or not there would be a stairway going to the area and the Applicant responded in the affirmative. Gronbach confirmed with the Applicant that the stairs would be on the interior. Buyers then asked if there would be dedicated electrical for the storage area and the Applicant responded yes.

Buyers then asked staff of the requirements for insulation or the like and Christiansen responded there are general Code requirements regarding construction that would apply.

Buyers then asked the Applicant which sides the stone would be on the house and he responded all sides to make it uniform and tie in together.

Majoros inquired about the fence and the Applicant responded that they are going to extend the fence to meet the garage for the safety of his children and pets.

Christiansen stated that a number of members of the Historical Commission were present and Crutcher asked if they would like to come forward.

Laura Myers, 33601 Shiawassee, chairperson of the Historical Commission, commended Mr. Cline and indicated that they had been working with him since February. She detailed the findings in their report and their recommendations. She stated the Commission serves only in an advisory capacity and that with the changes

that Cline is making, it would put his house a noncontributing one in the Historical District, thereby making him not eligible for tax credits should they be available in the future.

Marilyn Weimar, 33620 Hillcrest, also spoke on the issue and further discussion was held.

MOTION by Buyers, supported by Chiara, to move that the Planning Commission approve the site plan for home additions, wood deck addition, and detached garage addition for the home located at 23810 Farmington Road.

Motion carried, all ayes.

SITE PLAN AMENDMENT – DOLPHIN CENTER, 31691-31715 GRAND RIVER

Vice Chairperson Crutcher introduced this agenda item and turned it over to staff.

Christiansen stated at the July 13, 2015 Planning Commission Meeting the Commission approved the site plan proposing several changes, improvements and upgrades to the existing building and commercial site located at 31691-31715 Grand River Avenue, Dolphin Center. Those changes included exterior changes to existing building façade and proposed outdoor seating area for a future tenant. The building is located in the C-3 General Commercial District and requires review and approval by the Planning Commission. No changes regarding building dimensions or other site improvements were proposed. The Applicant is requesting to amend the approved site plan and has submitted a revised building elevation plan modifying the approved north building elevation. The amended plan calls for modification of the façade improvement to the existing building previously approved, the approved site signage, a new site plan face has been installed. The approved landscaping modifications are currently underway. He stated the Applicant is at the meeting to present amended site plan. Christiansen went over the plans depicted on the screen. He stated the Applicant is intending now to take the existing mansurd roof, repurpose it, instead of repurposing the entire façade as was originally presented and approved, but still an upgrade, from a mansurd shed type roof to a metal flash type roof. He stated what is still the same is the changing of the existing site plan and the repurposing of the landscaping is also the same and currently underway. The Applicant is asking for a modification of the façade improvements approved at the July 13, 2015 meeting.

Crutcher invited the Applicant to the podium.

Salvatore Pellerito came to the podium and stated that he intends to fix up the property but does not have the money to do the updates he originally proposed.

He stated that right now there are asphalt shingles and he wants to remove them and put metal so it looks nicer and efface on the top. He is going to remove the original stone and put newer style stone on the building and the signage is done and the landscape is currently being installed.

Gronbach inquired of staff if the Applicant needs to submit a new set of plans that are better than just a rendering for approval.

Christiansen responded that there will be construction plans or permit plans required which would show exact detail on changes.

Gronbach stated he is disappointed and that the original plans were a lot better than the rendering provided tonight and feels strongly that if the Commission is going to approve renovations to the façade that something more than a sketch is needed. He also indicated that he believes the signage is bigger than what would be allowed by Code.

Majoros asked if the signage for the tenants would be separate and distinct or if they were all intended to be similar.

The Applicant responded that every individual will get their own sign.

Crutcher clarified with the Applicant that he is going from proposing a major renovation to just changing the material on the roof.

The Applicant stated some circumstances have come up in his life that prevent him from going forward with his original plan.

Gronbach stated that if the proponent is coming in for approval that he should have samples of materials and colors.

Christiansen stated he can appreciate the Commissioners comments but the changes will give a little bit of fresh air to the center and that it is almost to the point where it doesn't require review and approval because he is not changing the façade but more standard maintenance type of items, but the purpose of bringing it back was to inform the Planning Commission.

Crutcher clarified that the Applicant was going from making renovations to making noe at all and just basically changing from shingle to metal.

Gronbach expressed concern that there had been a few instances before where plans had been approved and then a year later the proponent is out doing something completely different.

Further discussion was held regarding providing more detail to the Commissioners on the plans.

Buyers asked about their former discussion on outdoor seating and if that is currently in his plans and the Applicant responded if a tenant requested it.

Buyers confirmed with the Applicant that there would be no height alterations, or exterior alterations to the building and further discussion was held.

Chiara asked if the landscaping is currently being done and the Applicant responded in the affirmative and that it should be completed in the next week or two.

MOTION by Majoros, supported by Chiara, to move to approve the site plan amendment for Dolphin Center, 31691-31715 Grand River, with the condition that at a minimum staff see and have details from the Petitioner on items like color, stone samples, some degree of detail and confidence that the Commission can hold the Petitioner to an agreement and to work with staff on that and if necessary come back before the Planning Commission.

Motion carried, all ayes.

PUBLIC COMMENT

None heard.

PLANNING COMMISSION COMMENTS

Chiara inquired about the demolition occurring for the Fresh Thyme site.

STAFF COMMENTS

Christiansen detailed the activity with respect to redevelopment going on in the community.

ADJOURNMENT

MOTION by Chiara, seconded by Buyers, to adjourn the meeting.
 Motion carried, all ayes.

The meeting was adjourned at 8:55 p.m.

Respectfully submitted,

Secretary

**Farmington City Council
Staff Report**
Council Meeting Date:
October 12, 2015

**Reference
Number
(ID # 2026)**
Submitted by: Kevin Christiansen, Economic Community Development Director

Description: Review of Orchard Lake/10 Mile Roads PlacePlans Project

Requested Action:

None

Background:

At the June 17, 2015 Orchard Lake and Ten Mile Roads PlacePlans Meeting, the final report and design proposal for the future redevelopment and enhancement of the Orchard Lake/Ten Mile Roads intersection area was presented to the cities of Farmington and Farmington Hills. The purpose of this item is to review the Plan and to accept it as part of the City of Farmington Master Plan and Comprehensive Planning Program.

Attachment

Agenda Review
Review:
Kevin Christiansen Pending
City Manager Pending
Planning Commission Pending 10/12/2015 7:00 PM

Orchard Lake Road and Ten Mile Intersection Redesign Analysis Report and Design Proposal for PlacePlans

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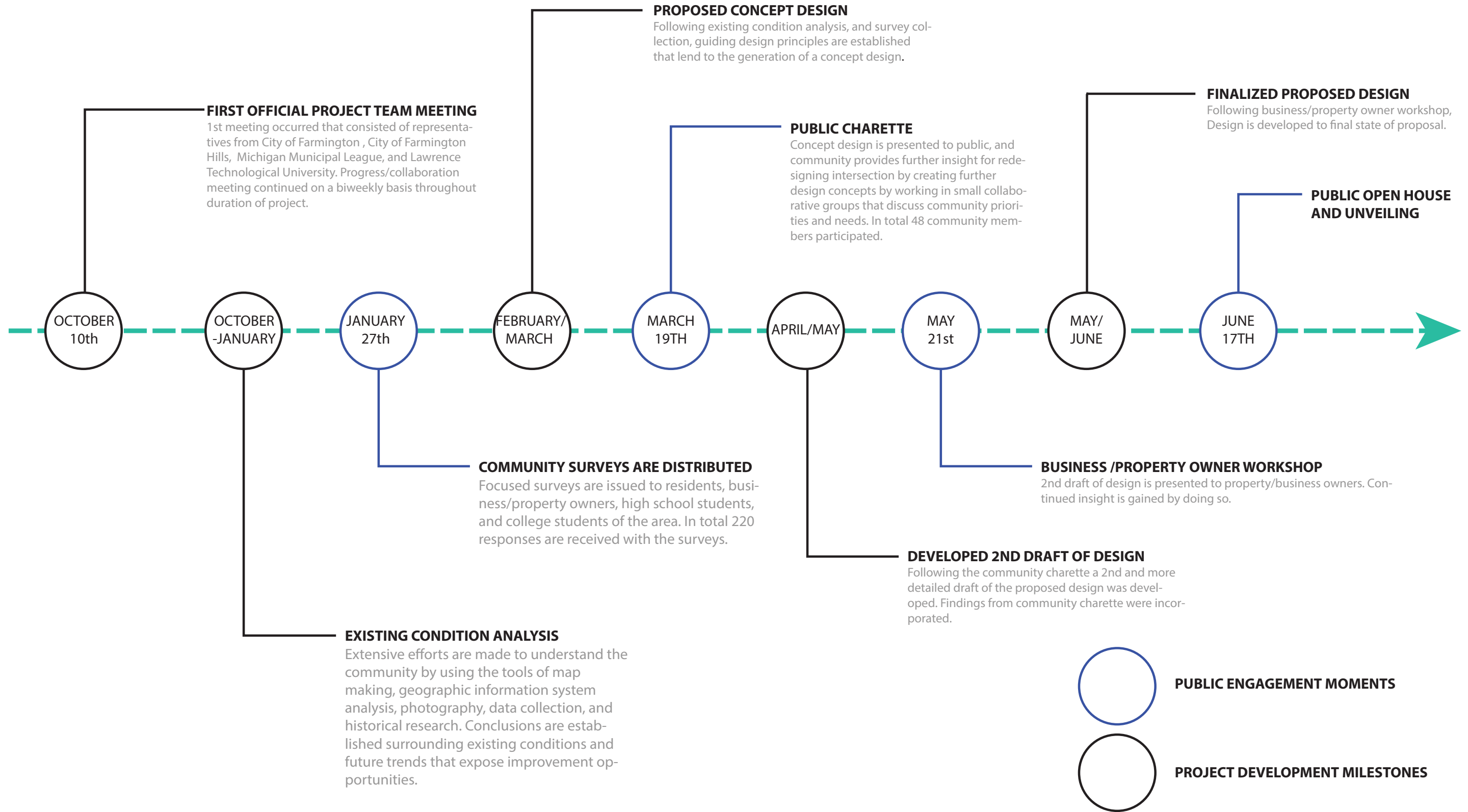
Project Introduction

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

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

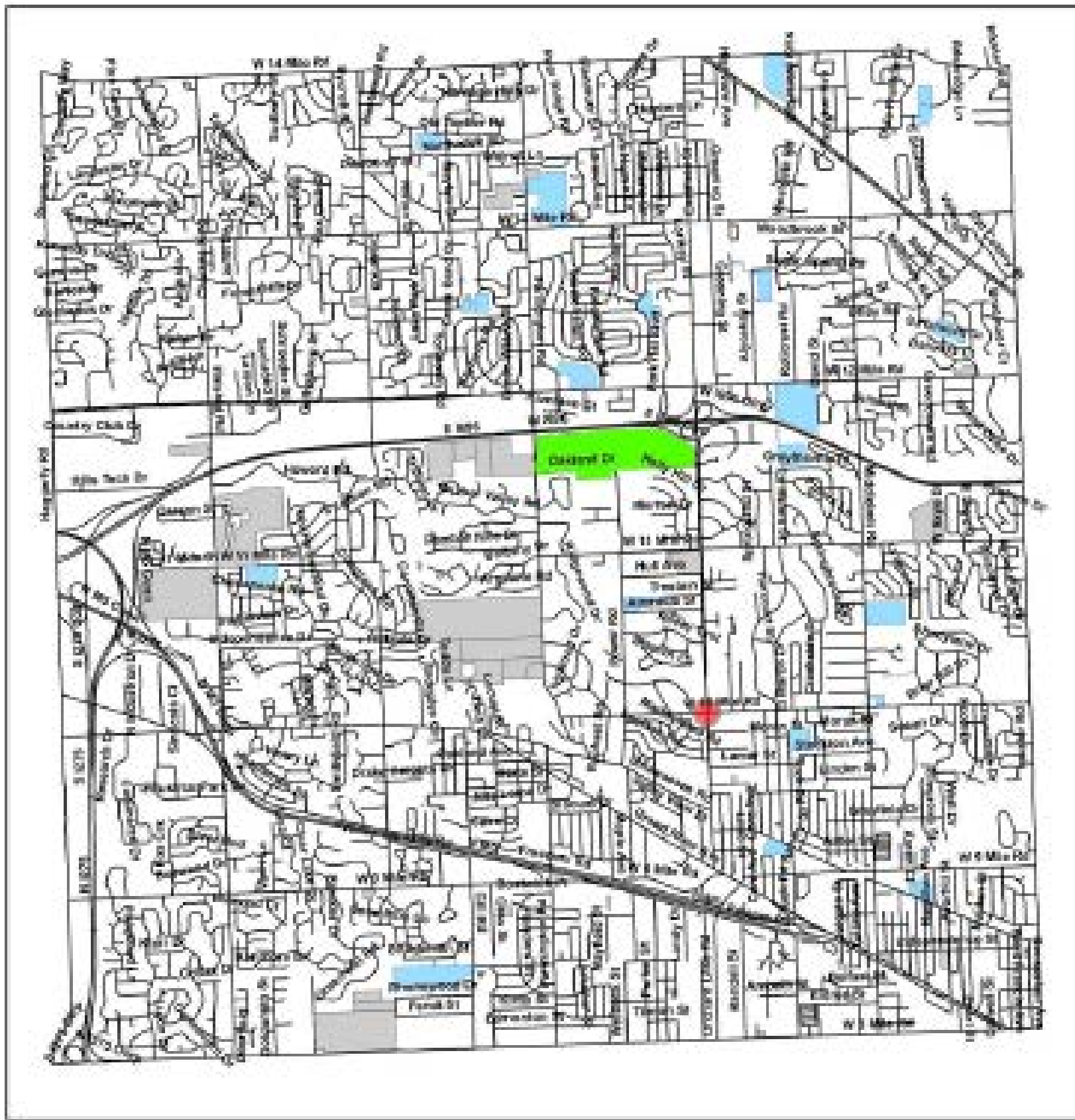
The Cities of Farmington Hills and Farmington submitted a PlacePlans application for the Orchard Lake and Ten Mile Road intersection. The Cities’ project was selected and have been working in partnership with MML, Lawrence Technology University’s Master of Urban Design program faculty and graduate students,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

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



PROJECT TIME LINE

LAND MANAGEMENT ANALYSIS



PUBLIC/GOVERNMENT LAND OWNERSHIP

- STUDY INTERSECTION
- OWNER_NAME1**
- OAKLAND COUNTY COMMUNITY COLLEGE
- FARMINGTON PUBLIC SCHOOLS
- CITY OF FARMINGTON HILLS



REGIONAL LAND OWNERSHIP

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



- Legend**
- OCLandUse2013**
- LANDUSE**
- Commercial/Office
 - Industrial
 - Mobile Home Park
 - Multiple Family
 - Public/Institutional
 - Recreation/Conservation
 - Road Right-of-Way
 - S.F. More than one unit per parcel
 - Single Family, 1 to 2.5 Acres
 - Single Family, 14,000 to 43,559 sq. ft.
 - Single Family, 2.5 to 5 acres
 - Single Family, 5 to 10 acres
 - Single Family, 8,000 to 13,999 sq. ft.
 - Single Family, Greater than 10 acres
 - Single Family, Less than 8,000 sq. ft.
 - Transportation/Utility/Communication
 - Vacant
 - Water

REGIONAL LAND USE

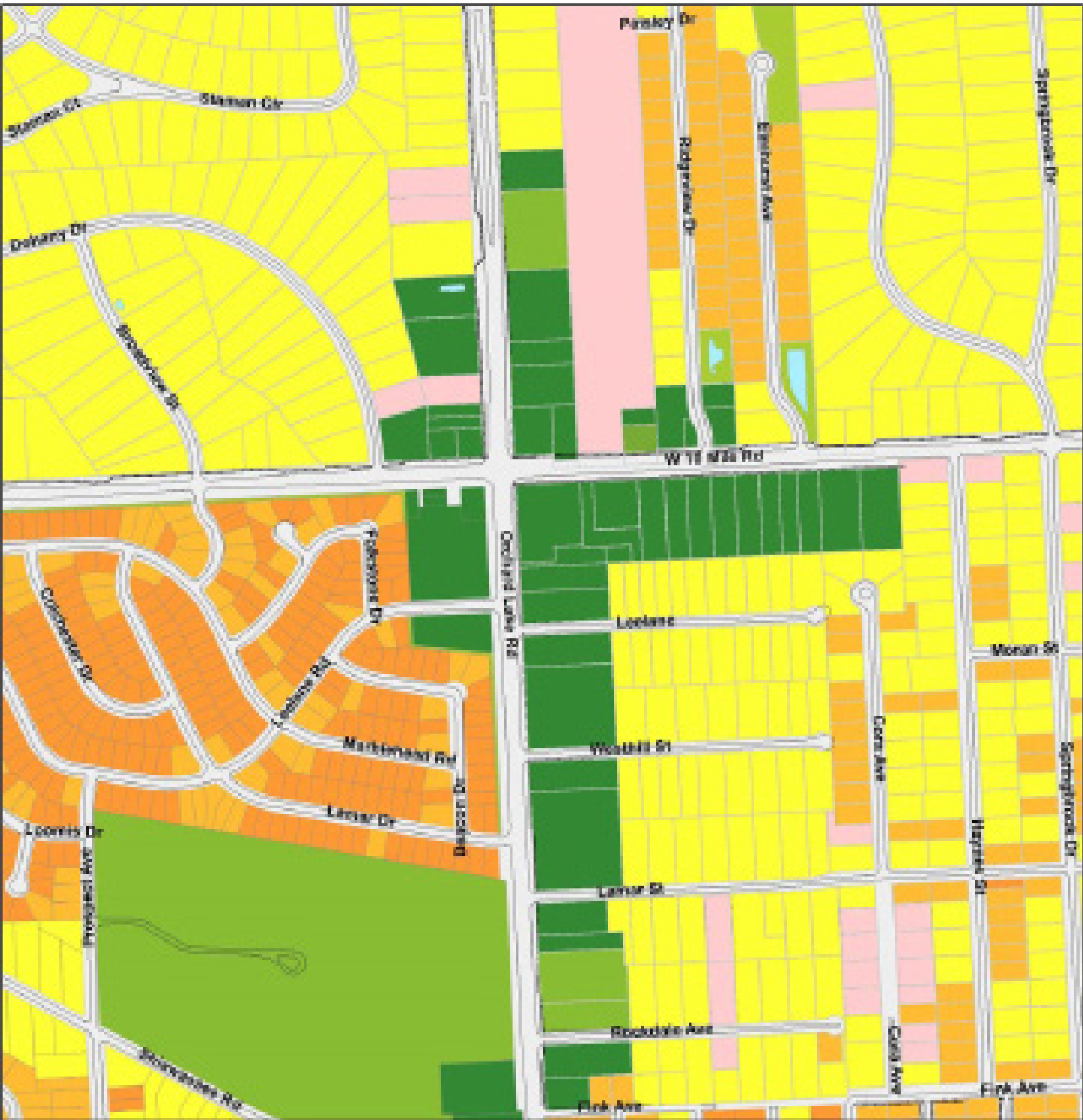
Investigating regional land use connections, it becomes apparent the study intersection is not a primary commercial hub of the city. If anything it is a heavy residential area, with some commercial use in the neighborhood.



OCLandUse2013

LANDUSE

-  Commercial/Office
-  Industrial
-  Mobile Home Park
-  Multiple Family
-  Public/Institutional
-  Recreation/Conservation
-  Road Right-of-Way
-  S.F. More than one unit per parcel
-  Single Family, 1 to 2.5 Acres
-  Single Family, 14,000 to 43,559 sq. ft.
-  Single Family, 2.5 to 5 acres
-  Single Family, 5 to 10 acres
-  Single Family, 8,000 to 13,999 sq. ft.
-  Single Family, Greater than 10 acres
-  Single Family, Less than 8,000 sq. ft.
-  Transportation/Utility/Communication
-  Vacant
-  Water



LOCAL LAND USE

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

BUILDING FABRIC ANALYSIS

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



FIGURE-GROUND MAP

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



Legend

Building Outline

MEDIAN_HGT

- 0 - 13
- 14 - 18
- 19 - 24
- 25 - 32
- 33 - 54

BUILDING HEIGHT MAPPING

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



BUILDING STORY MAPPING

Nearly all buildings in focus area are only one story.

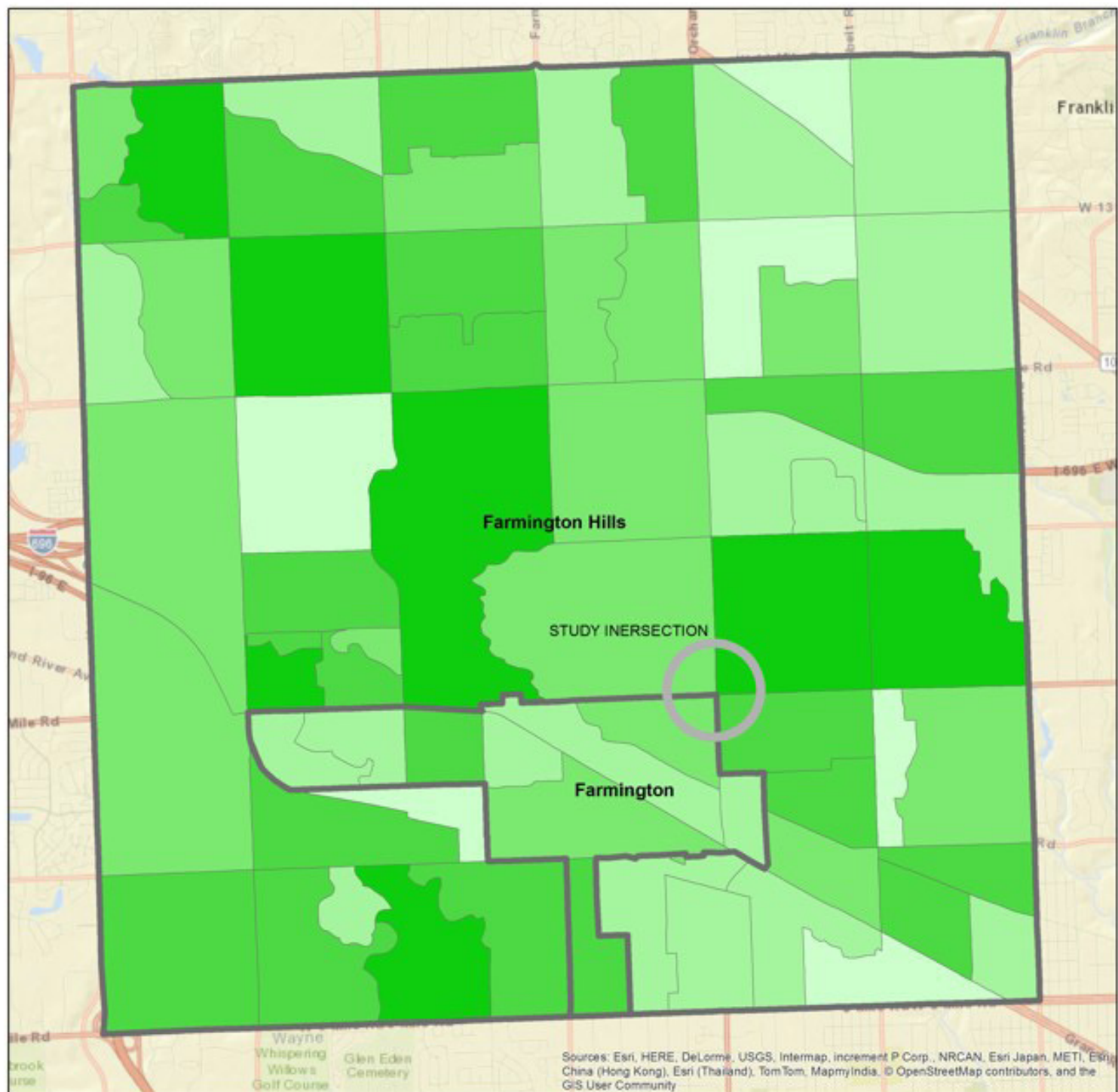
CIRCULATION ANALYSIS

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

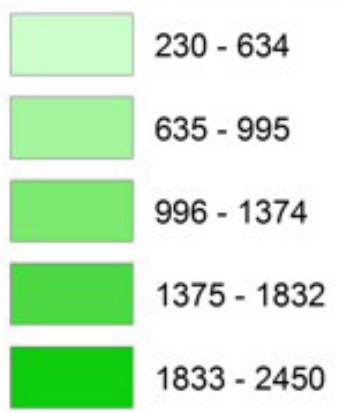
CIRCULATION: WORK PATTERNS

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

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



NUMBER OF RESIDENTS WHO COMMUTE LESS THEN 20 MIN TO WORK



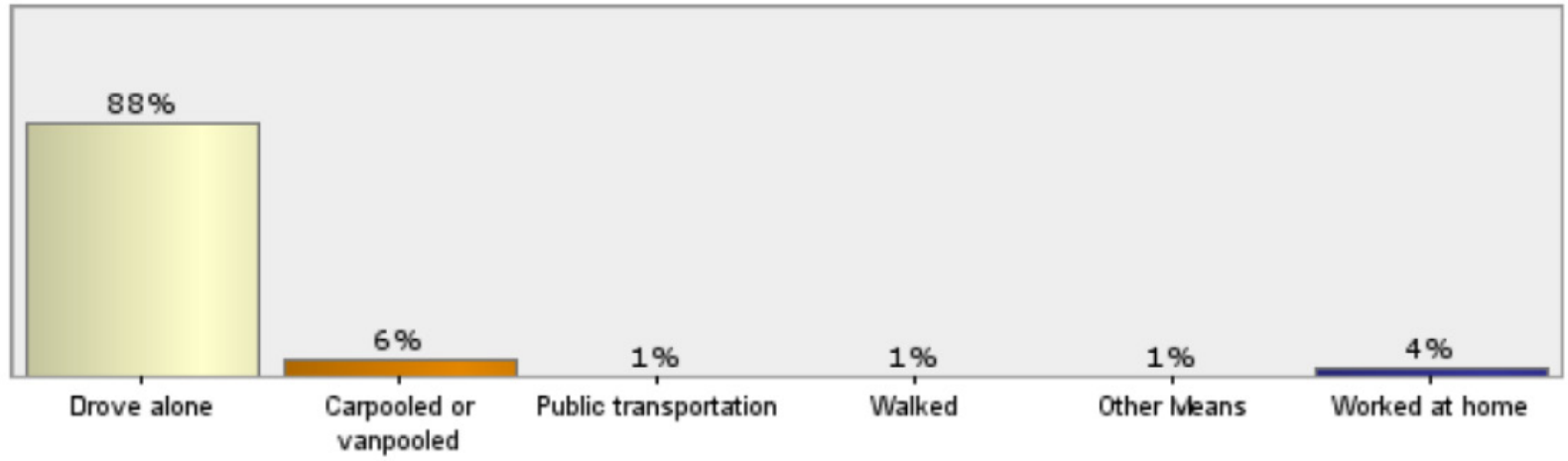
Where Workers Commute From *			5-Yr ACS 2010	
		Workers	Percent	
1	Farmington Hills	8,135	15.2%	
2	Detroit	3,315	6.2%	
3	Livonia	2,955	5.5%	
4	West Bloomfield Township	2,785	5.2%	
5	Novi	2,615	4.9%	
6	Southfield	1,620	3.0%	
7	Commerce Township or Wolverine Lake	1,440	2.7%	
8	Canton Township	1,375	2.6%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

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

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

SEMCOG Community Profiles, <http://www.semco.org/data/bycommunity.c>

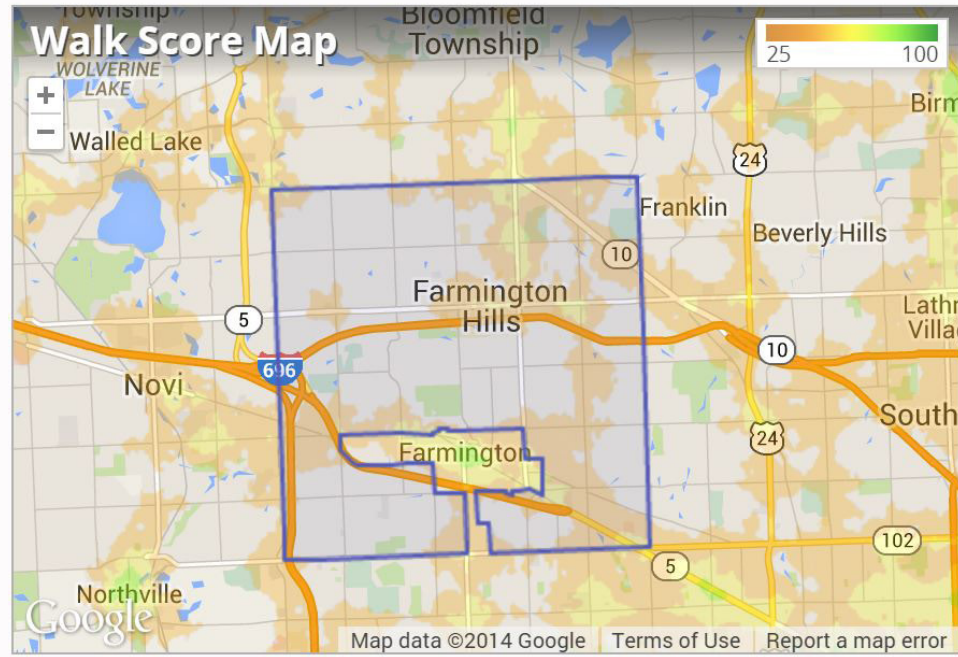
Transportation to Work, 2010 *



Walk Score
23

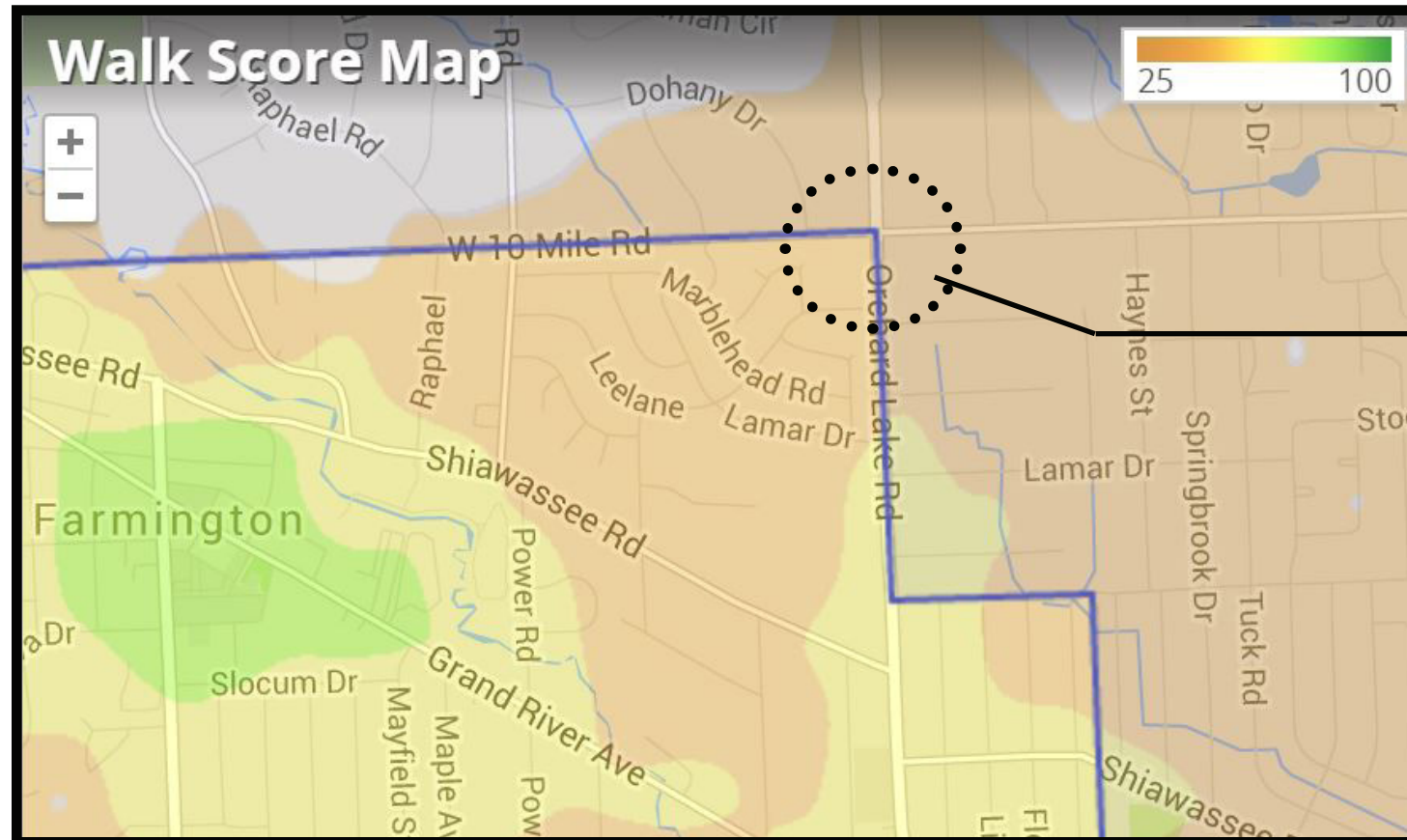
Farmington Hills is a Car-Dependent city

Almost all errands require a car.



Almost all errands require a car in Farmington Hills.

REGIONAL WALKSCORE MAP



Study Intersection

INTERSECTION WALKSCORE MAP

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

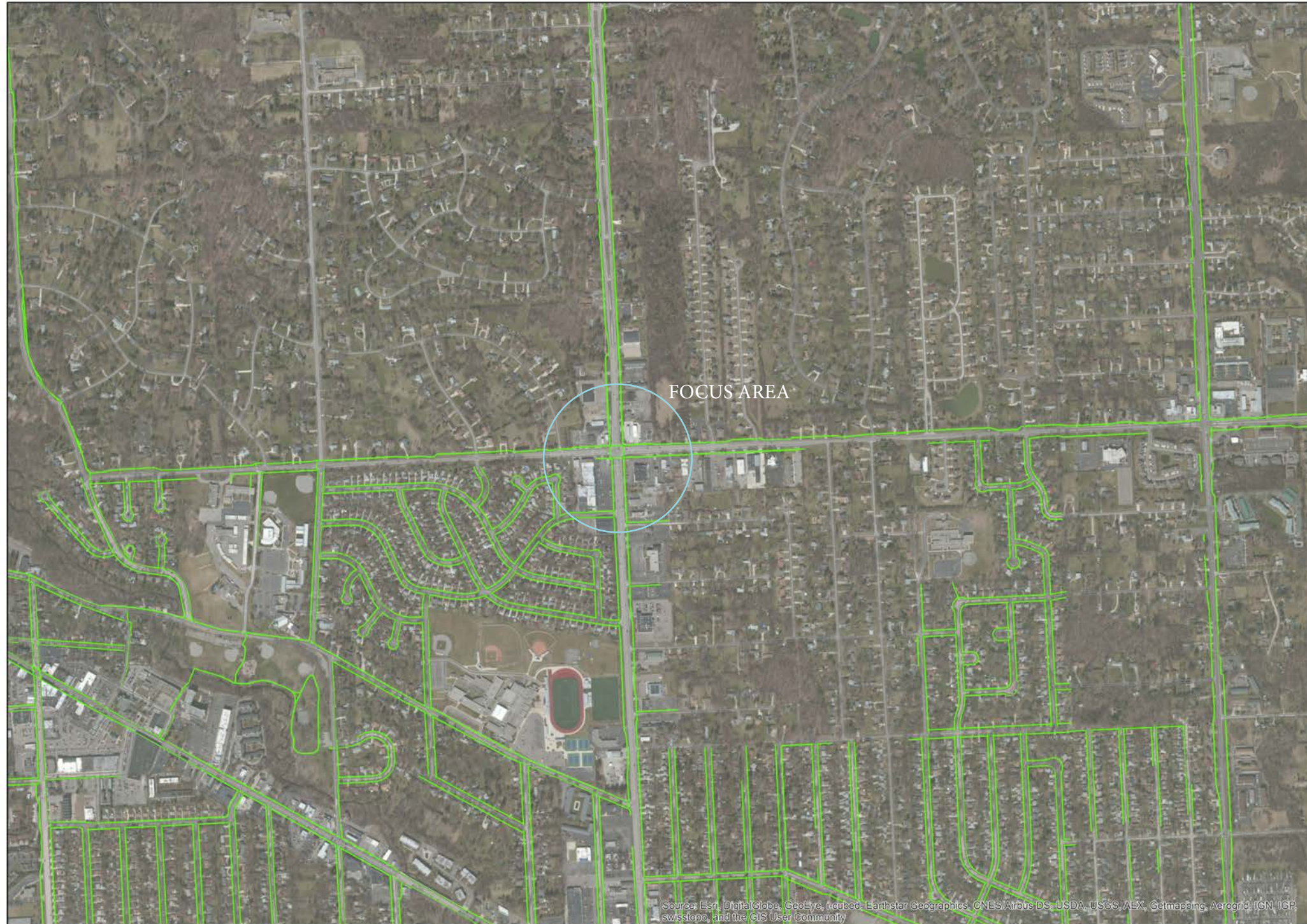
This is evident by the fact that Walkscore rates Farmington Hills with an average low walkscore of 23. Walkscore also proclaims errands must be completed by car.

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

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

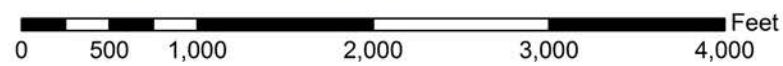
References:
https://www.walkscore.com/MI/Farmington_Hills,

CIRCULATION: SIDEWALK NETWORK



Legend

— Sidewalks



Source: Esri, DigitalGlobe, GeoEye, (reused), Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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

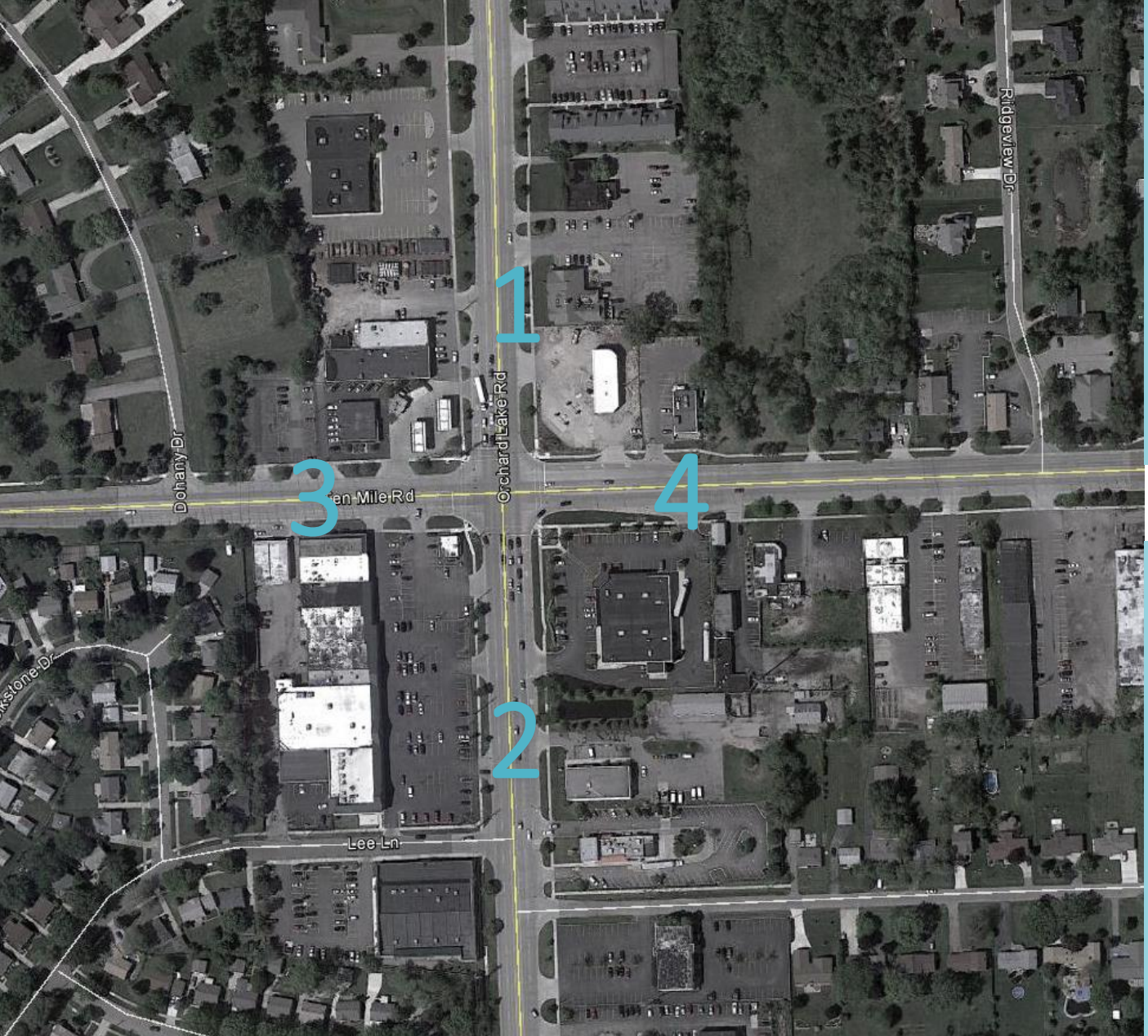
Of particular interest is establishing a walkable connection between the residential and business areas.

References:
Farmington Hills, Sidewalks GIS data
Farmington, Paths GIS data

1

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

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



3

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

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

2

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

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

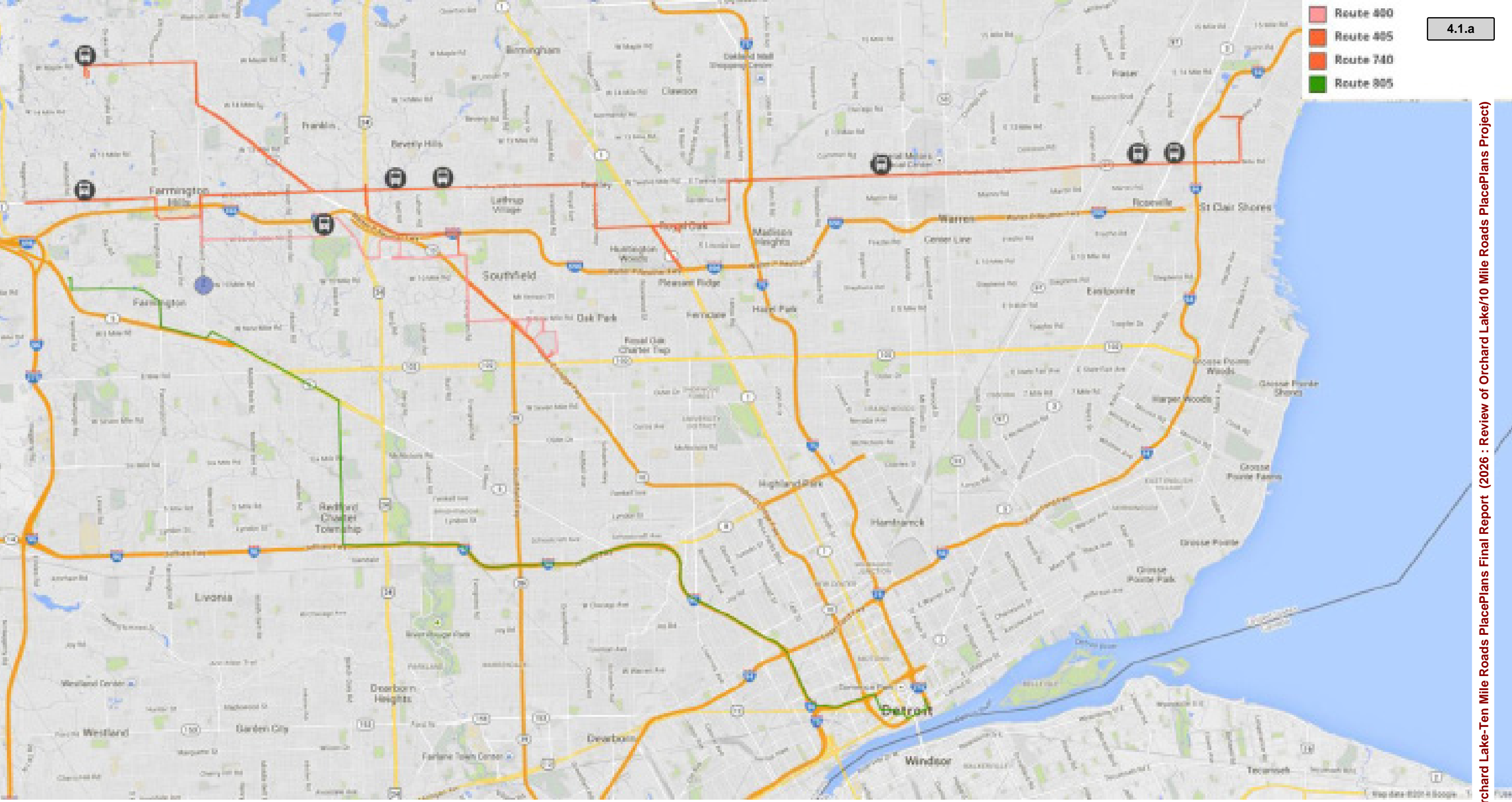
4

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

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

VEHICULAR TRANSPORTATION DEMANDS

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



REGIONAL BUS MAP

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



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

Route	NORTHLAND MALL	10 MILE RD & EVERGREEN	EVERGREEN & CIVIC CENTER	11 MILE RD & LAHSER	12 MILE RD & TELEGRAPH	12 MILE RD & NORTHWESTERN	ORCHARD LAKE & 14 MILE ROAD	ORCHARD LAKE & 15 MILE ROAD	HENRY FORD MEDICAL CTR.
405	5:45AM	5:52AM	5:54AM	5:59AM	6:05AM	6:08AM	6:16AM	6:21AM	6:28AM
405	6:45AM	6:52AM	6:54AM	6:59AM	7:05AM	7:08AM	7:16AM	7:21AM	7:28AM
405	7:45AM	7:52AM	7:54AM	7:59AM	8:05AM	8:08AM	8:16AM	8:21AM	8:28AM
405	8:45AM	8:52AM	8:54AM	8:59AM	9:05AM	9:08AM	9:16AM	9:21AM	9:28AM
405	9:45AM	9:52AM	9:54AM	9:59AM	10:05AM	10:08AM	10:16AM	10:21AM	10:28AM
405	10:45AM	10:52AM	10:54AM	10:59AM	11:05AM	11:08AM	11:16AM	11:21AM	11:28AM
405	11:05AM	11:12AM	11:14AM	11:19AM	11:25AM	11:28AM	11:36AM	11:41AM	11:48AM
405	12:05PM	12:12PM	12:14PM	12:19PM	12:25PM	12:28PM	12:36PM	12:41PM	12:48PM
405	1:05PM	1:12PM	1:14PM	1:19PM	1:25PM	1:28PM	1:36PM	1:41PM	1:48PM
405	2:05PM	2:12PM	2:14PM	2:19PM	2:25PM	2:28PM	2:36PM	2:41PM	2:48PM
405	2:55PM	3:02PM	3:04PM	3:09PM	3:15PM	3:18PM	3:26PM	3:31PM	3:38PM
405	3:55PM	4:02PM	4:04PM	4:09PM	4:15PM	4:18PM	4:26PM	4:31PM	4:38PM
405	4:55PM	5:02PM	5:04PM	5:09PM	5:15PM	5:18PM	5:26PM	5:31PM	5:38PM
405	5:55PM	6:02PM	6:04PM	6:09PM	6:15PM	6:18PM	6:26PM	6:31PM	6:38PM



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

Route	HENRY FORD MEDICAL CTR.	ORCHARD LAKE & 15 MILE ROAD	ORCHARD LAKE & 14 MILE ROAD	12 MILE RD & NORTHWESTERN	12 MILE RD & TELEGRAPH	11 MILE RD & LAHSER	EVERGREEN & CIVIC CENTER	10 MILE RD & EVERGREEN	NORTHLAND MALL
405	6:36AM	6:43AM	6:46AM	6:54AM	7:02AM	7:07AM	7:11AM	7:13AM	7:20AM
405	7:36AM	7:43AM	7:46AM	7:54AM	8:02AM	8:07AM	8:11AM	8:13AM	8:20AM
405	8:36AM	8:43AM	8:46AM	8:54AM	9:02AM	9:07AM	9:11AM	9:13AM	9:20AM
405	9:36AM	9:43AM	9:46AM	9:54AM	10:02AM	10:07AM	10:11AM	10:13AM	10:20AM
405	10:36AM	10:43AM	10:46AM	10:54AM	11:02AM	11:07AM	11:11AM	11:13AM	11:20AM
405	11:07AM	11:14AM	11:17AM	11:25AM	11:33AM	11:38AM	11:42AM	11:44AM	11:51AM
405	12:07PM	12:14PM	12:17PM	12:25PM	12:33PM	12:38PM	12:42PM	12:44PM	12:51PM
405	1:07PM	1:14PM	1:17PM	1:25PM	1:33PM	1:38PM	1:42PM	1:44PM	1:51PM
405	2:07PM	2:14PM	2:17PM	2:25PM	2:33PM	2:38PM	2:42PM	2:44PM	2:51PM
405	2:57PM	3:04PM	3:07PM	3:15PM	3:23PM	3:28PM	3:32PM	3:34PM	3:41PM
405	3:57PM	4:04PM	4:07PM	4:15PM	4:23PM	4:28PM	4:32PM	4:34PM	4:41PM
405	4:57PM	5:04PM	5:07PM	5:15PM	5:23PM	5:28PM	5:32PM	5:34PM	5:41PM
405	5:57PM	6:04PM	6:07PM	6:15PM	6:23PM	6:28PM	6:32PM	6:34PM	6:41PM



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

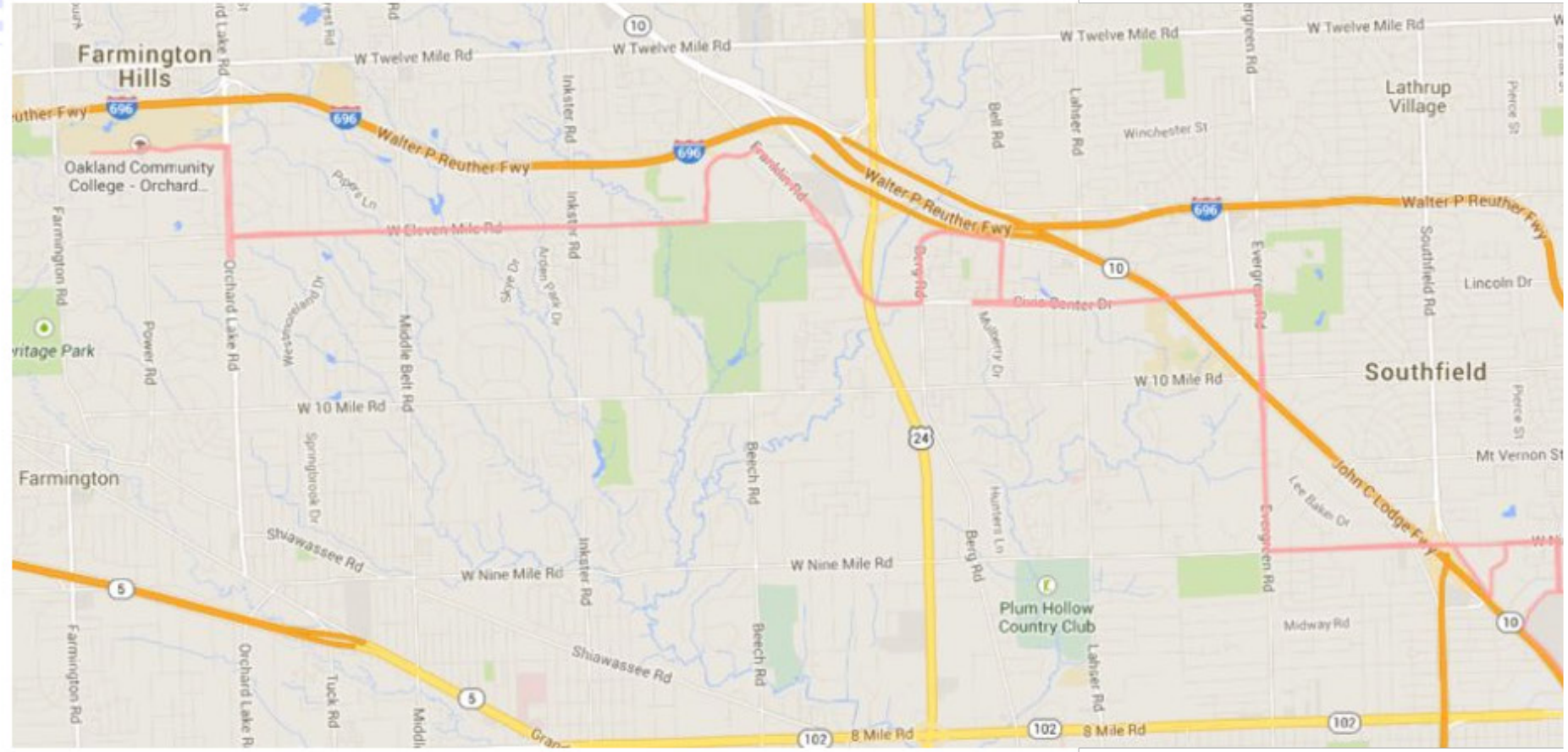
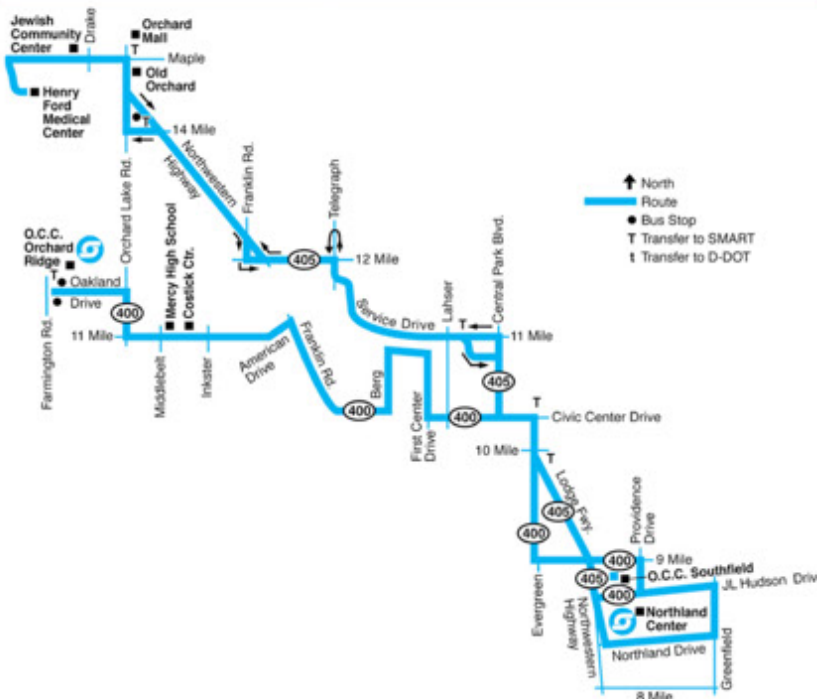
Route	HENRY FORD MEDICAL CTR.	ORCHARD LAKE & 15 MILE ROAD	ORCHARD LAKE & 14 MILE ROAD	12 MILE RD & NORTHWESTERN	12 MILE RD & TELEGRAPH	11 MILE RD & LAHSER	EVERGREEN & CIVIC CENTER	10 MILE RD & EVERGREEN	NORTHLAND MALL
405	8:42AM	8:50AM	8:53AM	9:04AM	9:07AM	9:12AM	9:16AM	9:18AM	9:25AM
405	9:42AM	9:50AM	9:53AM	10:04AM	10:07AM	10:12AM	10:16AM	10:18AM	10:25AM
405	10:42AM	10:50AM	10:53AM	11:04AM	11:07AM	11:12AM	11:16AM	11:18AM	11:25AM
405	11:42AM	11:50AM	11:53AM	12:04PM	12:07PM	12:12PM	12:16PM	12:18PM	12:25PM
405	12:42PM	12:50PM	12:53PM	1:04PM	1:07PM	1:12PM	1:16PM	1:18PM	1:25PM
405	1:42PM	1:50PM	1:53PM	2:04PM	2:07PM	2:12PM	2:16PM	2:18PM	2:25PM
405	2:42PM	2:50PM	2:53PM	3:04PM	3:07PM	3:12PM	3:16PM	3:18PM	3:25PM
405	3:42PM	3:50PM	3:53PM	4:04PM	4:07PM	4:12PM	4:16PM	4:18PM	4:25PM
405	4:42PM	4:50PM	4:53PM	5:04PM	5:07PM	5:12PM	5:16PM	5:18PM	5:25PM
405	5:42PM	5:50PM	5:53PM	6:04PM	6:07PM	6:12PM	6:16PM	6:18PM	6:25PM
405	6:42PM	6:50PM	6:53PM	7:04PM	7:07PM	7:12PM	7:16PM	7:18PM	7:25PM



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

Route	NORTHLAND MALL	10 MILE RD & EVERGREEN	EVERGREEN & CIVIC CENTER	11 MILE RD & LAHSER	12 MILE RD & TELEGRAPH	12 MILE RD & NORTHWESTERN	ORCHARD LAKE & 14 MILE ROAD	ORCHARD LAKE & 15 MILE ROAD	HENRY FORD MEDICAL CTR.
405	7:45AM	7:51AM	7:53AM	7:57AM	8:03AM	8:06AM	8:14AM	8:20AM	8:28AM
405	8:45AM	8:51AM	8:53AM	8:57AM	9:03AM	9:06AM	9:14AM	9:20AM	9:28AM
405	9:45AM	9:51AM	9:53AM	9:57AM	10:03AM	10:06AM	10:14AM	10:20AM	10:28AM
405	10:45AM	10:51AM	10:53AM	10:57AM	11:03AM	11:06AM	11:14AM	11:20AM	11:28AM
405	11:45AM	11:51AM	11:53AM	11:57AM	12:03PM	12:06PM	12:14PM	12:20PM	12:28PM
405	12:45PM	12:51PM	12:53PM	12:57PM	1:03PM	1:06PM	1:14PM	1:20PM	1:28PM
405	1:45PM	1:51PM	1:53PM	1:57PM	2:03PM	2:06PM	2:14PM	2:20PM	2:28PM
405	2:45PM	2:51PM	2:53PM	2:57PM	3:03PM	3:06PM	3:14PM	3:20PM	3:28PM
405	3:45PM	3:51PM	3:53PM	3:57PM	4:03PM	4:06PM	4:14PM	4:20PM	4:28PM
405	4:45PM	4:51PM	4:53PM	4:57PM	5:03PM	5:06PM	5:14PM	5:20PM	5:28PM
405	5:45PM	5:51PM	5:53PM	5:57PM	6:03PM	6:06PM	6:14PM	6:20PM	6:28PM
405	6:45PM	6:51PM	6:53PM	6:57PM	7:03PM	7:06PM	7:14PM	7:20PM	7:28PM

Route 400 Southfield/Orchard Ridge
Route 405 Northwestern Highway



400 PUBLIC BUS ROUTING + TIME TABLES



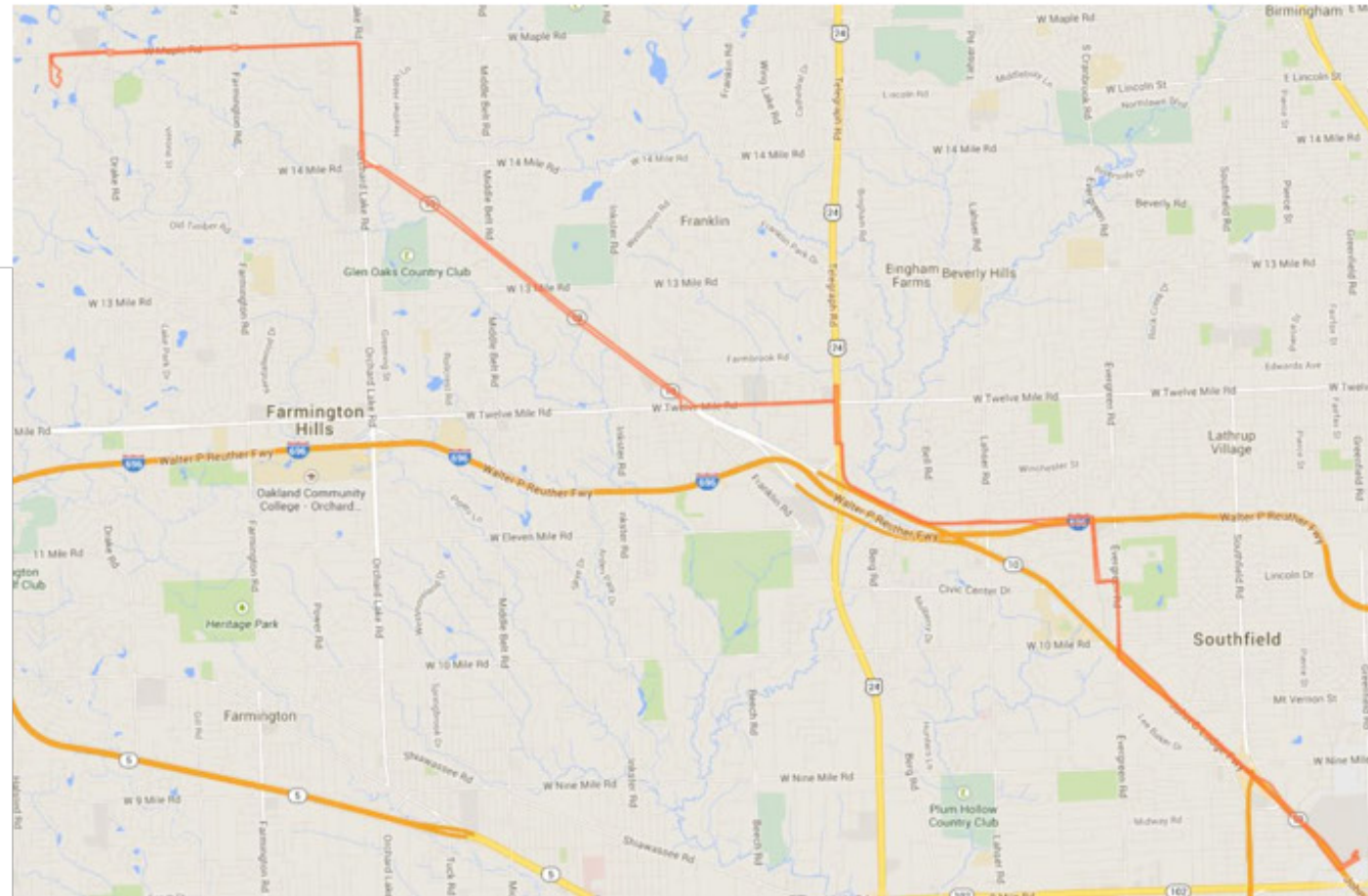
400 NORTHBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

Route	NORTHLAND MALL	9 MILE RD. & PROVIDENCE	OCC SOUTHFIELD	9 MILE RD. & EVERGREEN	EVERGREEN & CIVIC CENTER	FRANKLIN & TELEGRAPH	FRANKLIN & AMERICAN DR	11 MILE RD. & MIDDLEBELT	OCC ORCH RIDG CAMPUS
400	6:20AM	6:24AM	6:26AM	6:30AM	6:34AM	6:42AM	6:45AM	6:52AM	6:57AM
400	7:00AM	7:04AM	7:06AM	7:11AM	7:16AM	7:25AM	7:26AM	7:36AM	7:42AM
400	7:30AM	7:34AM	7:36AM	7:41AM	7:46AM	7:55AM	7:56AM	8:06AM	8:12AM
400	8:00AM	8:04AM	8:06AM	8:11AM	8:16AM	8:25AM	8:26AM	8:36AM	8:42AM
400	8:42AM	8:46AM	8:48AM	8:53AM	8:58AM	9:07AM	9:10AM	9:17AM	9:23AM
400	9:45AM	9:49AM	9:51AM	9:55AM	10:00AM	10:12AM	10:12AM	10:18AM	10:23AM
400	11:17AM	11:21AM	11:23AM	11:27AM	11:32AM	11:41AM	11:44AM	11:50AM	11:55AM
400	12:42PM	12:46PM	12:48PM	12:52PM	12:57PM	1:06PM	1:09PM	1:15PM	1:20PM
400	2:10PM	2:15PM	2:17PM	2:21PM	2:26PM	2:38PM	2:40PM	2:46PM	2:52PM
400	3:00PM	3:05PM	3:07PM	3:11PM	3:16PM	3:26PM	3:30PM	3:36PM	3:42PM
400	3:50PM	3:55PM	3:57PM	4:01PM	4:06PM	4:16PM	4:20PM	4:26PM	4:32PM
400	4:41PM	4:46PM	4:48PM	4:52PM	4:57PM	5:06PM	5:10PM	5:17PM	5:24PM
400	6:23PM	6:28PM	6:30PM	6:34PM	6:40PM	6:50PM	6:54PM	7:01PM	7:08PM

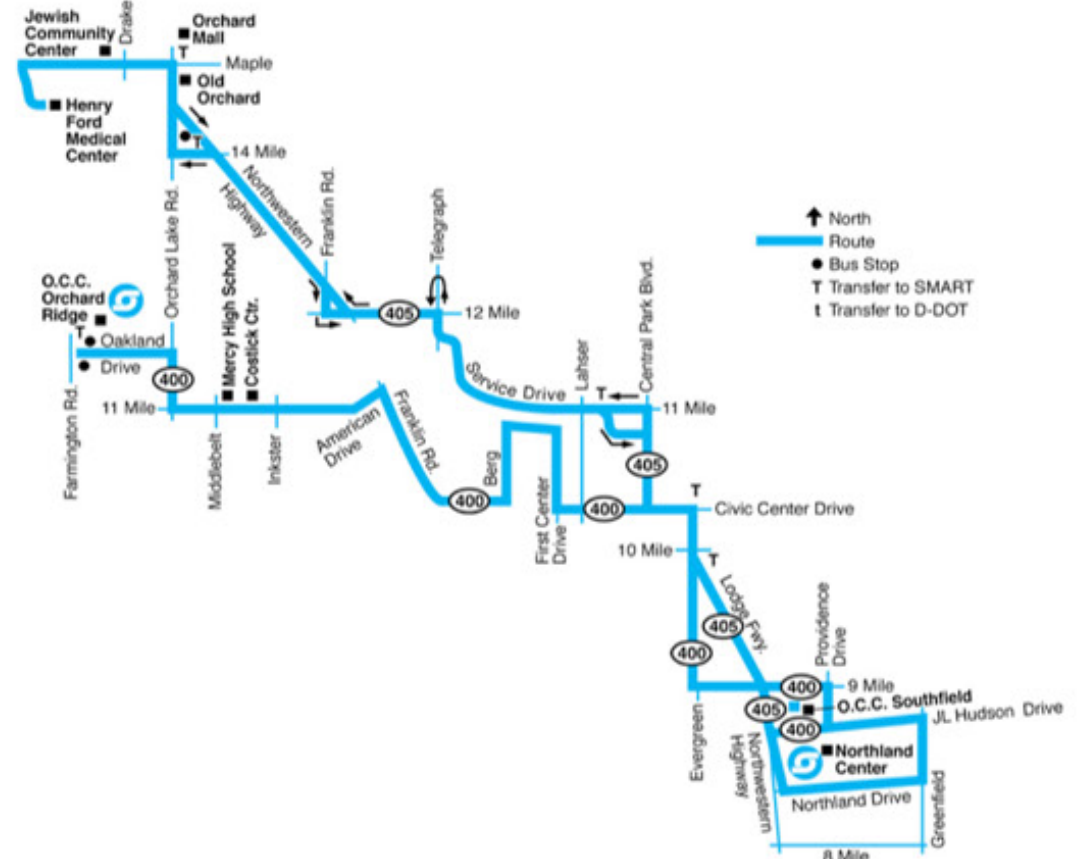


400 SOUTHBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

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



Route 400 Southfield/Orchard Ridge
Route 405 Northwestern Highway

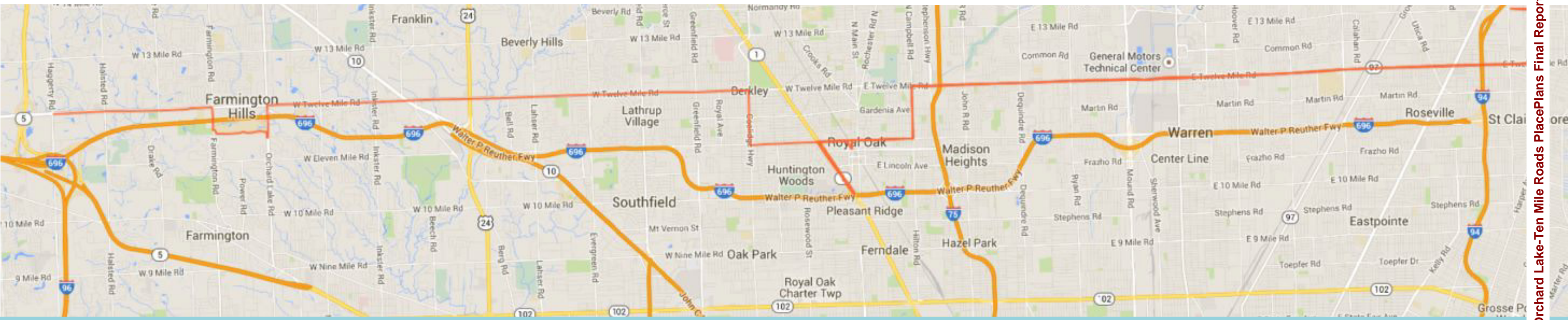
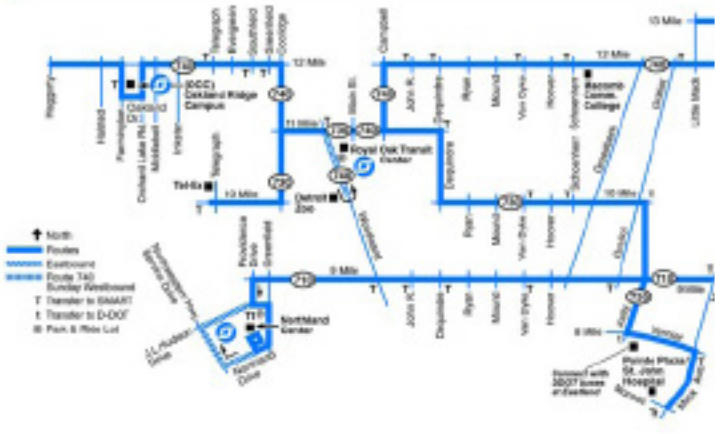


405 PUBLIC BUS ROUTING + TIME TABLES

SMART												
740 WESTBOUND FOR WEEKDAY - EFFECTIVE: 08/01/2014												
Route	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION
740	12:00 AM	12:05 AM	12:10 AM	12:15 AM	12:20 AM	12:25 AM	12:30 AM	12:35 AM	12:40 AM	12:45 AM	12:50 AM	12:55 AM
740	1:00 AM	1:05 AM	1:10 AM	1:15 AM	1:20 AM	1:25 AM	1:30 AM	1:35 AM	1:40 AM	1:45 AM	1:50 AM	1:55 AM
740	2:00 AM	2:05 AM	2:10 AM	2:15 AM	2:20 AM	2:25 AM	2:30 AM	2:35 AM	2:40 AM	2:45 AM	2:50 AM	2:55 AM
740	3:00 AM	3:05 AM	3:10 AM	3:15 AM	3:20 AM	3:25 AM	3:30 AM	3:35 AM	3:40 AM	3:45 AM	3:50 AM	3:55 AM
740	4:00 AM	4:05 AM	4:10 AM	4:15 AM	4:20 AM	4:25 AM	4:30 AM	4:35 AM	4:40 AM	4:45 AM	4:50 AM	4:55 AM
740	5:00 AM	5:05 AM	5:10 AM	5:15 AM	5:20 AM	5:25 AM	5:30 AM	5:35 AM	5:40 AM	5:45 AM	5:50 AM	5:55 AM
740	6:00 AM	6:05 AM	6:10 AM	6:15 AM	6:20 AM	6:25 AM	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM
740	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM
740	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM
740	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM
740	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM	10:55 AM
740	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM
740	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM
740	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:55 PM
740	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM
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740	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM	6:35 PM	6:40 PM	6:45 PM	6:50 PM	6:55 PM
740	7:00 PM	7:05 PM	7:10 PM	7:15 PM	7:20 PM	7:25 PM	7:30 PM	7:35 PM	7:40 PM	7:45 PM	7:50 PM	7:55 PM
740	8:00 PM	8:05 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:35 PM	8:40 PM	8:45 PM	8:50 PM	8:55 PM
740	9:00 PM	9:05 PM	9:10 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM
740	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM	10:35 PM	10:40 PM	10:45 PM	10:50 PM	10:55 PM
740	11:00 PM	11:05 PM	11:10 PM	11:15 PM	11:20 PM	11:25 PM	11:30 PM	11:35 PM	11:40 PM	11:45 PM	11:50 PM	11:55 PM
740	12:00 AM	12:05 AM	12:10 AM	12:15 AM	12:20 AM	12:25 AM	12:30 AM	12:35 AM	12:40 AM	12:45 AM	12:50 AM	12:55 AM

SMART												
740 EASTBOUND FOR SUNDAY - EFFECTIVE: 08/01/2014												
Route	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION
740	12:00 AM	12:05 AM	12:10 AM	12:15 AM	12:20 AM	12:25 AM	12:30 AM	12:35 AM	12:40 AM	12:45 AM	12:50 AM	12:55 AM
740	1:00 AM	1:05 AM	1:10 AM	1:15 AM	1:20 AM	1:25 AM	1:30 AM	1:35 AM	1:40 AM	1:45 AM	1:50 AM	1:55 AM
740	2:00 AM	2:05 AM	2:10 AM	2:15 AM	2:20 AM	2:25 AM	2:30 AM	2:35 AM	2:40 AM	2:45 AM	2:50 AM	2:55 AM
740	3:00 AM	3:05 AM	3:10 AM	3:15 AM	3:20 AM	3:25 AM	3:30 AM	3:35 AM	3:40 AM	3:45 AM	3:50 AM	3:55 AM
740	4:00 AM	4:05 AM	4:10 AM	4:15 AM	4:20 AM	4:25 AM	4:30 AM	4:35 AM	4:40 AM	4:45 AM	4:50 AM	4:55 AM
740	5:00 AM	5:05 AM	5:10 AM	5:15 AM	5:20 AM	5:25 AM	5:30 AM	5:35 AM	5:40 AM	5:45 AM	5:50 AM	5:55 AM
740	6:00 AM	6:05 AM	6:10 AM	6:15 AM	6:20 AM	6:25 AM	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM
740	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM
740	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM
740	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM
740	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM	10:55 AM
740	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM
740	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM
740	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:55 PM
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740	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM
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740	9:00 PM	9:05 PM	9:10 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM
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740	11:00 PM	11:05 PM	11:10 PM	11:15 PM	11:20 PM	11:25 PM	11:30 PM	11:35 PM	11:40 PM	11:45 PM	11:50 PM	11:55 PM
740	12:00 AM	12:05 AM	12:10 AM	12:15 AM	12:20 AM	12:25 AM	12:30 AM	12:35 AM	12:40 AM	12:45 AM	12:50 AM	12:55 AM

Route 710 Nine Mile - Route 730 Ten Mile
Route 740 Twelve Mile



740 PUBLIC BUS ROUTING + TIME TABLES



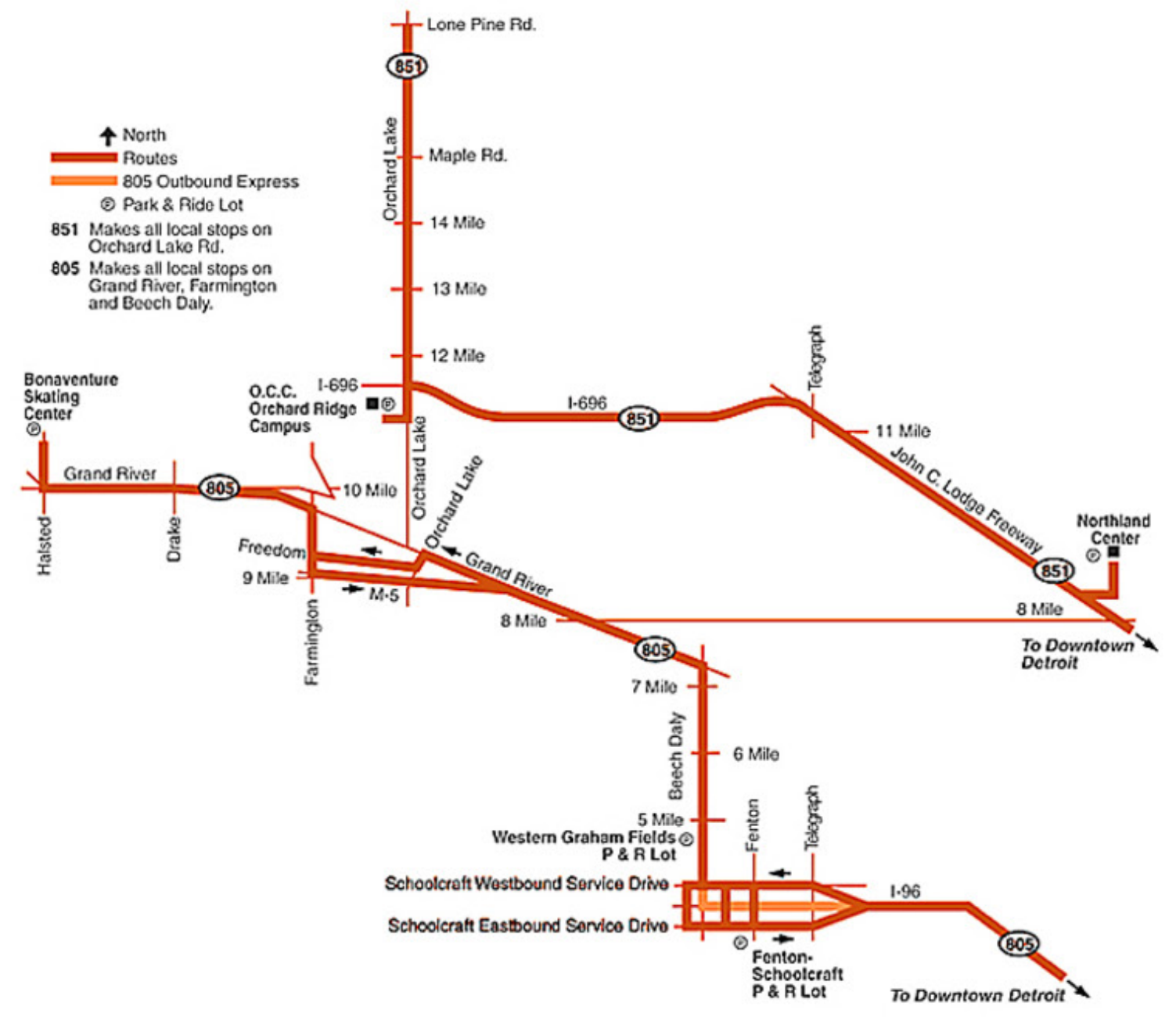
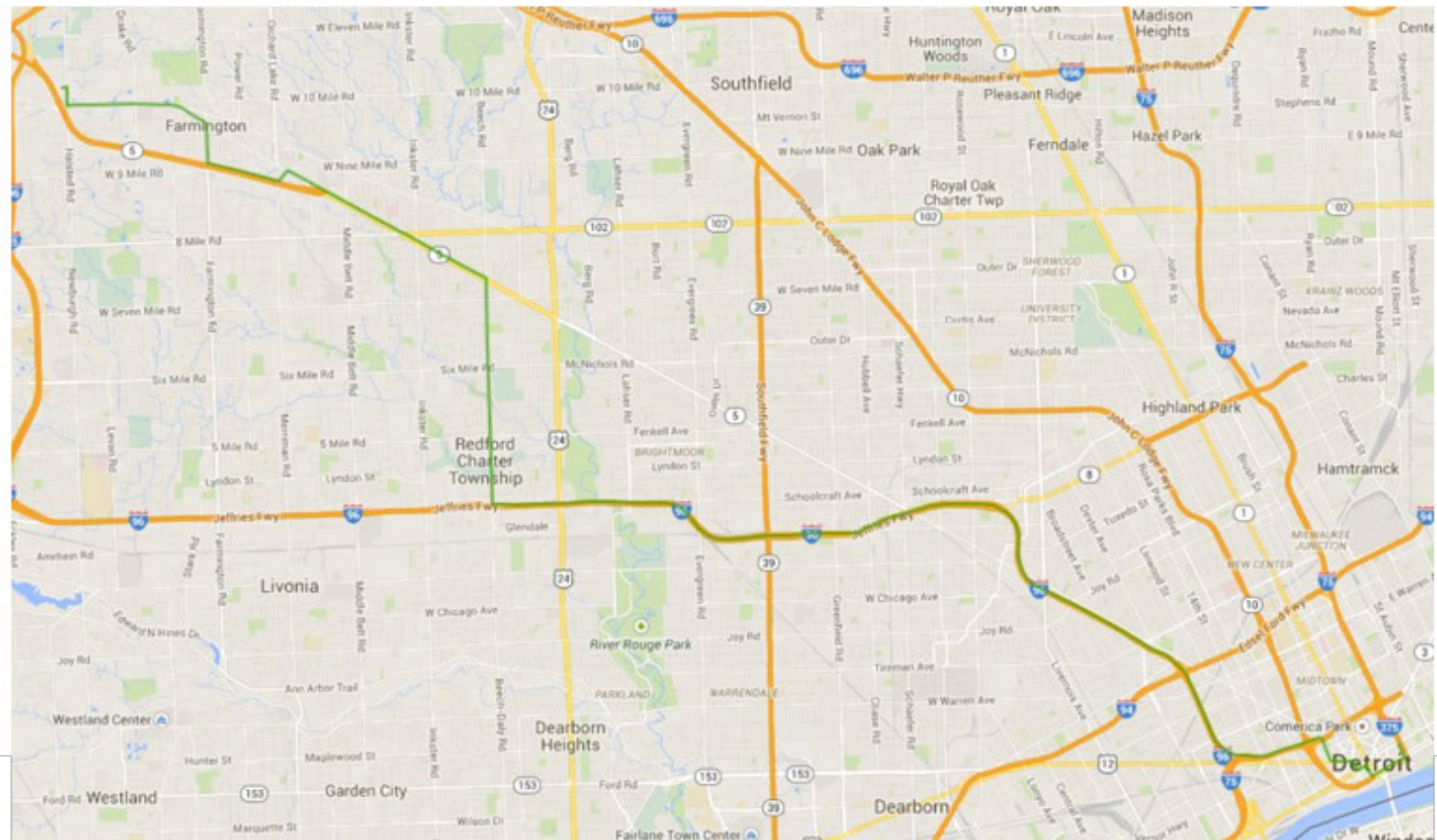
805 WESTBOUND FOR WEEKDAY : EFFECTIVE: 09/01/2014

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



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

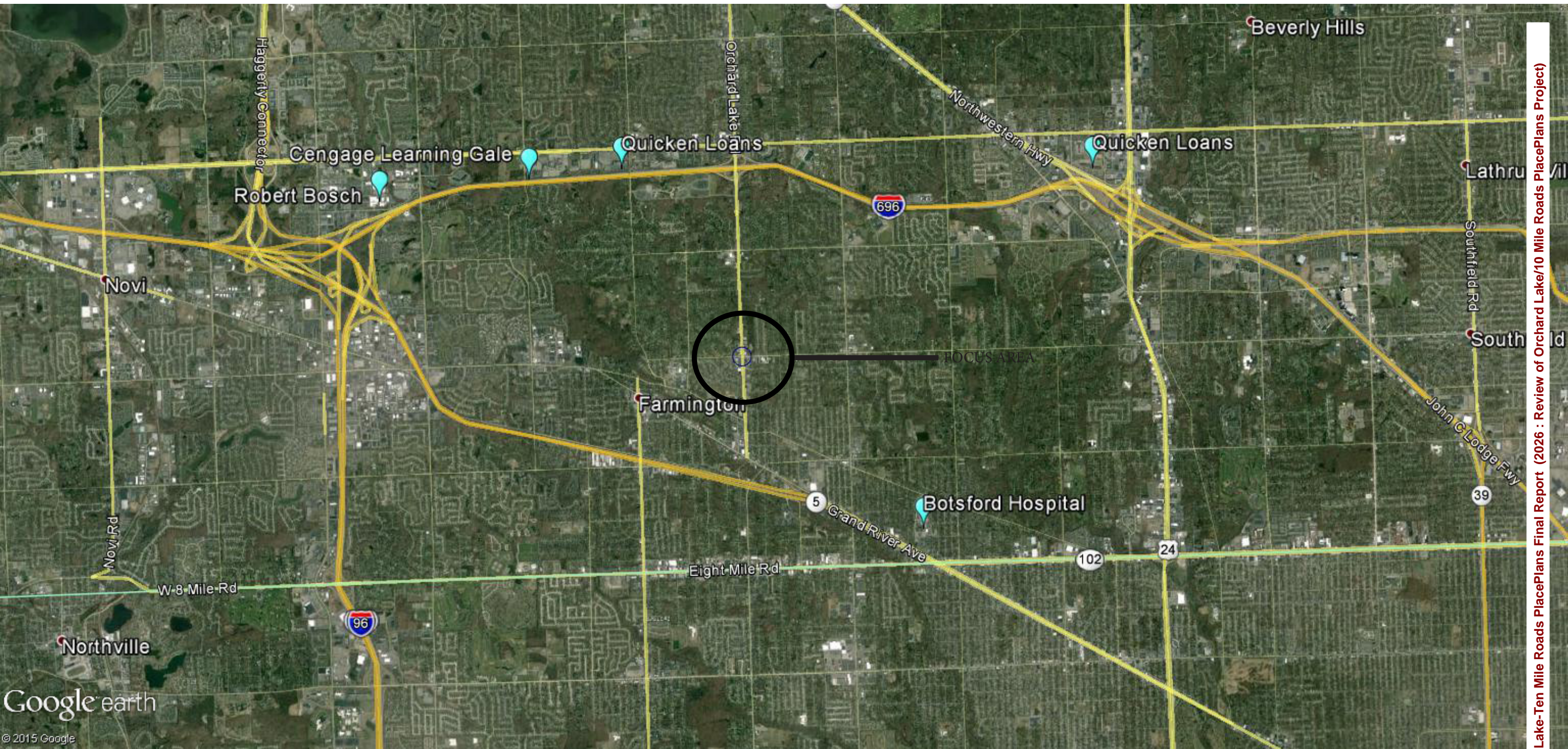
Route	BOONAVENTURE SKATING	GRAND RIVER & FARMINGTON	FARMINGTON & FREEDOM	GRAND RIVER & BEECH-DALY	WESTERN GRAHAM FIELDS	FENTON & SCHOOLCRAFT	THIRD & PLAZA DR	MICHIGAN & CASS	JEFFERSON & BEAUBIEN	BLUE CROSS/BLUE
805	5:36AM	5:41AM	5:43AM	5:51AM	5:58AM	6:02AM	6:29AM	6:30AM	6:37AM	6:40AM
805	5:47AM	5:52AM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



806 PUBLIC BUS ROUTING + TIME TABLES

COMMUNITY ANALYSIS

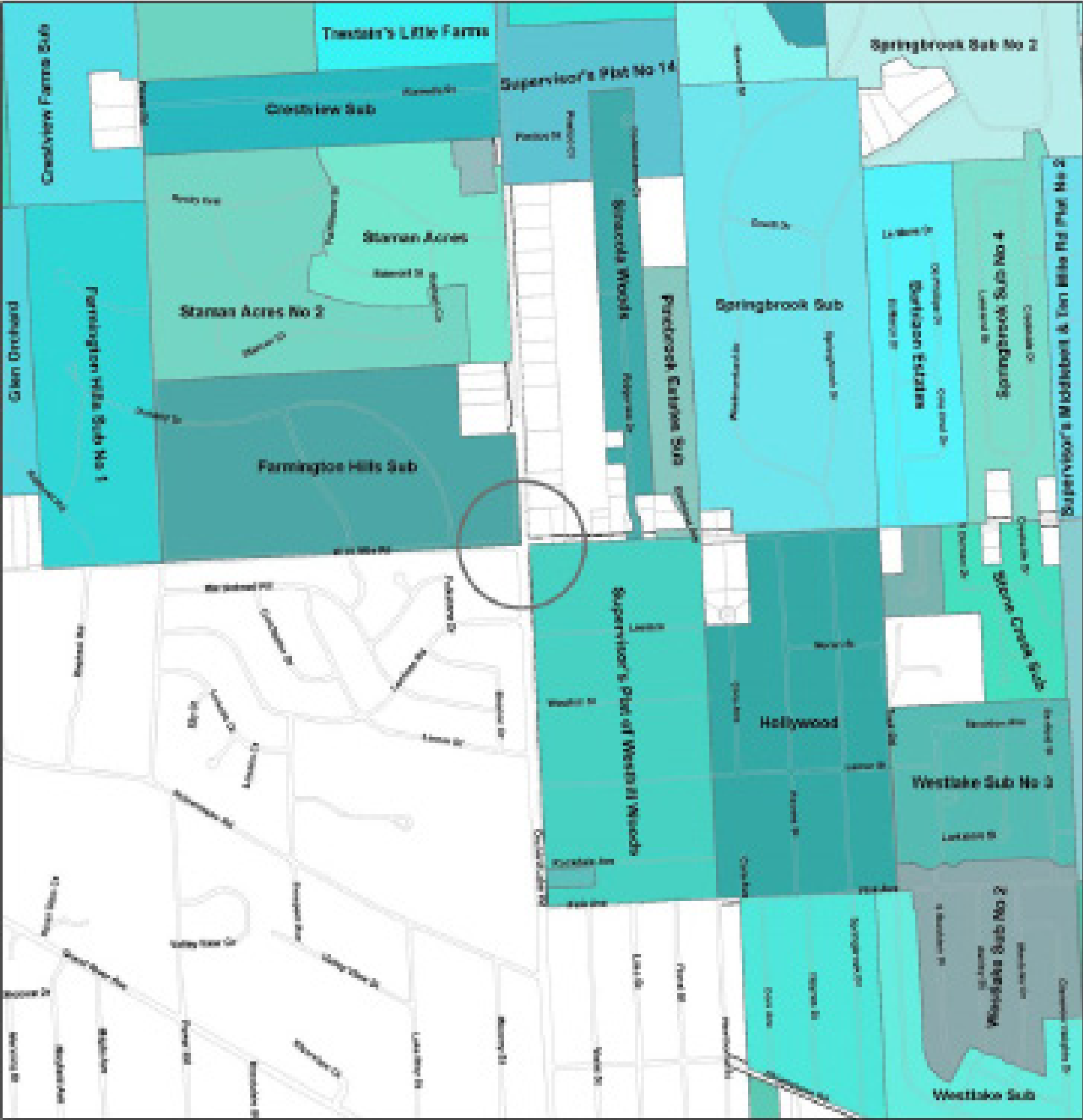
It is most paramount to comprehend the community that is being designed for. To do so building uses, local attractions, and community stakeholders have been studied.



LARGEST REGIONAL EMPLOYERS

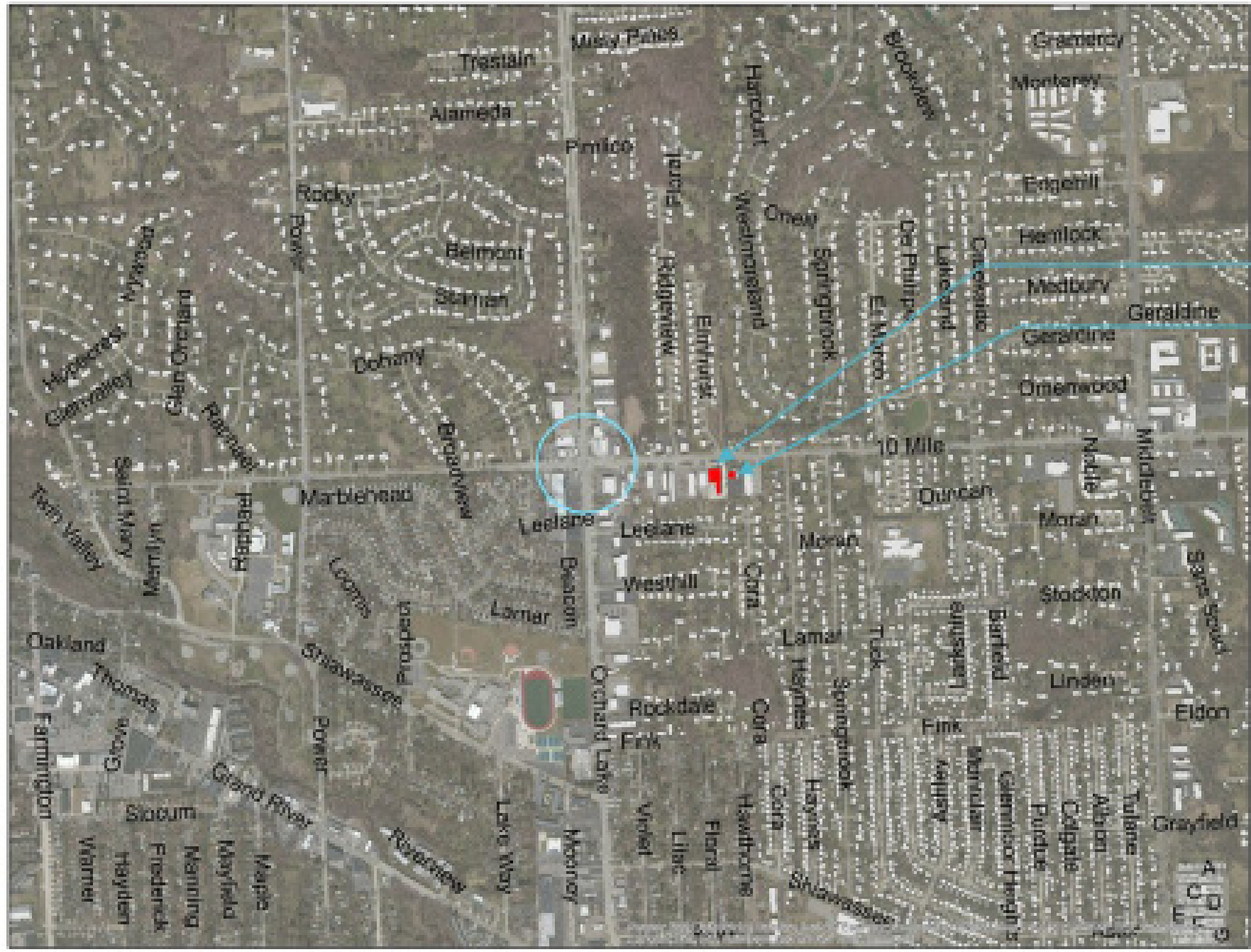


COMMUNITY BUILDING USES: COMMERCIAL AND RESIDENTIAL



ADJACENT COMMUNITIES

RESIDENTIAL SUBDIVISION STAKEHOLDERS



Legend
■ Business Owners

Ron Harwood of Illuminating Concepts
Adrian Tonon of Café Cortina



COMMUNITY BUSINESS STAKEHOLDERS/COMMUNITY INFLUENCERS

- Legend**
- E** Auto Supply
 - C** Bar
 - P** Dentist
 - K** Discount Savings Store
 - M** Dry Cleaner
 - O** Eye Vision Care
 - B** Foot Doctor
 - H** Gas Station
 - J** Grocery Store
 - D** Home Remodeling
 - F** Lighting Design
 - L** Liquor Store
 - N** Martial Arts
 - I** Pharmacy/Convenience Store
 - A** Physician
 - G** Restaurant



COMMUNITY AMENITIES AND BUSINESSES

NATURAL SYSTEM ANALYSIS

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

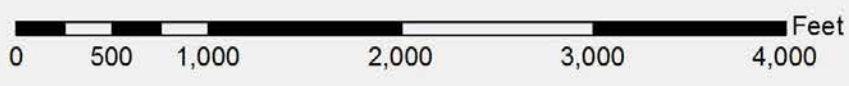


Legend

OCTreeCanopy2010

Classname

- Canopy
- Non-Canopy



MAPPED TREE CANOPY OF REGION

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



MAPPED TREE CANOPY OF FOCUS AREA

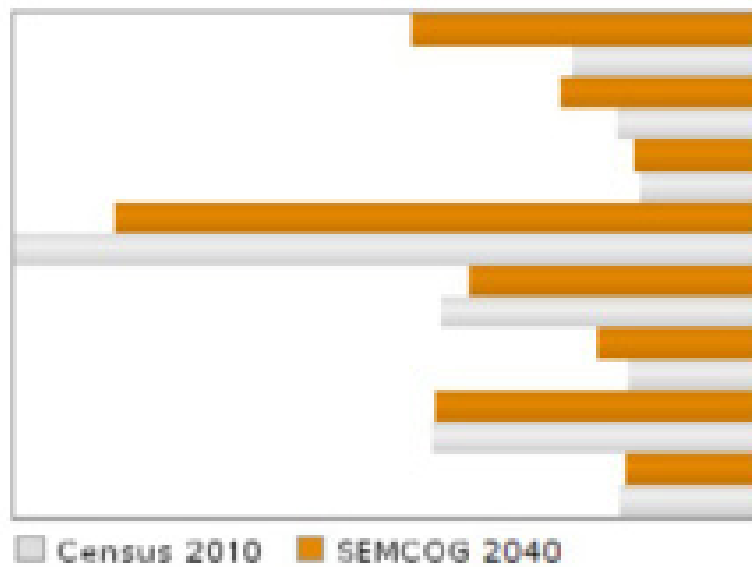
At the intersection of 10 Mile of Orchard there is ample opportunity to improve upon the almost nonexistent tree canopy.

DEMOGRAPHIC ANALYSIS

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

FARMINGTON

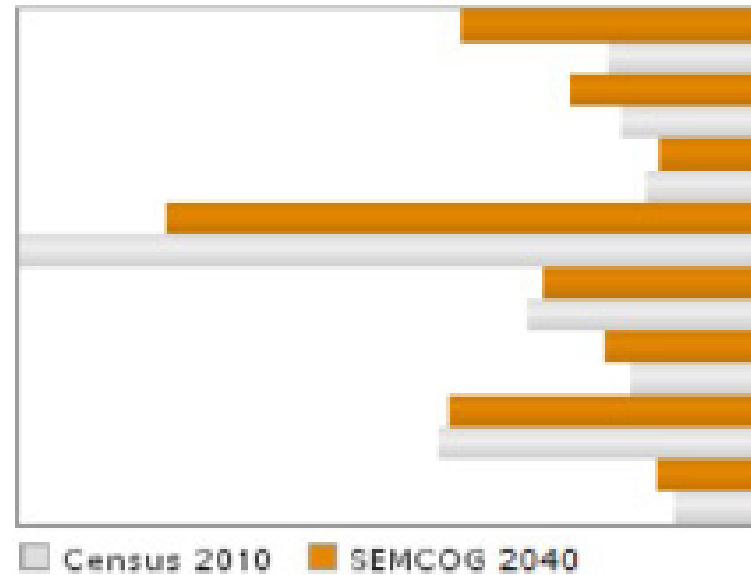
Forecasted Population by Age, 2010-2040



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

FARMINGTON HILLS

Forecasted Population by Age, 2010-2040



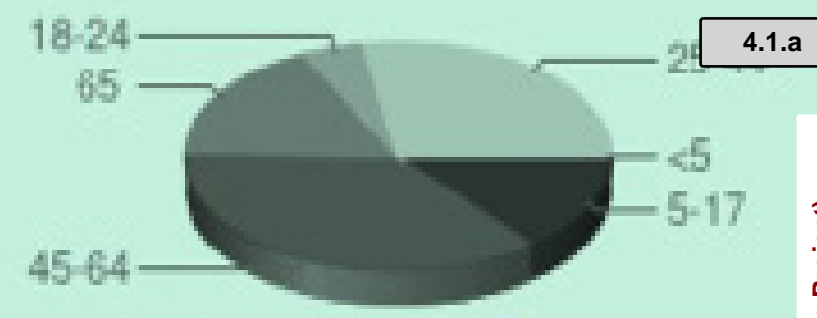
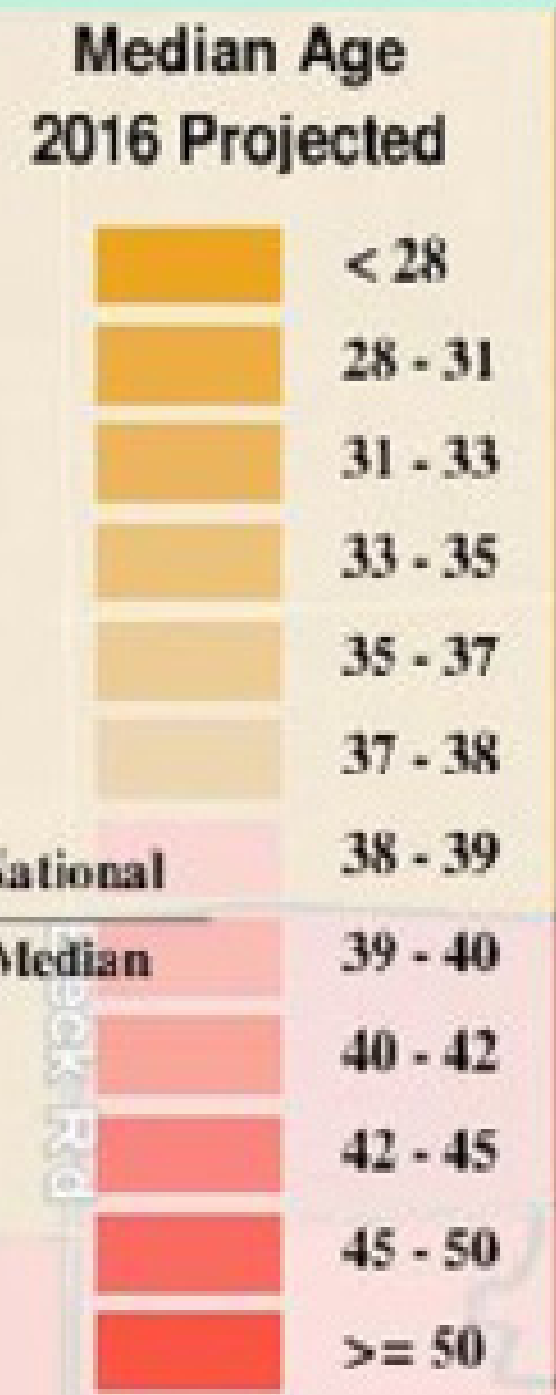
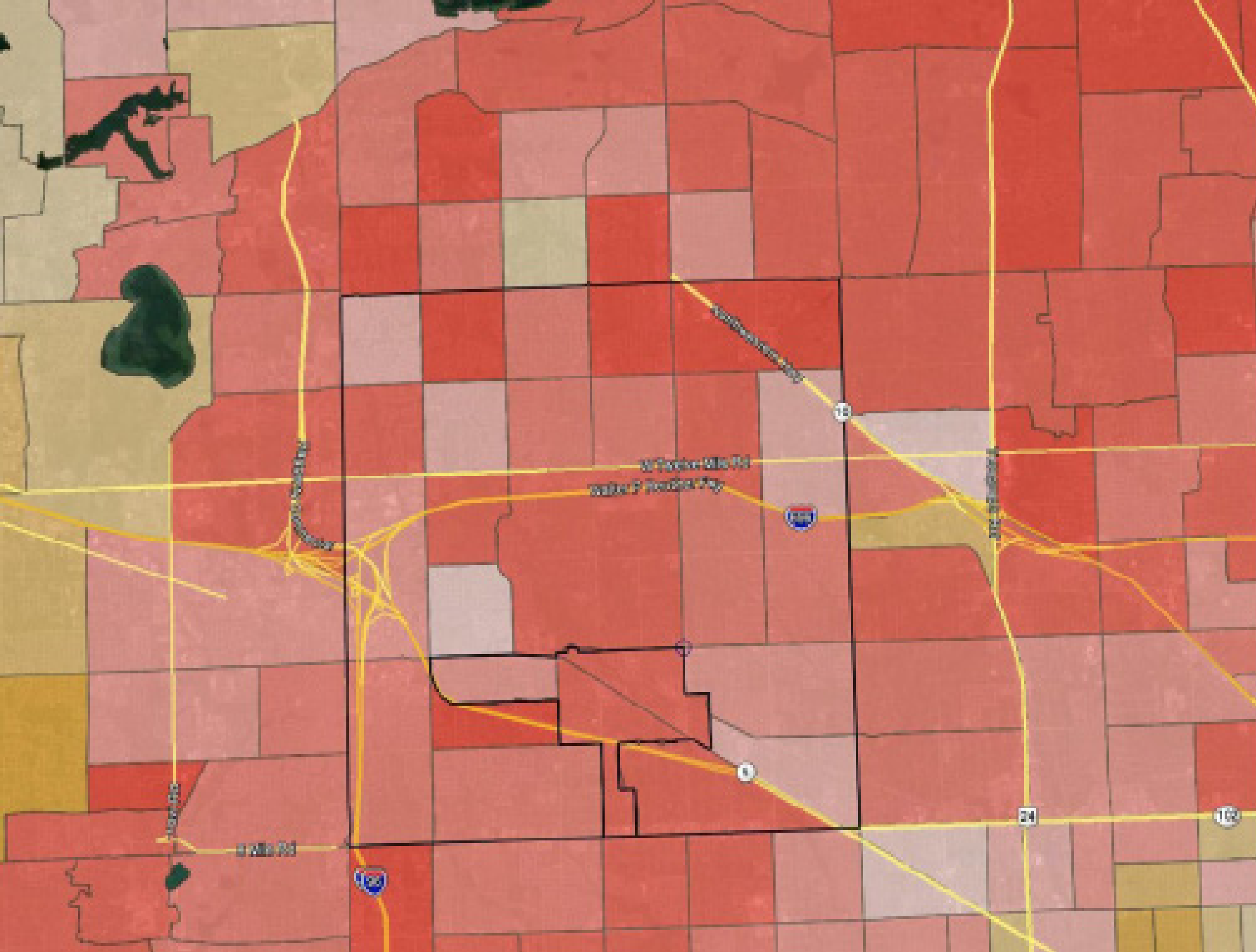
Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	6,651	12,250	5,599
65-74	6,061	8,087	2,026
60-64	5,112	4,615	-497
35-59	29,404	23,736	-5,668
25-34	9,645	9,086	-559
18-24	5,695	6,689	994
5-17	13,134	12,704	-430
Under 5	4,038	4,730	692
	79,740	81,897	2,157

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

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

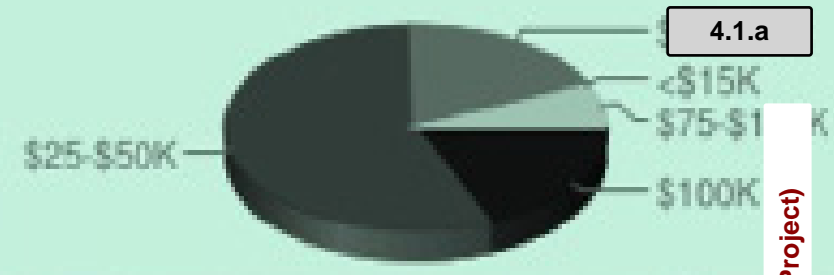
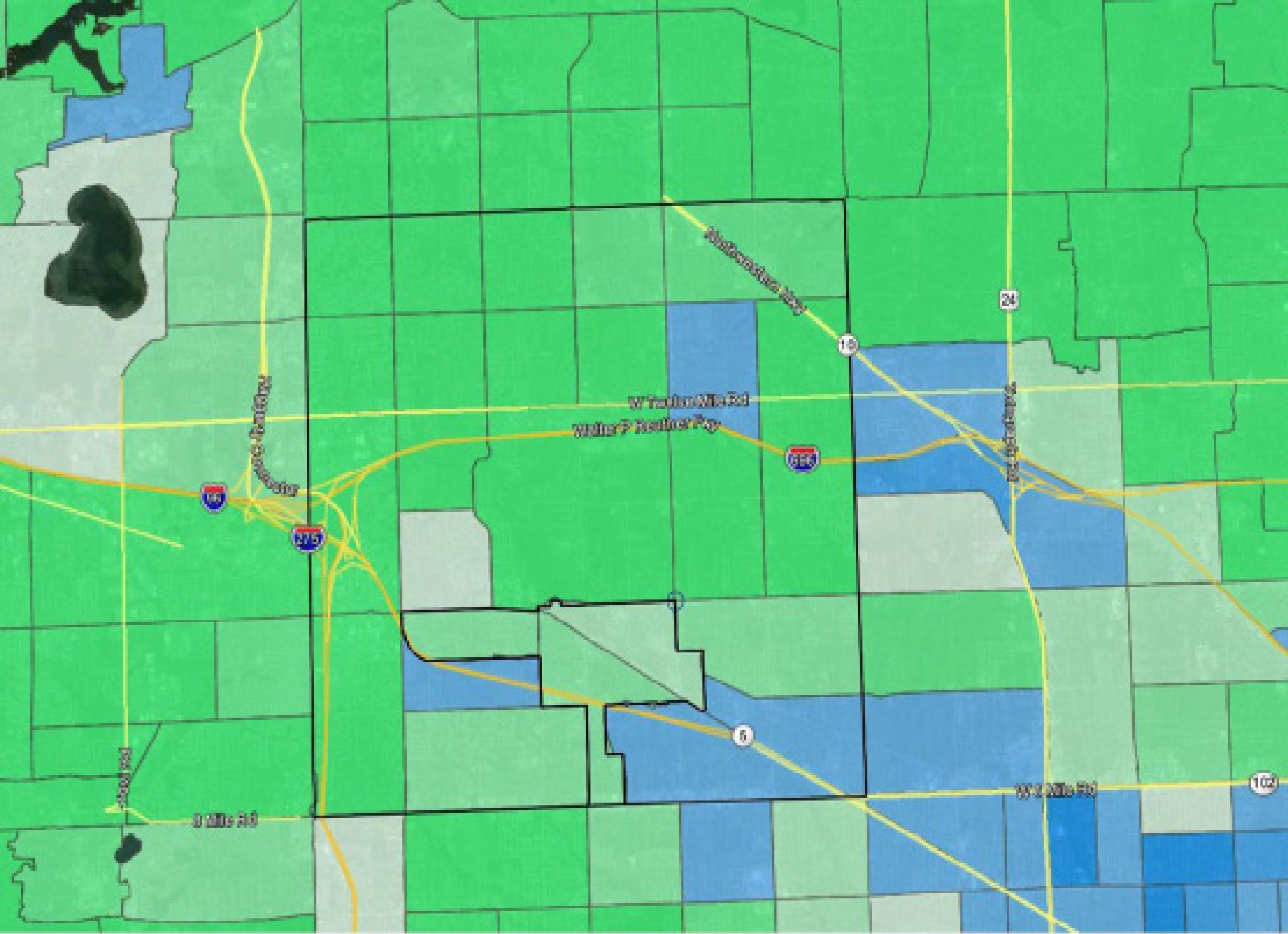
CURRENT AND FORTY YEAR AGE PREDICTIONS

References:
SEMCOG Community Profiles

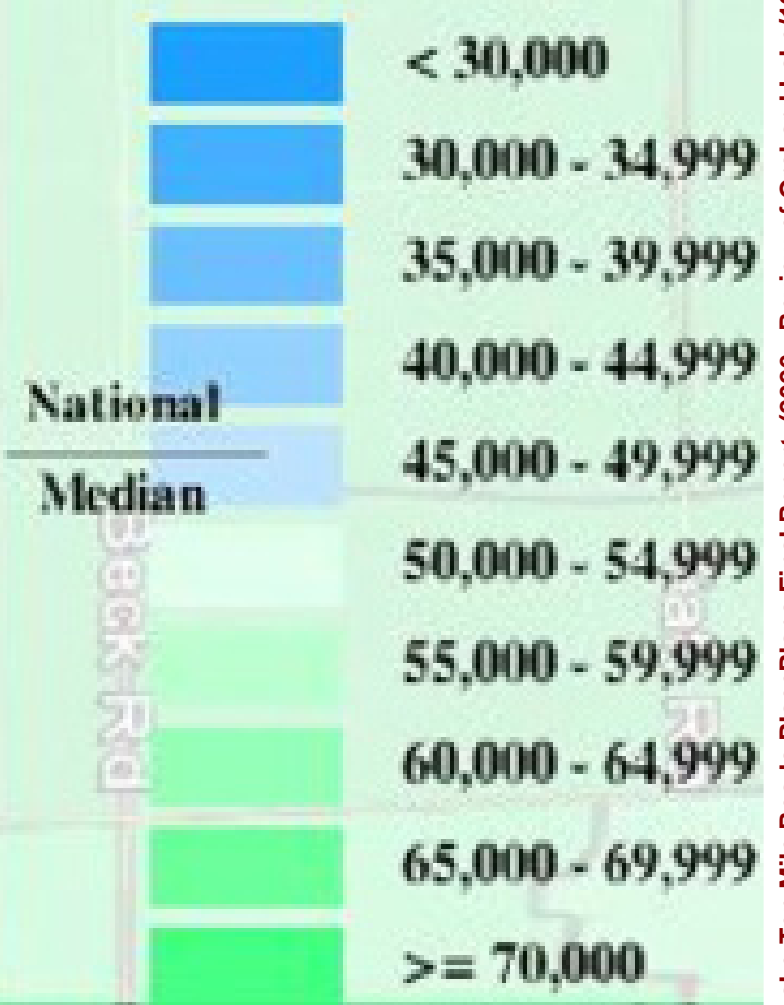


2016 MAPPED AGE PREDICATIONS

References:
GOOGLE EARTH PRO/THE NIELSON COMPANY



Median Household Income 2016 Projected



2016 MAPPED HOUSEHOLD INCOMES

References:
GOOGLE EARTH PRO/THE NIELSON COMPANY

PHOTO ANALYSIS

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



LOCATION KEY

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

10 MILE WEST OF ORCHARD, LOOKING NORTH

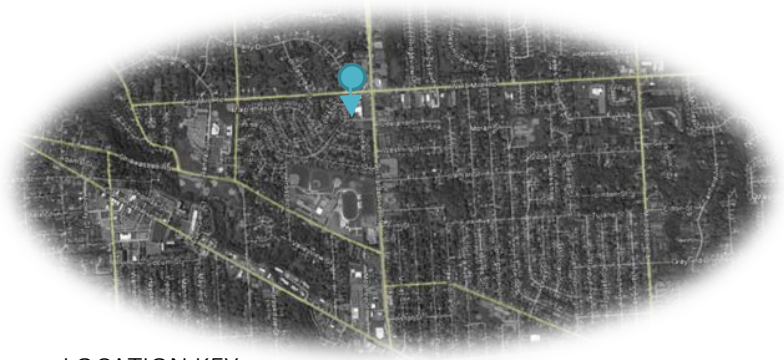


LOCATION KEY

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

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

ORCHARD SOUTH OF 10 MILE LOOKING WEST



LOCATION KEY

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

10 MILE, WEST OF ORCHARD LOOKING NORTH



LOCATION KEY

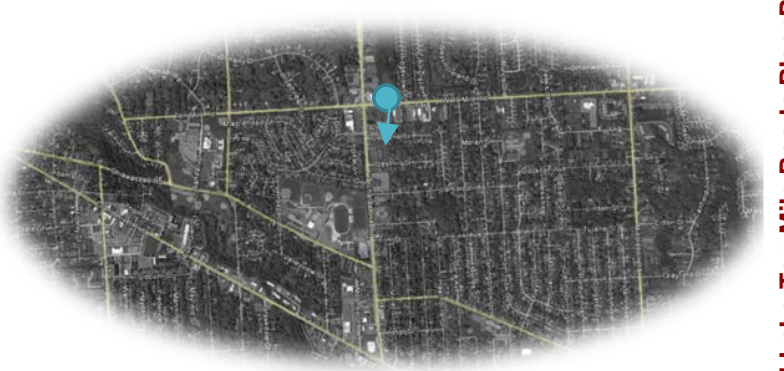
Existing buildings are quite human scale (low rise, smallish buildings footprint). This is good for placemaking because building proportions are intended to relate to the pedestrian better.

10 MILE, EAST OF ORCHARD LOOKING NORTH



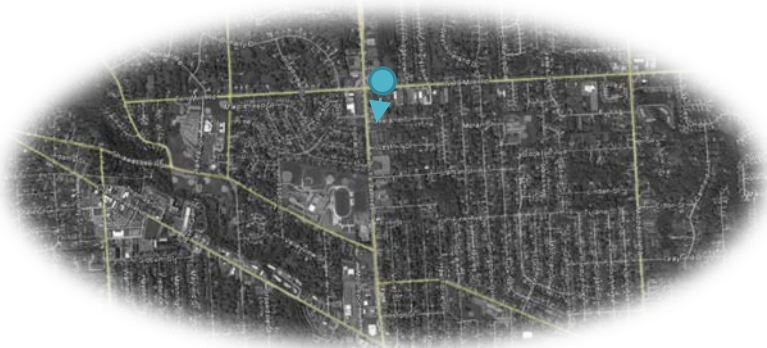
Continuation of buildings that have an integrated relationship with pedestrian circulation (the sidewalk). 4.1.a

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



LOCATION KEY

10 MILE, EAST OF ORCHARD LOOKING SOUTH



LOCATION KEY

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

10 MILE, WEST OF ORCHARD LOOKING SOUTH



LOCATION KEY

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

ORCHARD, SOUTH OF 10 MILE LOOKING WEST



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

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

Recommend new material palette for pedestrian networks.



LOCATION KEY

INTERSECTION OF 10 MILE AND ORCHARD



TYPICAL SIDEWALK

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

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

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

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

Some pedestrian activity is already present at the intersection area.

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



LOCATION KEY

ORCHARD, SOUTH OF 10 MILE LOOKING EAST



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

Notably Orchard appears to be much louder than 10 Mile.



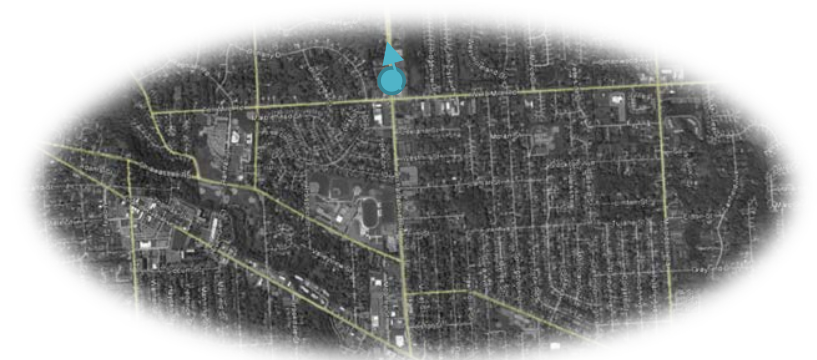
LOCATION KEY

ORCHARD, SOUTH OF 10 MILE LOOKING EAST



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

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



LOCATION KEY

ORCHARD, NORTH OF 10 MILE LOOKING WEST



4.1.a

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

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



LOCATION KEY

TYPICAL NEIGHBORHOOD



LOCATION KEY

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

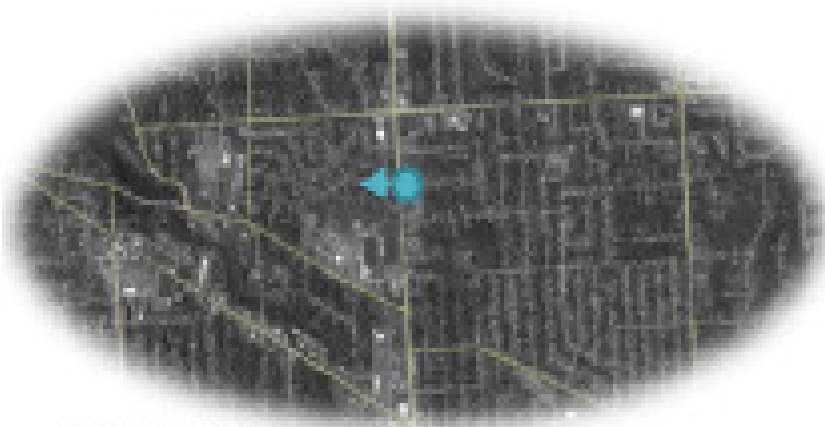
RURAL/NATURAL URBAN FABRIC



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

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

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

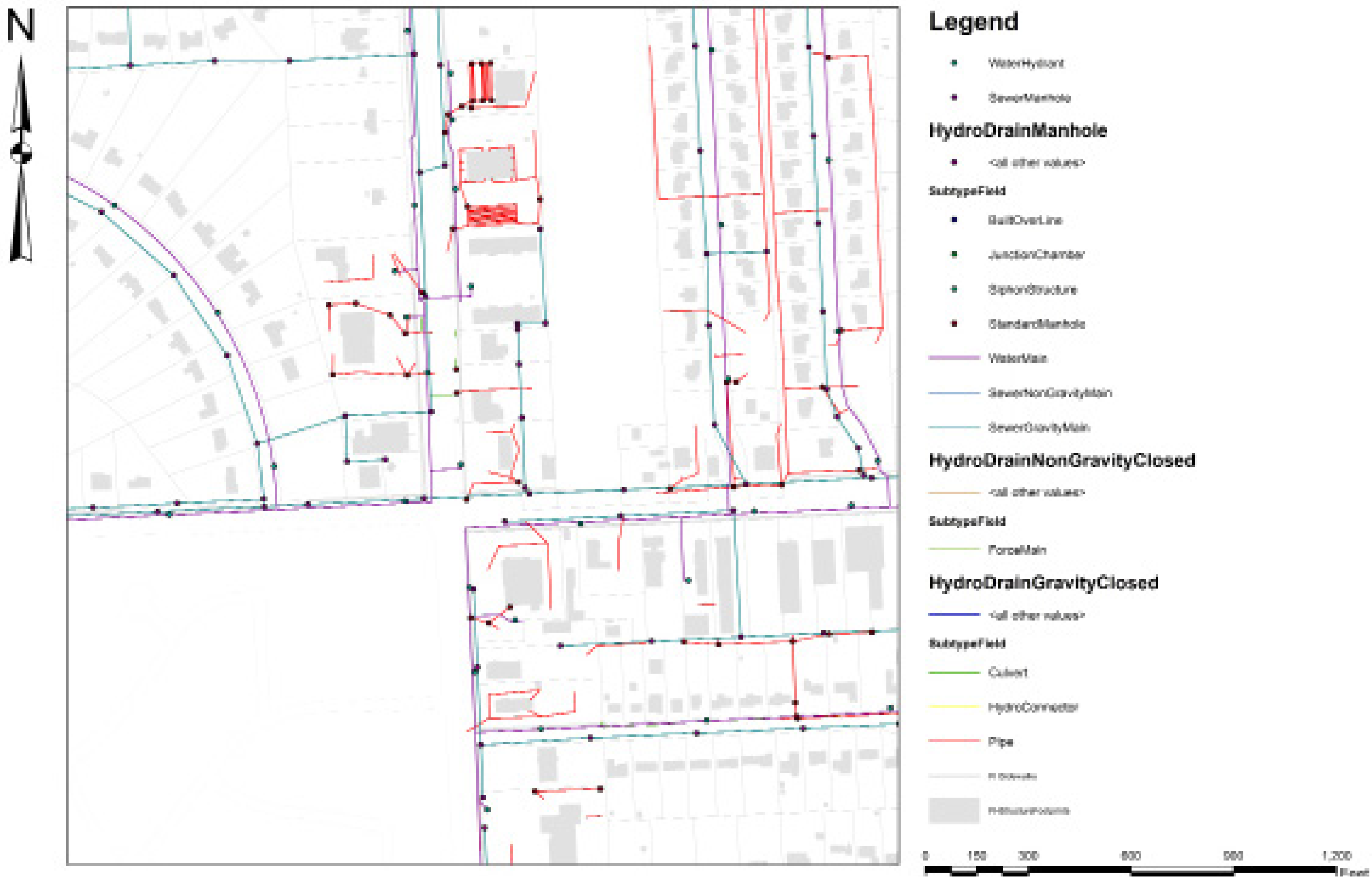


LOCATION KEY

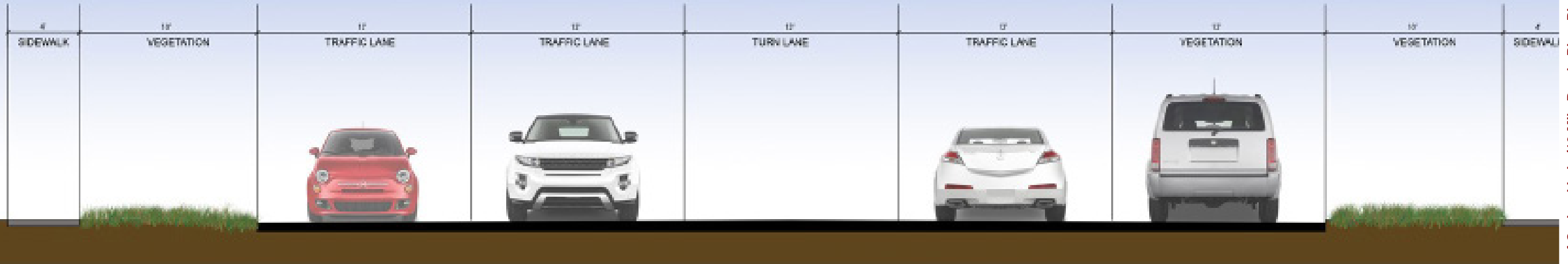
TYPICAL INTERSECTION AT RESIDENTIAL NEIGHBORHOODS AND ORCHARD

EXISTING INFRASTRUCTURE ANALYSIS

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



MAP OF EXISTING INFRASTRUCTURE AT FOCUS AREA
 Infrastructure routing appears to fall to the sides of streets, and below sidewalks.

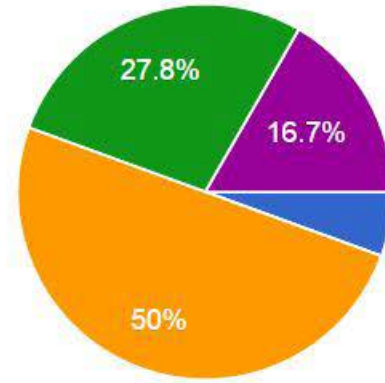


Majority of existing streets in study are incomplete auto dominated systems. They should be more inclusive to pedestrian, biking , and mass transit to support a more sustainable experience.

TYPICAL STREET SECTION

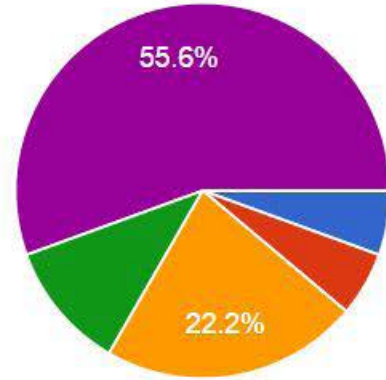
COMMUNITY ENGAGEMENT

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



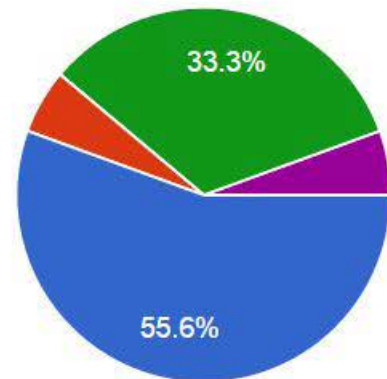
All	1	5.6%
Three quarters	0	0%
Half	9	50%
One quarter	5	27.8%
None	3	16.7%

Which of the following would help you increase business?



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

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



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

NUMBER OF EMPLOYEES

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

DESIRABLE IMPROVEMENTS

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

Continue to improve appearance, and downtown.

None related to the business

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

green space, walking/jogging/biking paths

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

I would like to see smooth road surfaces

Improved Public Transportation

Improved traffic flow, roadway improvements

Roads

Better traffic control

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

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

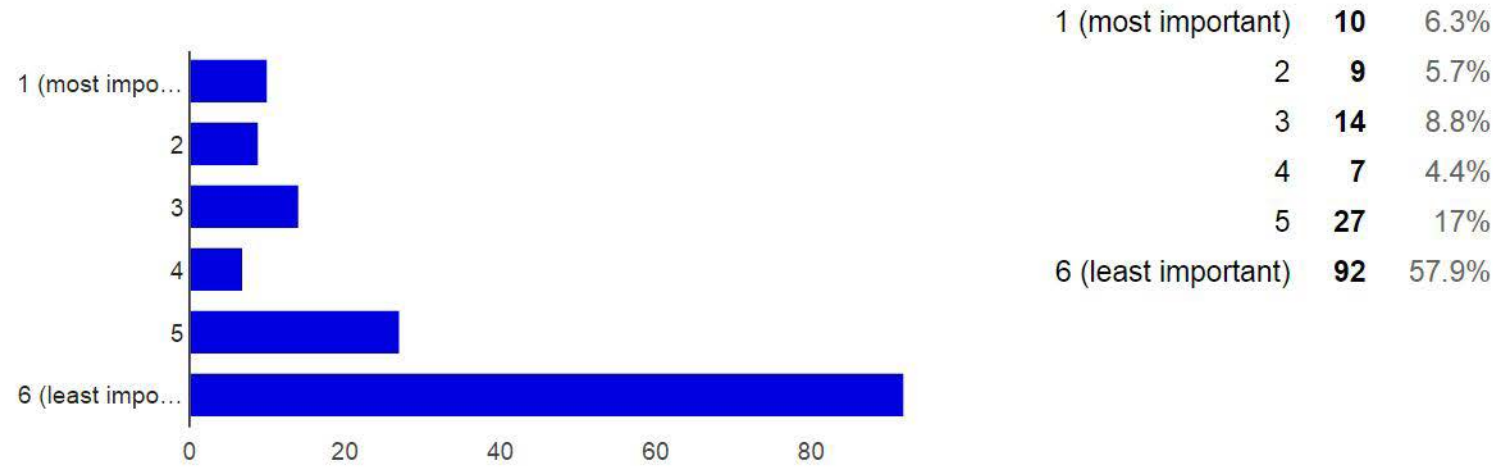
Transportation needs to be improved greatly. Hospitals connecting with senior living communities to provide transportation to all necessary medical appointments.

ADDITIONAL COMMENTS

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

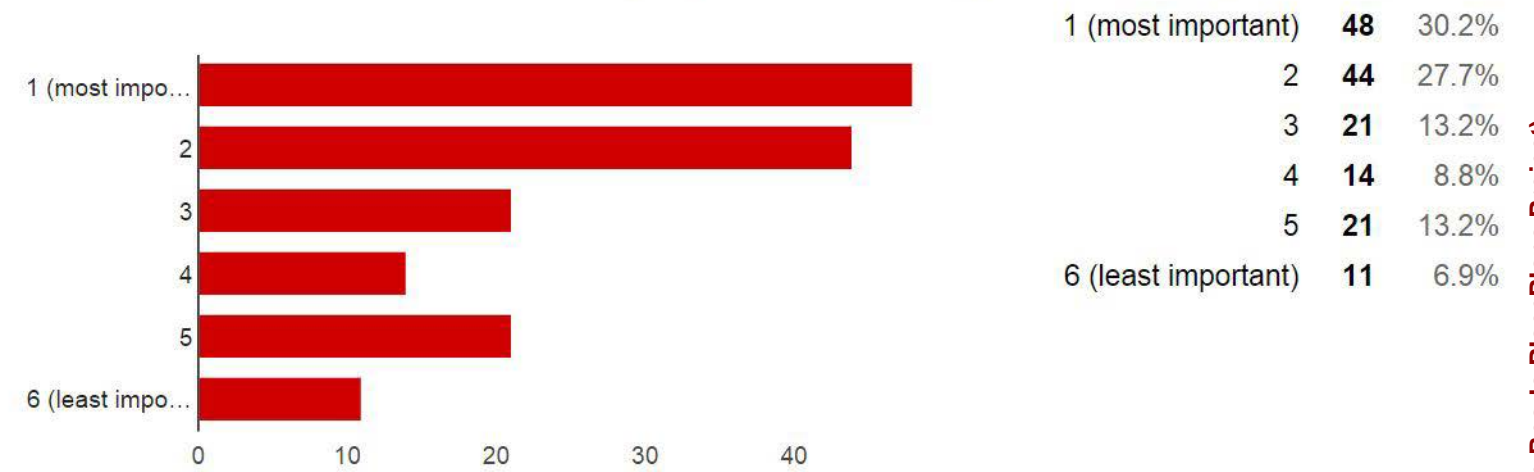
Farming on and F. Hills are great places to live and work. Employees and clients would like to see continued improvements in landscape, sidewalks, and natural aspects of surrounding area.

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

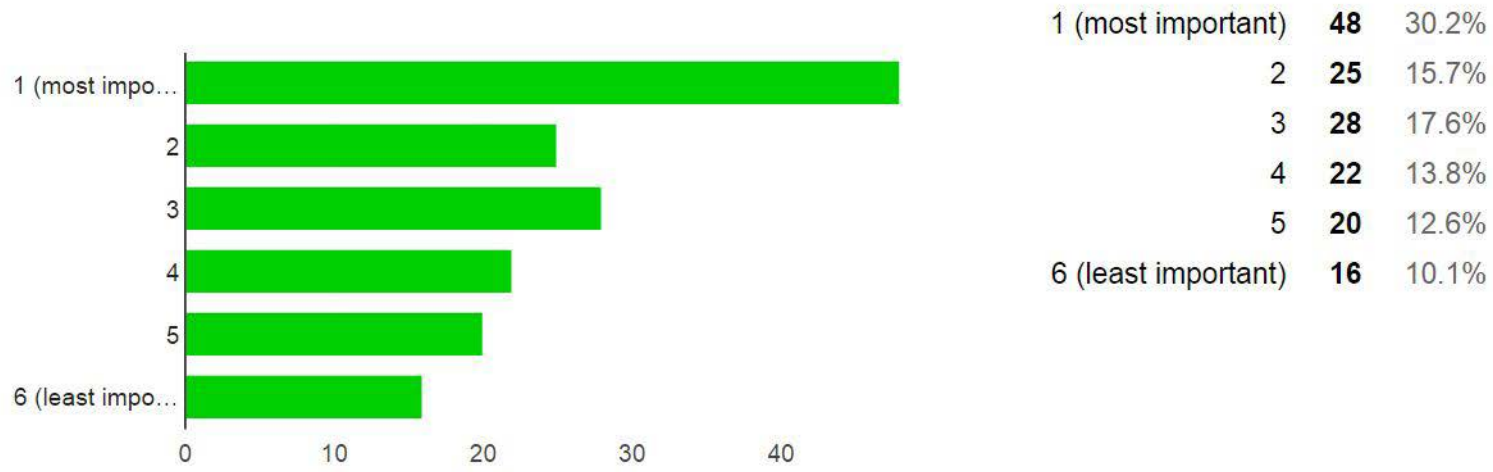


Diversity of local restaurants and shops [Rate the following in order of importance?]

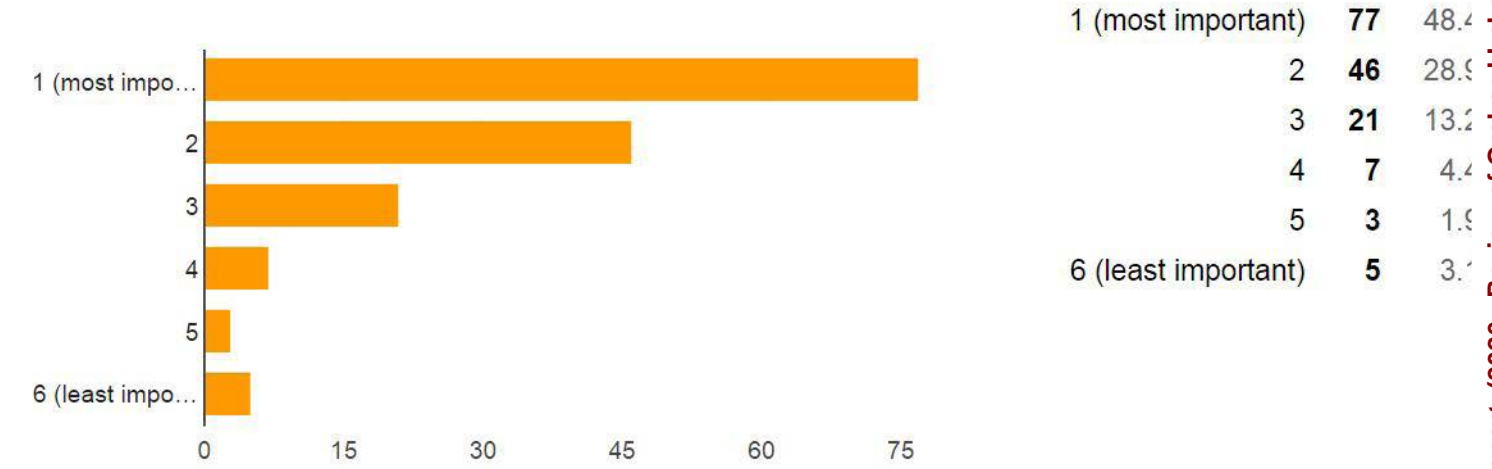
4.1.a



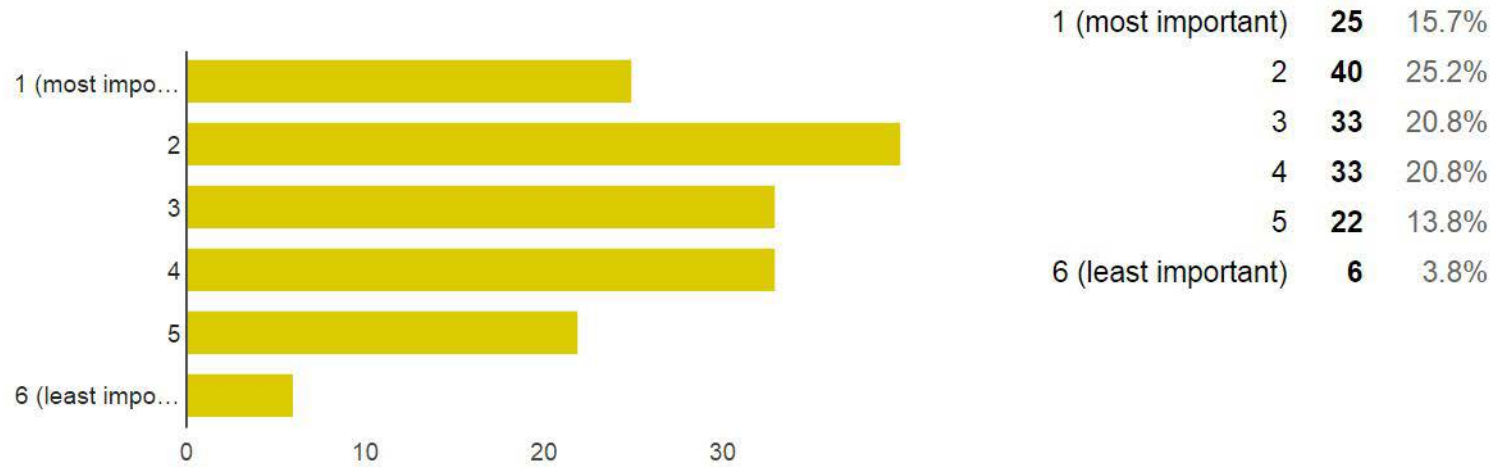
Safe and accessible bike routes [Rate the following in order of importance?]



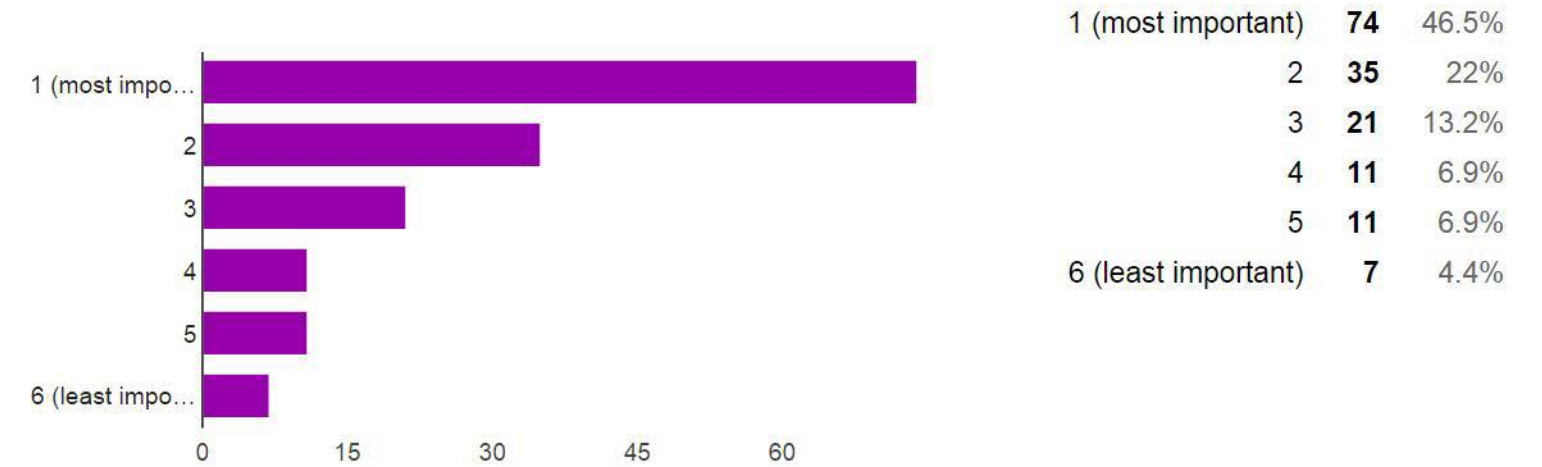
Walkability throughout the neighborhood [Rate the following in order of importance?]



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

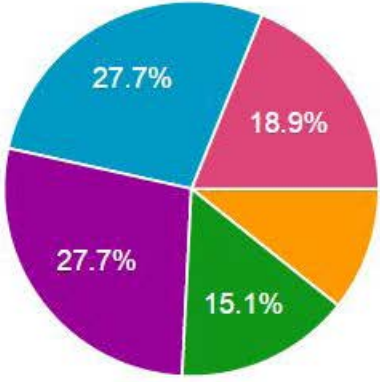


Pedestrian safety [Rate the following in order of importance?]



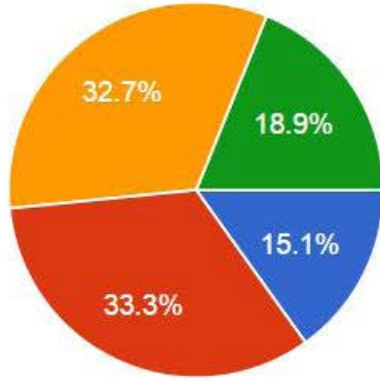
RESIDENT SURVEY

What is your age



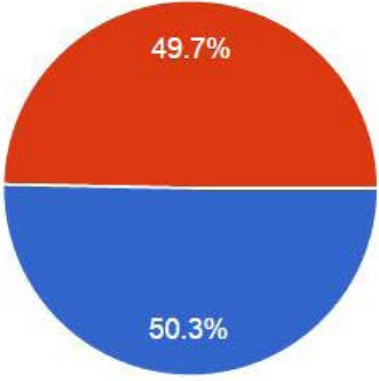
Age Group	Count	Percentage
Under 18	0	0%
18 – 25	0	0%
26 – 35	17	10.7%
36 – 45	24	15.1%
46 – 55	44	27.7%
56 – 65	44	27.7%
66 and over	30	18.9%

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



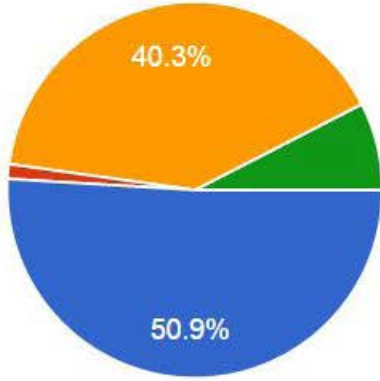
Duration	Count	Percentage
0-5 years	24	15.1%
5-15 years	53	33.3%
15-30 years	52	32.7%
30 + years	30	18.9%

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



Response	Count	Percentage
Yes	80	50.3%
No	79	49.7%

How often do you walk to destinations during the week?



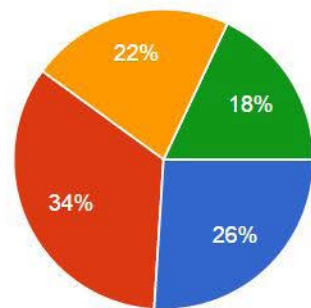
Frequency	Count	Percentage
Never	81	50.9%
Always	2	1.3%
1-3 times a week	64	40.3%
4-7 times a week	12	7.5%

Better side walks on Powers Rd. between 11 mile and 10 mile.
 Better roads
 Curb appeal. Pleasant walking conditions. Produce Market.
 All of the empty buildings to be filled. Starting to look like a ghost town in places. Would love to see school bond proposal pass...
 bike lanes on all streets
 Safe long continuous walking trails for exercise and leisure walks
 Social activities
 Paved streets
 Designated bike paths would be great. I think some nice landscaping would also improve the corner of the 10 & Orchard Lake area. On another topic, other cities ticket residents who don't take in their trash cans in a timely manner. I think Farmington/Farmington Hills should join that tradition.
 Safer crossings at major intersections.
 Although I do not use public transport, I feel badly for employees who need it to get to jobs in this area. They need buses and sheltered bus stops. I very much want another grocery store at 10 & Orchard Lake. I would never, never, ride a bike along either Orchard Lake Rd or 10 Mile even with a dedicated bike lane.
 More shops, restaurants, bars, bike trails. More recreation areas for the community to gather.
 Paved streets that are not a patchwork
 Walkable shopping
 Safe bike paths and pedestrian crossings
 More curb appeal at various intersections at the outskirts of downtown proper. 10 mile/Orchard Lk, Grand River/Halstead seem to be the most in need. I'm glad to see improvement going on at the grand river/halstead (former Kmart) location. Wondering about the status of the abandoned gas station at Gr river and Halstead. It will quickly fall into disrepair and become an eye sore if something isn't done soon. Not a fan of the ice rink downtown. Doesn't seem to get much use for what it probably costs the city and therefore the taxpayers.
 Better and more relevant shopping within walking distance. Better grocery store, a Trader Joe's type store, a good fruit market, a hardware type store such as a Home Depot.
 People drive too fast down our street and there are no sidewalks so children, runners, walkers and bikers have to use the street. Biker and runner paths.
 Less services and lower taxes.
 Walkable neighborhoods, shops, restaurants almost like a downtown district. Some sort of better access to public transportation that reliably connects the whole metro area, including downtown Detroit. Revitalizing of some areas that look decaying or rundown, such as the southern part of Grand River in Farmington Hills.
 general sidewalk maintenance for all business and residences on mail roads such as ten mil and orchard lake... such as sidewalk clearing of snow with no restrictions such as snow plw hills blocking them, etc...
 Improved bike paths More urban feel to the dining/shopping/recreation
 To see vacant buildings filled with good businesses. The strip malls need continual work. A large indoor sports complex (Baseball/softball/soccer)...for the Farmington community - not Total Sports. Improved stairs to Downtown from Shiawassee Park. Concessions Stand and better bathrooms at Shiawassee

Park.
 More restaurants, bars, and entertainment for single people ages 25-35.
 good zoning keeping area residential (no ugly old strip malls, require strip malls to be visually updated) good traffic congestion methods continued good maintenance of Orchard Lake median (the seasonal perennials - like and very much appreciate) planting of more median trees, annual flowers, decorative lamp posts with hanging flower baskets at intersection, etc. (I am a supporter of Greening of Detroit) quality control automatic median sprinklers so that they are not wasting water by not being accurately adjusted i.e. watering road vs grounds, watering during/after rain, etc.
 I live in Staman Acres- We need a gradual turn off Orchard Lake to avoid an accident- (Rocky Crest turn-in street). Also better lighting in our sub (safety). Diversity of local shopping, business and entertainment. Connecting different areas of community with walking, biking accessibility and public transport. Integrated multiple public plaza space throughout the community. Not necessarily large spaces but more available outdoor places to meet, sit, eat lunch, read, study etc around the community. Public transportation is the future.
 Less sandwich shops + more
 Streets with ditches in front of homes should have side walks for the safety of kids to ride their bikes, for parents safety to walk their child in a stroller and children and adults should have a safe place to walk down the street; ex. Lamar Street
 Designated walking areas along Power Road; we're within walking distance to downtown area but would need to walk in the street to get there. For vacant business to be filled (Grand River and Drake) (Grand River and Orchard Lake)
 Use some dynamite on that mess on Moody and Grand River. Try to get a good supermarket at Ten and Orchard Lake. Keep Ten and Orchard Lake free of any more building projects. There are enough "see-throughs" in the area.
 More green areas and bike routes
 NA
 Definitely need better American restaurants in the area
 More neighborhood businesses.
 More restaurants
 Better maintenance of the sidewalks, especially in the winter.
 More bike lanes, bike safety training for bikers and motorists.
 more bike paths (or wide, paved shoulders) on most roads.
 Fix up the 10 Mile and Orchard Lake Rd area, some of it seems rundown. The gas station on the northwest corner needs to be updated or closed. The strip mall on the north side of Grand River across from the old winery needs to be fixed up or torn down. There needs to be more parking in downtown Farmington, especially with all of the weekend events.
 I am happy with everything as it is.
 Consistently friendly shops downtown. Don't feel welcome shopping there.
 raised pedestrian walkway over Orchard Lake Rd, increasing accessibility
 A few more destination type businesses, like a coffee shop. Sidewalks and a bike lane along Ten Mile. General improvement to the appearance of the infrastructure in the area. Easier walking access to downtown, and bike access in and out of the neighborhoods on each side of the intersection.
 Roads (pot hole repair)

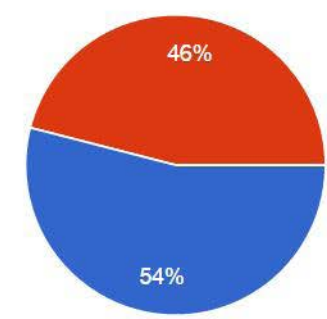
Cleaning up of the neighborhood and of the strip malls in the Area. The strip malls seem to be falling apart along with parking lots.
 Better timing of the traffic lights at Orchard Lake & 10 mile - Opposing signals are not synchronized the same, which deceives people trying to determine when it's safe to turn right on a red, or safe to turn left. Also, the left turn signal has a very short yellow, causing people to complete left turns on a red, or get stuck in the intersection. Some people speed up to catch the yellow, which instantly puts them into a left turn on red.
 More parking in downtown Farmington. New businesses in the vacant stores
 Safety for walking and biking
 1) Space such as that on Mooney and Grand River occupied - not vacant. 2) An enforced restriction on fireworks over July 4. It has become a week long annoyance that disturbs the sleep of people on shift work, scares children and pets, and leaves debris in the streets and on others' lawns.
 Sidewalks are not shoveled by property owners in the winter months. Vegetation that encroaches on sidewalks is not maintained by property owners in summer months. Vehicles are commonly parked in ways that partially or completely block the sidewalks. If you are serious about improvement projects, please focus on the basics first and ensure that the sidewalks/bike paths we already have in the city are periodically reviewed and maintained. Please advise property owners of their obligations regarding sidewalks/bike paths that are on their property.
 Sidewalks! Bike lanes. A grocery store and more restaurants. MORE TREES!
 More grass.
 More areas for walking or running or biking cleared in the winter.
 I think Farmington should take a cue from the work that has been done in Northville and Plymouth. People frequent those areas because of there is a combination of family friendly restaurants (not necessarily chain restaurants) and shops that carry unique items. This also could be implemented in the uptown area of Farmington, especially on Mooney Street between Shiawassee and Grand River. The stripe mall that formerly housed a hardware store (that was a great addition to the community) has become an eyesore. Aside from Art on the Grand, Farmington doesn't have an attractive summer festival. The Farmington Founders Festival used to be a great attraction, but in recent years it has deteriorated into an embarrassment of cheap crafts and carnival rides.
 More local shops and eateries including local Michigan breweries, coffee shops and arts & crafts.
 I live in the Bel Air subdivision and actually walk quite often to Walgreens. I don't see many other residents do this; fortunately there are nice sidewalks in the sub. When repairs were made to the intersection at 10 mile and Orchard Lake last year, they did a very nice job with the pedestrian walkway features across Orchard Lake. I don't think safety can be improved on that, it is just a fairly big road to cross. I would like to see the strip mall repaired and some green infrastructure features installed, bioswales to capture parking lot runoff. Just overall softening the look of it would be good. Tree plantings would help make the neighborhood look a little more sophisticated. You may also want to consider seating areas around Greene's hamburgers, that is probably a place that would be used most in regards to a park commons area. The businesses that are currently at the intersection make sense and what the demographic will support. I would make sure to ask them what they want. An event like a

How close do you live to school?



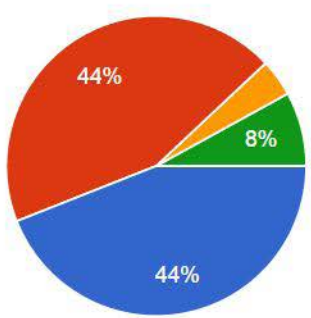
Could walk to school easily	13	26%
Could bike to school easily	17	34%
Long bike ride to school	11	22%
Really far	9	18%

Would you prefer to walk and or bike to school?



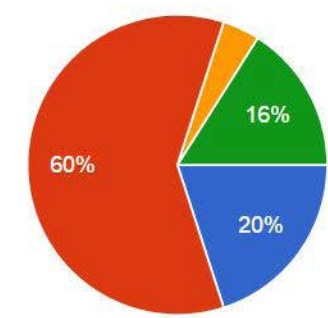
Yes	27	54%
No	23	46%

What do you typically do after the school day?



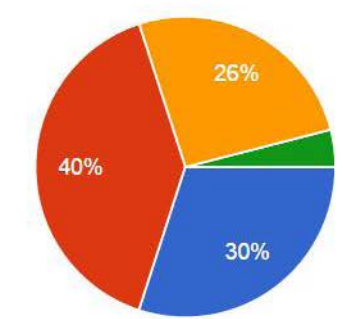
Go home	22	44%
Extracurricular activities at school	22	44%
Patron local businesses	2	4%
Other (please be specific)	4	8%

How do you get to school?



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

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



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

TEAM 6
 Step 1 - Team roles
 Establish a team leader (they will serve as a spokesperson for the group), and a scribe (they will make sure all ideas get recorded).

Step 2 - Be Creative and Daring
 We are collecting ideas that will inform future design concepts. Therefore we are interested in all ideas big and small.

Step 3 - Design
 Using the provided trace paper, markers, and base maps sketch ideas, discuss ideas, and make notes. Any medium of conveying ideas is welcome. What is important is that ideas are captured somewhere and somehow.

6:30-6:50: How do we improve non-motorized transportation?
 Where are sidewalks/wider routes needed?
 Do not continue blv. → add walking paths on sides instead
 Where should bike routes be located?
 What makes people feel safe when walking/riding bikes?
 less traffic

6:50-7:10: How does the intersection become a focus or destination?
 What commercial venues are missing, and where should they be located?
 What pedestrian amenities are needed and where?
 What recreational activities could be facilitated with some design modifications to the intersection and the area adjacent?

Handwritten notes on the page include:
 "W/ ice cream → 'Green Around Greens'"
 "Cohesive parking for all businesses (enhanced) (scheduling of business)"
 "Fair Space / venue / in parking lot?"
 "Retention pond"
 "Panera (something b/w coffee & Walgreens)"
 "buildings closer to street"
 "fill in parking w/ building"
 "ice cream w/ green paint - benches"
 "create a commonplace b/w corners (w/ parking?) cobble stone walking?"
 "Starbucks - ice cream - fast-casual dining (Chipotle, Qdoba, Panera)"
 "Multi-downtown - store backs to store backs"
 "Park place in green undeveloped land"
 "Paintball, color run, mixed-use zoning"

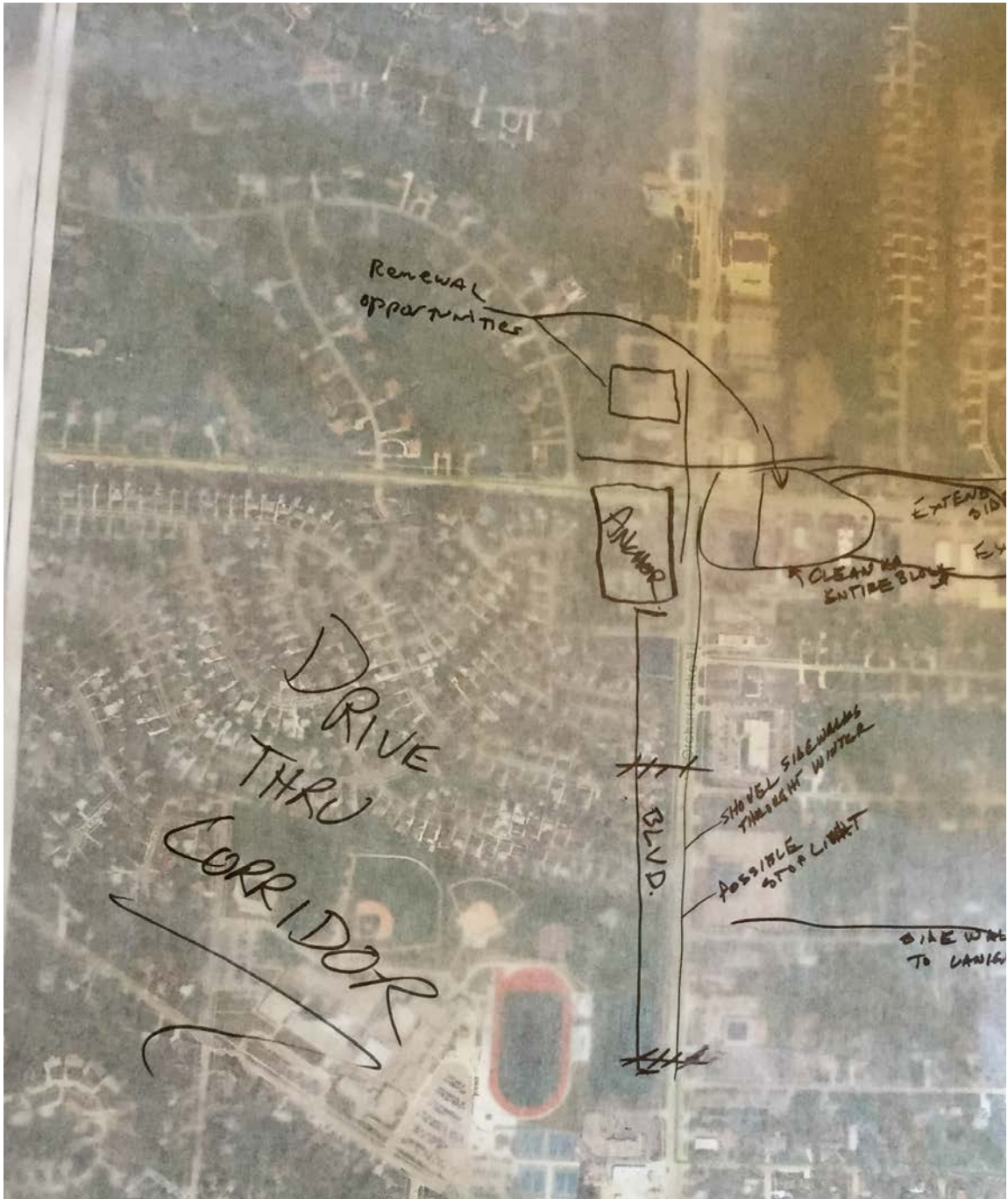
Table 2 -
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Handwritten notes on the page include:
 "Adjust traffic light timing"
 "Safe crosswalks on Orchard + 10 Mile"
 "Neighborhood entrance signs w/ landscaping"
 "Better traffic flow into strip mall - upgrade parking lot - need greenery to cut down on noise - traffic dirt & add 'eye candy'"
 "Where are sidewalks/wider routes needed? Both sides of Orchard Lake 10 mile to Grand River - (crosswalk @ Orchard & Shawansee - lots of high school kids cross there)"
 "Where should bike routes be located? Both sides of Orchard Lake from 10 mile to Grand River - all the way downtown Curve around plantings & benches"
 "Space between path & road - lighting, well maintained sidewalks Wide enough for bikes & walkers"
 "Decorative arch/or some other attractive in stallment - Welcoming people to Farmington/FH - Green areas - Quality restaurant, Quality grocery, Quality restaurants - not just coney or fast food - something similar to Peterlins (Farmington 1/2 mile)"
 "Ice cream shops - something for kids"
 "Outdoor seating - surrounded by landscaping - Near Greene's Burgers & other restaurants"
 "lighting, benches, bike racks"
 "Outdoor seating @ restaurants w/ landscaping & outdoor lighting nice division (rock wall?) between their lot & the rest of the parking lot"



PUBLIC CHARETTE



7:10-7:30: What is the community identity of the area?

What is the desired aesthetics of buildings, streets, and sidewalks?

Better lighting - attractive not vapor lights

What types of materials should be embraced in future designs? - Similar to the Dressbarn/TJ Maxx remake in downtown Farmington on Groves Street

Natural stone

How can the community values of Farmington/Farmington Hills be showcased?

7:30: Report Out and Wrap Up

- Or -
1950's diner (Green's) incorporate theme into updates

Bike Shop that is open on the weekend.

Bike Racks @ Green's

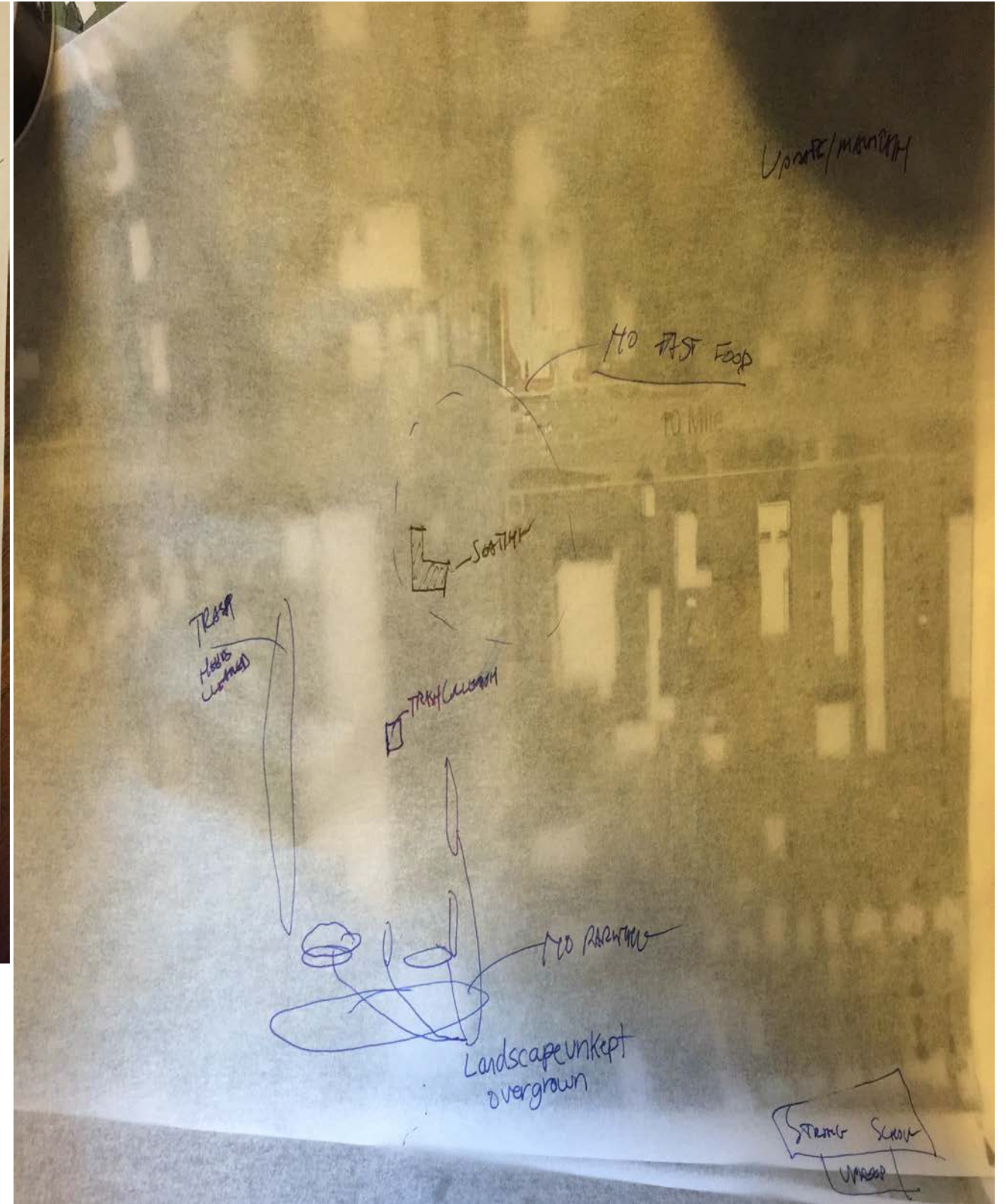
Would like to see the lot, next to the liquor store, have a permanent pavilion for the Saxton's flower sales (seasonal)

What are the zoning ordinances for that intersection? Do they require upkeep?

Any incentive for the strip mall owner to improve property?

Illuminating Concepts - in neighborhood - contact for street lights

Change ordinance to allow outdoor seating & food service



PUBLIC CHARETTE

ANALYSIS HYPOTHESIS

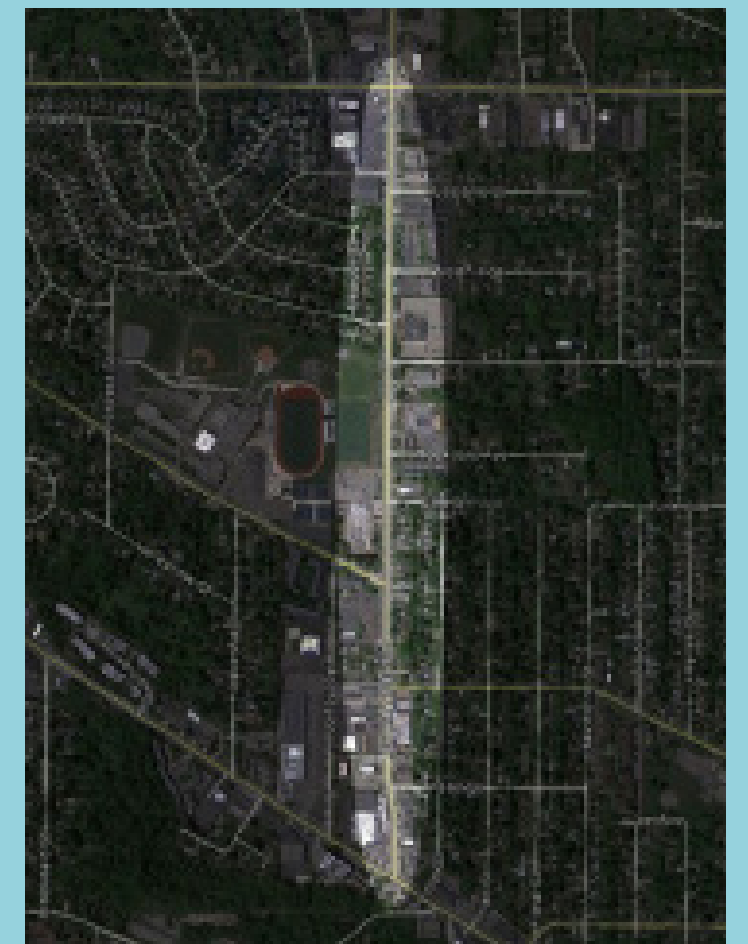
Working form information obtained through public engagement, and research, visioning principles were established to guide the design process.

REIMAGINED URBAN FABRIC

- Surrounding commercial and residential areas seem to be in disharmony, we want to explore how they can be more supportive of one another. Particularly in terms of making the diverse building and land use typologies feel cohesive:
- Currently the intersection serves as a formal divider of neighbors in each cardinal direction, this makes the community feel divided. But should really feel like a monolithic urban experience.

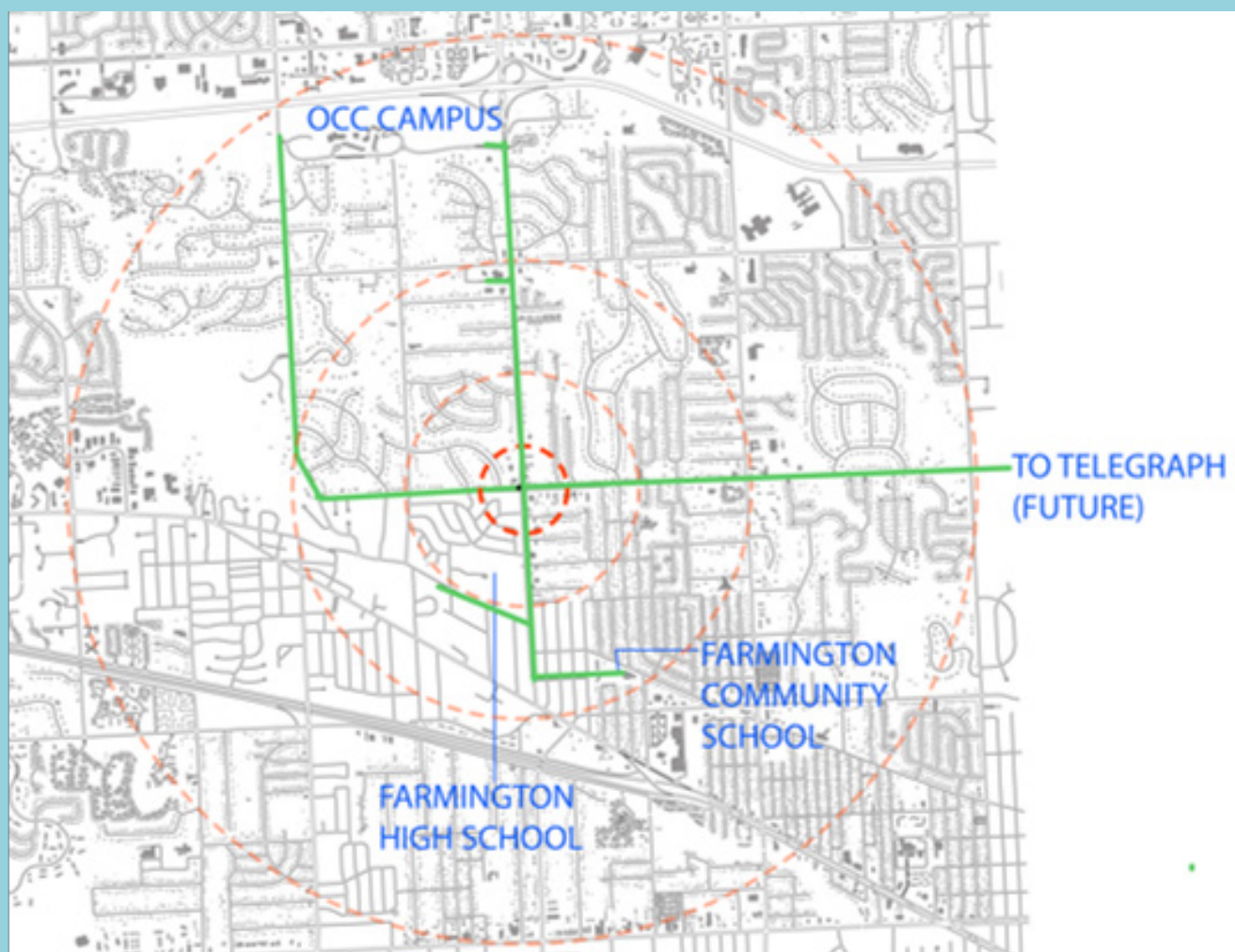
IMPROVED PEDESTRIAN EXPERIENCE

- Existing conditions are not accommodating/supporting pedestrian activities.
- Function as mechanism for prompting people to walk.
- Considering the study area is more residential than commercial, it is recommended that the stretch between Ten Mile and Grand become a pedestrian corridor connection.
 - Serves as a connection for buses 805 and 704
 - Prominent and enjoyable walking paths
 - Pleasing natural landscapes
- Make the pedestrian feel safe at all times of day.



REVISED CIRCULATION SYSTEMS

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



POTENTIAL BIKE PATH NETWORK

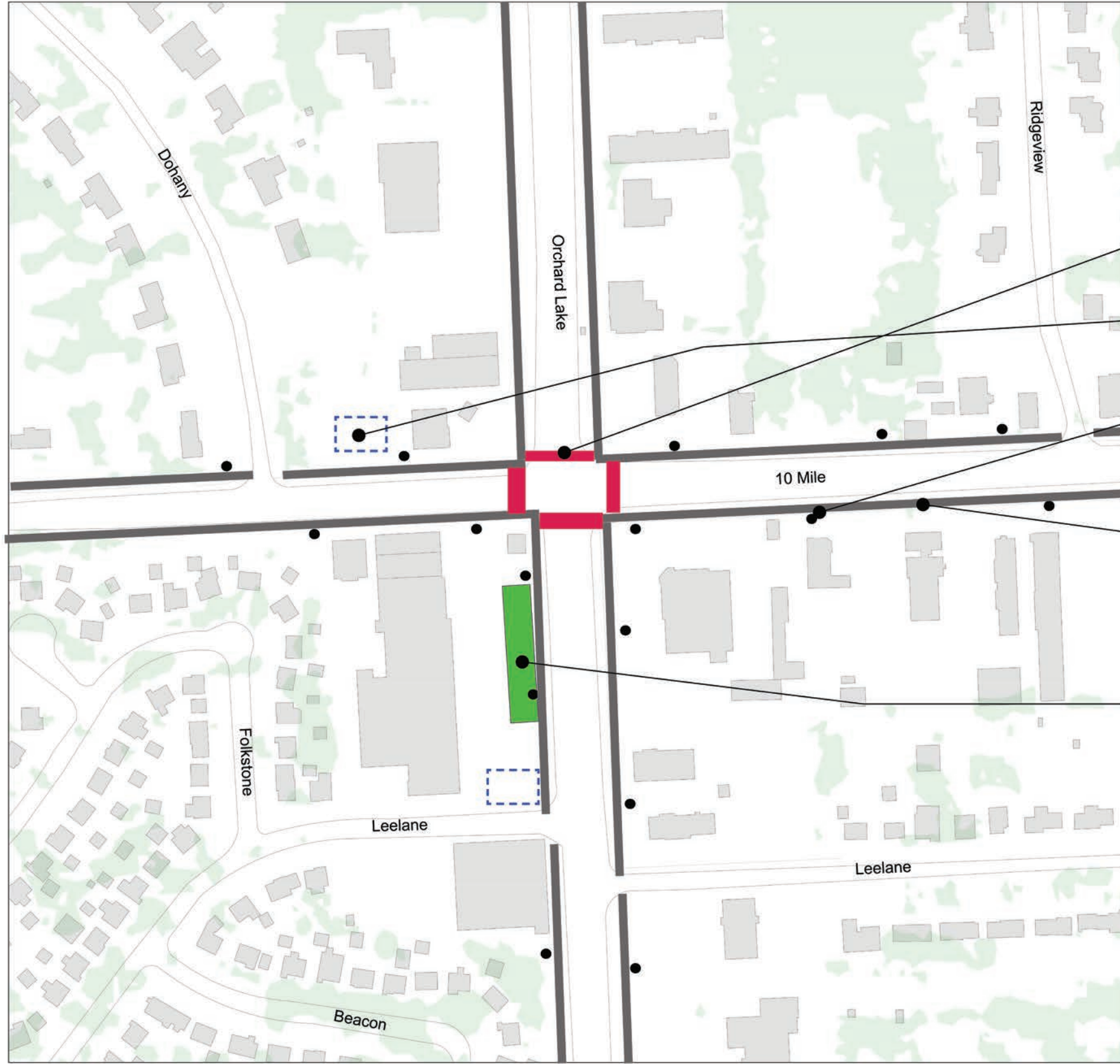
CONNECT COMMUNITY

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

DESIGN FOR FUTURE DEMOGRAPHICS

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

PROPOSED DESIGN




- Legend**
- Classname**
- Canopy
 - Building Outline


- DELINEATED PEDESTRIAN CROSSING
- INFILL OPPORTUNITY
- LED STREET LIGHT
- BIKING + WALKING DESIGNATED LANES
- POCKET PARK




Legend
 Classname
 Canopy
 Building Outline

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

DELINEATED PEDESTRIAN CROSSING

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


INFILL OPPORTUNITY
POCKET PARK

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

INFILL OPPORTUNITY
PEDESTRIAN ISLAND

 BENEFITS: Increases pedestrian safety and activity during evening hours.

PEDESTRIAN CORRIDOR

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

STREET LIGHTS
 BENEFITS: Increases pedestrian safety and activity during evening hours.

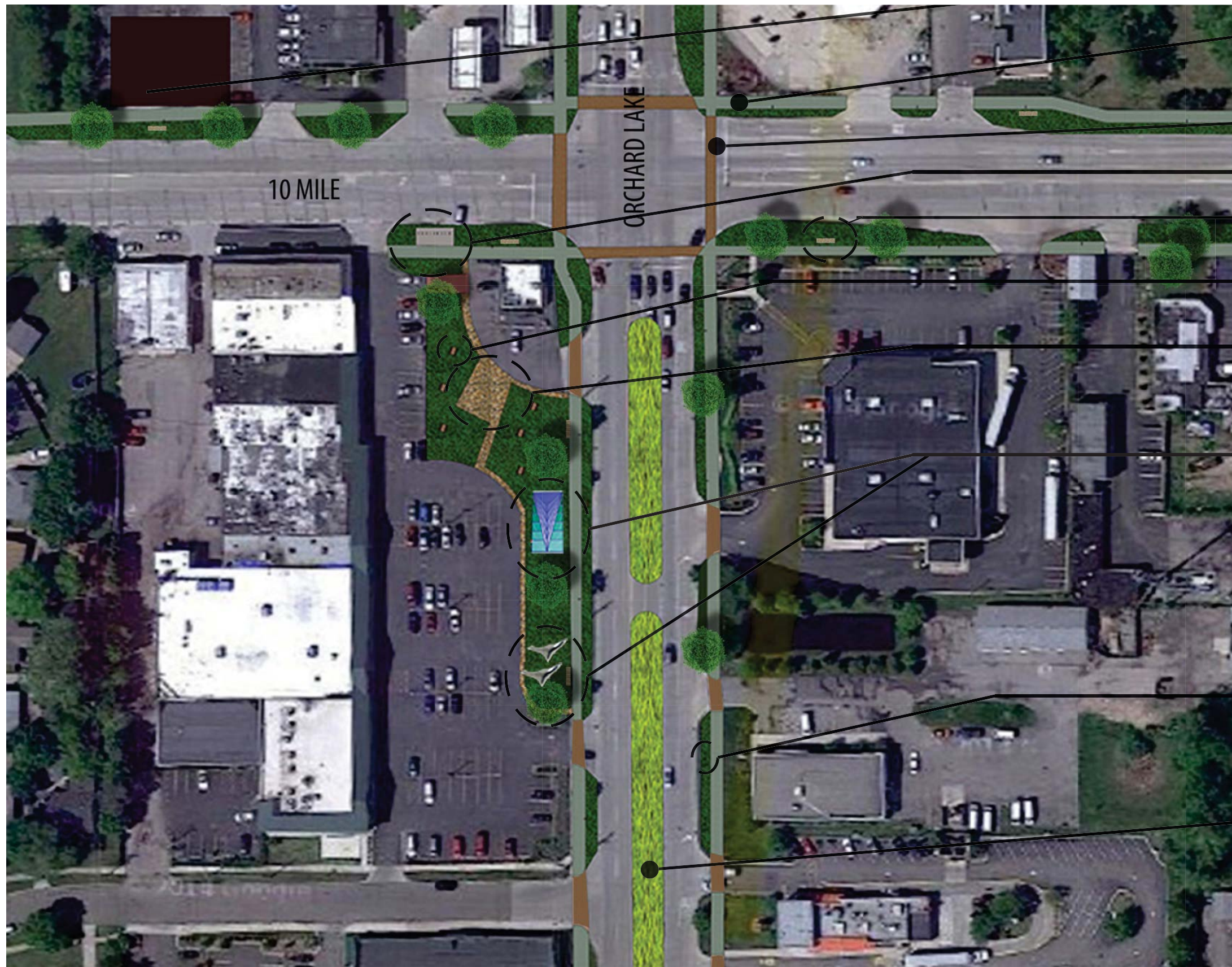
BIKING + WALKING DESIGNATED LANES

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



VEGETATED BOULEVARD

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





10'-0" SHARED WALKING/BIKING PATH



PAVED CROSSWALKS



BIKE PARKING

SITTING BENCHES

PICNIC BENCHES

PUBLIC GATHERING/OUTDOOR EVENT SPACE

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

STREET LIGHTS AT REGULAR AND CONTINUOUS INTERVALS



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

PROPOSED SUB-AREA PLAN

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



1st Phase



2nd Phase

REVISED INTERSECTION WITH PARK

10'0" SIDEWALKS FOR MUTLI-MODE WALKING AND BIKING

PROPOSED PHASING

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



PEDESTRIAN
CROSSING
ISLANDS

3rd Phase



BIO-SWALE
BOULEVARD

4th Phase

PROPOSED PHASING

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

APPENDIXES

APPENDIX A PLACE PLAN PRECEDENTS



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



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

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

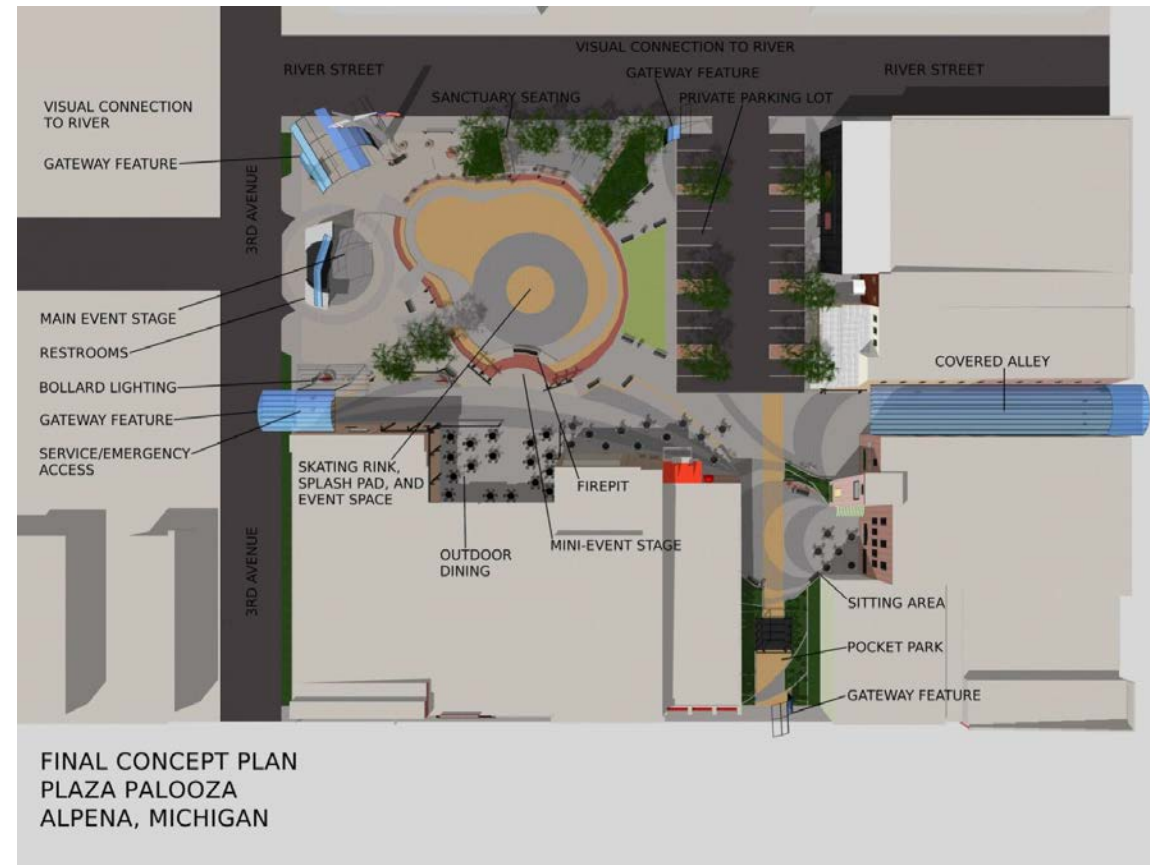
The PlacePlans process is customized to each project and community, but each involves an intensive community engagement strategy, including a public visioning session, several public meetings to provide specific input and feedback, and direct work with key community stakeholders along the way. PlacePlans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



Flint – population 102,434

Multi-modal Greenway

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



Alpena – population 10,483

Public Plaza

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

APPENDIX E RESIDENT SURVEY COMMENTS

There are a great many senior citizen residents in this area who don't walk or ride bikes or work. Questions about public transport are better asked of non-residents who seek jobs in our area and small business owners who need them to staff their businesses. I can't stress enough how much I miss the grocery store at 10 Mile & Orchard Lake Rd. It would be good if the city could provide an incentive to a small grocer to take over the space.

I expected to be in my house for 5 years. It's been 15 now. I don't want to give up the convenience of being able to walk downtown and having the other services so close. Being able to walk across the street to get groceries has been one of the best things I didn't know was essential to a home.

If taxes remain so high, we may need to move. We'd like fewer services and lower taxes.

Thank you for taking our input into consideration! I love the idea of biking and walking to more places with my family.

Quality of life issues: 1. Excessive dog barking and leash enforcement throughout the city. 2. Speeding cars, trucks and even school buses must slow down. 3. Encourage residents to take better care of homes and businesses. 4. A full traffic control light at Power and Shiawassee Roads and a flashing light crosswalk sign for the park with speed bumps in both directions. 5. Outdoor Drinking Fountains for people and pets located throughout the city green ways, bike trails, residential areas and any place where there is a thirsty crowd. 6. More public waste receptacles throughout the city not just downtown. 7. Security cameras throughout downtown. 8. Disallow door to door solicitation except for schools and scouts. 9. Aggressive enforcement of noise ordinances.

Lamar needs to be paved, there is no sidewalks. How can my grandchild walk to school? No transportation by bus provided.

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Yes, It would be most helpful if you could inform the residents that this survey is coming to what a PlacePlan is. I've never heard of this and I don't understand what this means

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Don't actually work. But I walk my 2 dogs 1/2 mile everyday. Could snow not tear up the edge of my lawn next to street. (Dohany)

Who is going to pay for all these potential changes? Bond proposals-like everything else?!

Unable to access website

I work 40 minutes away, and my spouse works 25 minutes away. The ability to ride bikes or take public transit would require a MAJOR change for the Detroit metro area. Having a train system like Chicago might work, but would be economically prohibitive, I'm guessing, as well as being a civil engineering nightmare.

Farmington remains a great community.

The City of Farmington has tremendous potential because it is a place where people can walk, run, bike etc....the more we can build up this infrastructure the more desirable this place will be. I'm 100% behind this initiative for Farmington.

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I look forward to your results in the Spring.

No able to walk

Thank you for taking an interest.

ORCHARD LAKE AND 10 MILE JUNCTION NEEDS RESURFACING. TRAFFIC IS NOT THE PROBLEM. 10 MILE ALSO NEEDS SERIOUS RESURFACING BETWEEN MIDDLE BELT AND ORCHARD LAKE ROAD.

Do not want to see sidewalks in our subdivisions.

I'm excited that Farmington/Farmington Hills is pursuing this funding and this direction. It will only help maintain the area as a destination to live, work and play in.

There has been great progress with projects like the repaving of 10 Mile west of Orchard Lake, and the downtown beautification work; hope to see continued progress!

The city has done an excellent job with downtown Farmington. Continue with that direction. Modest improvements spread widely will have less impact and drawing power than targeted efforts.

None

DO NOT pull the same kind of configuration on Farmington Rd between GR and S'wassee for the south of GR on Farmington Rd project. Whoever designed and approved

that project north of GR was out of their mind. Just because the fed's offer up some money (and the cities need to fill the remaining funds does not make it right. Spend the matching money elsewhere.

Maintain our roads with the money that was designated for the roads the gas tax. NO NEW TAXES! No roundabouts they cause minor accidents at a high rate.

Bike paths or lanes in this area would be a complete waste of taxpayer money.

with winter, it is frustrating not to be able to use sidewalk at length... some are cleared but in-between not so much and plows put the hills right on them...

No

Please don't do something stupid like putting in a roundabout & ruining the neighbor!

I have lived here my whole life.

This should be an interesting exercise. Before I heard of the program for the area, my wife and I often commented that none of the existing businesses or architecture suggested a coherent plan - all haphazard. No real appeal as a destination. There have been numerous failed businesses in the area. The demise (long ago) of Pizza Hut, the old Wendy's, Big Boy, Bellaire Lanes, and others rendered the intersection area way less family friendly. I'd like to ride my bike to the 12-Mile PO, but that would take quite a bit of planning to do so safely.

My feeling and disappointment with "planning" is that it's done to suit a "vision" of someone who won't make this area their home. This is a smaller-home, family & neighbors area, not another strip mall mocha-chino land waiting to happen for tax dollars and a newspaper feature story. A few questions will not do, just to say you asked for input from the community. Perhaps I should be on the committee so it doesn't get screwed up for everyone! I know this sounds harsh, but I truly fear just this kind of survey and my area becoming another messed up pseudo downtown. It should be kept a quite community - we are, after all, the "gateway to da hood", being up Grand River, so we don't want to attract attention for criminals (I read the paper).

Although beauty is important, so is budget. I'm concerned about the future of Farmington Hills. I saw Detroit go bankrupt. I don't want to see more of that. I would also like to keep our property taxes from rising. Improvements cost money.

I wish the sidewalk all the way around the block (10-mile to Middlebelt to 11-mile to Orchard Lake) was plowed in the winter. I run that path a LOT and now not so much because there are large sections not shoveled.

Ram currently in the process of fixing it up to move in. Until now I have lived for ten years in Detroit's Corktown neigh-

There are a great many senior citizen residents in this area who don't walk or ride bikes or work. Questions about public transport are better asked of non-residents who seek jobs in our area and small business owners who need them to staff their businesses. I can't stress enough how much I miss the grocery store at 10 Mile & Orchard Lake Rd. It would be good if the city could provide an incentive to a small grocer to take over the space.

I expected to be in my house for 5 years. It's been 15 now. I don't want to give up the convenience of being able to walk downtown and having the other services so close. Being able to walk across the street to get groceries has been one of the best things I didn't know was essential to a home.

If taxes remain so high, we may need to move. We'd like fewer services and lower taxes.

Thank you for taking our input into consideration! I love the idea of biking and walking to more places with my family.

Quality of life issues: 1. Excessive dog barking and leash enforcement throughout the city. 2. Speeding cars, trucks and even school buses must slow down. 3. Encourage residents to take better care of homes and businesses. 4. A full traffic control light at Power and Shiawassee Roads and a flashing light crosswalk sign for the park with speed bumps in both directions. 5. Outdoor Drinking Fountains for people and pets located throughout the city green ways, bike trails, residential areas and any place where there is a thirsty crowd. 6. More public waste receptacles throughout the city not just downtown. 7. Security cameras throughout downtown. 8. Disallow door to door solicitation except for schools and scouts. 9. Aggressive enforcement of noise ordinances.

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

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

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

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

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

Since I have moved to Farmington because shopping + eating was close, we have lost Sam's Club, Hallmark, Franks Nursery, Big Lots, Steak Ale, grocery store, Kohl's, two hardware stores, Tuesday Morning -which thankfully came back,

Ponderosa (went there at least 3 times a month). So I eat out in Noki + do all my shopping at my boyfriends neighborhood in Utica/Rochester, when at this house.

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

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

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

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

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

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

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

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

I would only walk to places if they were close <1 mile. If more people walked or biked I would probably follow. Right now it just doesn't fit in and don't know if it ever could. Provide opportunities for seniors to exercise on a daily basis. If there is not a public restroom downtown, I suggest that one be established.

The most important aspect of this area is the ability to drive

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

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

The first part of survey is misleading. Several items are of equal importance even though they don't look like it. I think the new sidewalks are great for walking dogs. Would be nice for more-Power Rd. Also trash barrels maintained by the city at bus stops. Corners, along sidewalks. Need good sidewalks going East from Orchard Lake along Eleven Mile Rd.

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

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

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

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

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

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

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

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

I don't walk when it is too cold and icy out, so a couple months of the year. If I could walk to a bus stop I may be more motivated. Thanks for doing this project! I would love to see a more walkable, and better designed neighborhood intersection. Also, The strip mall at Grand River and Orchard Lake really needs some help too (think Big Lots). Someone needs to force that strip mall owner to do some repairs, it is bringing the area down. Half that strip mall parking lot could be turned into green infrastructure.

Pedestrian safety awareness program or signage would be nice. We have nearly been run down in the crosswalk at 10 and Orchard Lake several times.

Maintenance of sidewalks. Must ensure snow is cleared in winter and vegetation is cleared in summer. Many areas have vegetation that partially or completely blocks visibility of pedestrians/bikers to vehicles and vice versa in the area of orchard lake between 10 mile and 11 mile. There are areas where sidewalks/bike paths just disappear or are non-existent. Church on 12 mile between orchard lake and middlebelt - there is sidewalk on either side, but you must go through a parking lot while on church property.

The strip at 10 mile should be further developed to be more community oriented with more local shops.

I don't see what this has to do with the 10 Mile-Orchard Lake intersection. The bus that had a route to my place of work was discontinued prior to 2005. I did catch it at that corner. I think it's safe to assume that most people who live in Farmington don't work on Farmington. Riding a bike outside the subdivisions is treacherous at best. Anyone biking to work would need to use the main thoroughfares and necessarily navigate through heavily congested, extremely dangerous-for-bikers, areas at all points of the compass. To wit: 12 Mile-Orchard Lake (unsafe for cars!), 10 MILE-ORCHARD LAKE (what's with those new traffic lights, anyway? Sometimes I don't know what's going on in my car), Halstead-Grand River (scary), Eight Mile-Grand River (multiple opportunities to die on a bike), Eight Mile-Middlebelt, and many similar intersections in between (IMO, it's just a question of time until someone is taken out on that ill-conceived yet scenic bike path on Power between Shiawassee and Grand River...). Farmington city planning, like most of suburban America, began with and evolved to accommodate vehicle traffic. Whatever you do at 10 and Orchard, while it might be prettier I can't imagine we'll see hoards of Farmington folk flocking to work on their bicycles. Good luck with that.

We have a great city, and it could be even better. Very much appreciate all your efforts! Please consider redoing the garish Christmas lights at city hall. The blue and purple are particularly offensive. People that visit us comment on how unat-

tractive they are. Compared to the lovely high class look of other area downtowns, it is a bit embarrassing. Thank you for the opportunity to share my thoughts. Incentive for local businesses to have curb appeal, nice landscaping. Attention to crumbling roads.

**Farmington City Council
Staff Report**
Council Meeting Date:
October 12, 2015

**Reference
Number
(ID # 2025)**
Submitted by: Kevin Christiansen, Economic Community Development Director

Description: Planning Commission Appointment to Recreation Master Plan Committee

Requested Action:

Appoint

Background:

At the September 21st Special Meeting, the City Council agreed to move forward with the Farmington Parks and Recreation Master Plan update. Administration is now in the process of putting together a committee to spearhead this process. The City Council appointed one member to the committee at its October 5th Special Meeting. Planning Commission must also appoint one member to the committee.

Agenda Review
Review:

Kevin Christiansen	Pending	
City Manager	Pending	
Planning Commission	Pending	10/12/2015 7:00 PM