



**GRAND RIVER CORRIDOR IMPROVEMENT
AUTHORITY MEETING**

Thursday, March 14, 2019 – 8:00 a.m.

Conference Room A – City Hall

23600 Liberty Street

Farmington, MI 48335

AGENDA

- 1. CALL TO ORDER**

- 2. APPROVAL OF AGENDA**

- 3. APPROVAL OF MINUTES**
 - A. January 10, 2019 Minutes**

- 4. DISCUSSION AND REVIEW OF GRAND RIVER CORRIDOR FUTURE LAND-USE MAP AND GRAND RIVER CORRIDOR OVERLAY DISTRICT, AND REVIEW OF DRAFT CITY OF FARMINGTON MASTER PLAN UPDATE 2018**

- 5. PUBLIC COMMENT**

- 6. BOARD COMMENT**

- 7. ADJOURNMENT**

**CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MINUTES
January 10, 2019**

CALL TO ORDER

The Farmington Grand River Corridor Improvement Authority meeting was called to order at 8:10 a.m. by Economic and Community Development Director Christiansen.

Members Present: Accettura, Bowman, Carron, Thomas
Members Absent: Graham, King, O'Dell
Staff: Christiansen, Murphy

APPROVAL OF AGENDA

Motion by Thomas, supported by Bowman to approve the agenda. Motion approved unanimously.

APPROVAL OF MINUTES

- A. Motion by Accettura, supported by Bowman to approve the December 13, 2018 minutes. Motion approved unanimously.

ELECTION OF OFFICERS

- A. **Accept Nominations for Chairperson**
- B. **Accept Nominations for Vice Chairperson**
- C. **Accept Nominations for Secretary**

Motion by Bowman, supported by Thomas to elect King as Chairperson; motion by Bowman, supported by Thomas to elect Carron as Vice Chairperson; and motion by Bowman, supported by Thomas to elect Thomas as Secretary. Motion approved unanimously.

DISCUSSION OF ITEMS FOR SUBMISSION INTO 2020-2025 CAPITAL IMPROVEMENT PROGRAM

Christiansen reviewed and discussed the current 2019-2024 Capital Improvement Program (CIP) and 2020-2025 CIP process. The Board provided comments, and will review the 2019-2024 CIP and submit recommendations and suggestions for Board Member Bowman to submit to the CIP Steering Committee.

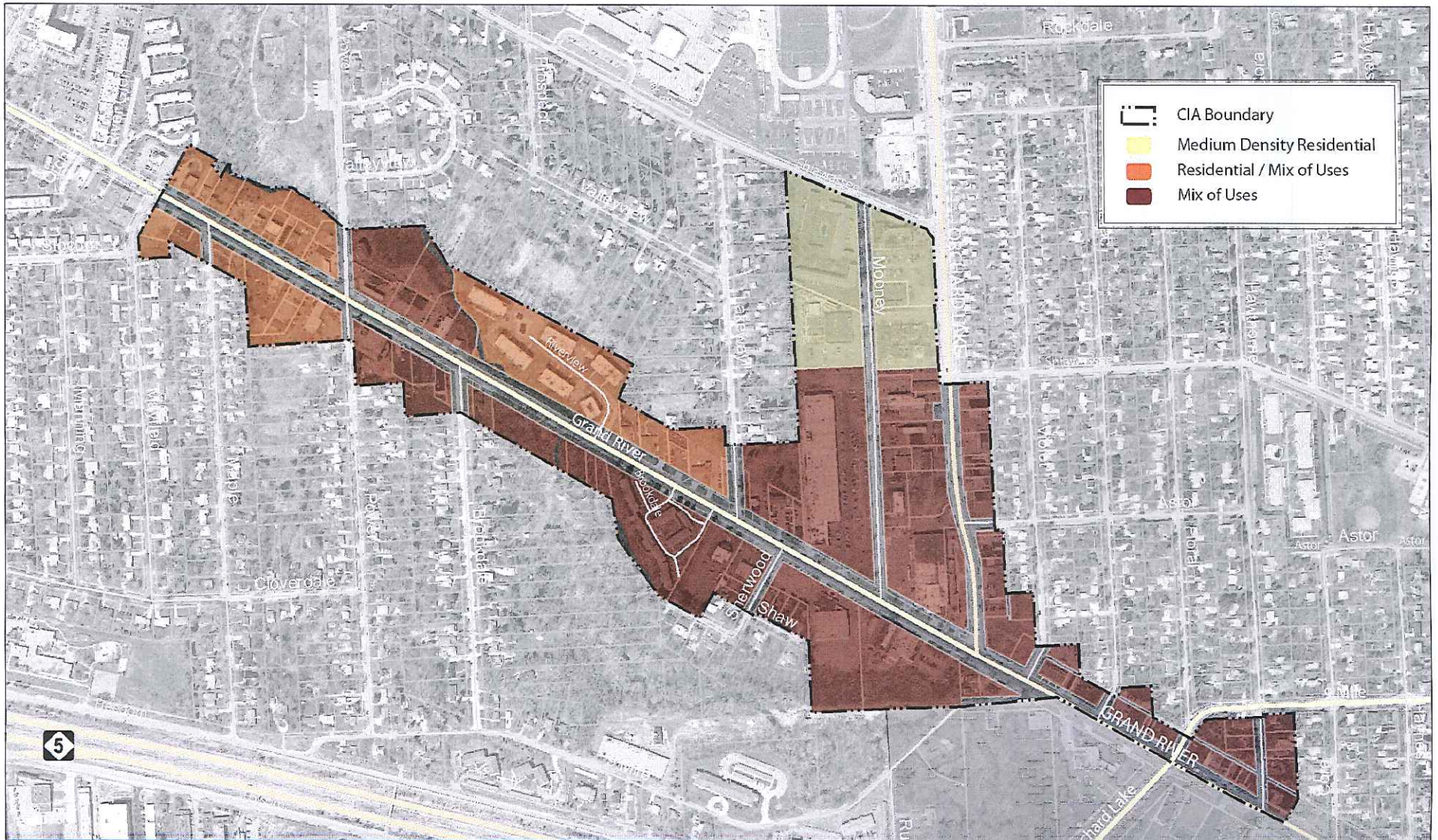
PUBLIC COMMENT

None.

BOARD COMMENT

Christiansen provided a status of the Maxfield Training Center, Burger King, and parking.

ADJOURNED AT 9:10 a.m.



Future Land Use

Draft: January 2014

Corridor Improvement Authority/Tax Increment Financing Plan
City of Farmington, MI



ARTICLE 11. - GRC GRAND RIVER CORRIDOR OVERLAY DISTRICT

Sec. 35-141. - Authority.

Pursuant to authority granted in Section 125.3503 of the Michigan Zoning Enabling Act, this overlay district is written to permit flexibility in the regulation of development of land located within the boundary established in the Grand River Corridor Vision Plan, which is herein referenced in its entirety.

(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-142. - Intent.

This overlay district is intended to implement the Grand River Corridor Vision Plan, which is adopted as part of the city Master Plan, hereinafter referred to as the "Corridor Plan". The Corridor Plan articulates the following design principles and site development elements that support the vision for the corridor and gives examples of how sites along the corridor could redevelop. The regulations contained in this overlay district enumerate the principles of the Corridor Plan inasmuch as possible; however, reference to the published Corridor Plan is highly recommended. The purpose of this overlay district is to promote high-quality development that will provide the following:

- A. High-quality architecture and urban design elements/treatments that create a signature environment along the corridor.
- B. A safe and enjoyable environment for walking and biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.
- C. Economic success of the corridor, enhanced by a supporting balance of retail, office, institutional, and housing in a vibrant and integrated development pattern.
- D. A variety of housing options.
- E. A respect for the river corridor and development that will enhance and complement the environment.
- F. New public spaces that encourage community gathering and outdoor activity.
- G. Connections with surrounding areas that provide travel choices for people to move throughout the corridor, adjoining neighborhoods, centers of commerce, and public spaces.
- H. Best management practices in environmentally responsible planning and construction.

(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-143. - Applicability.

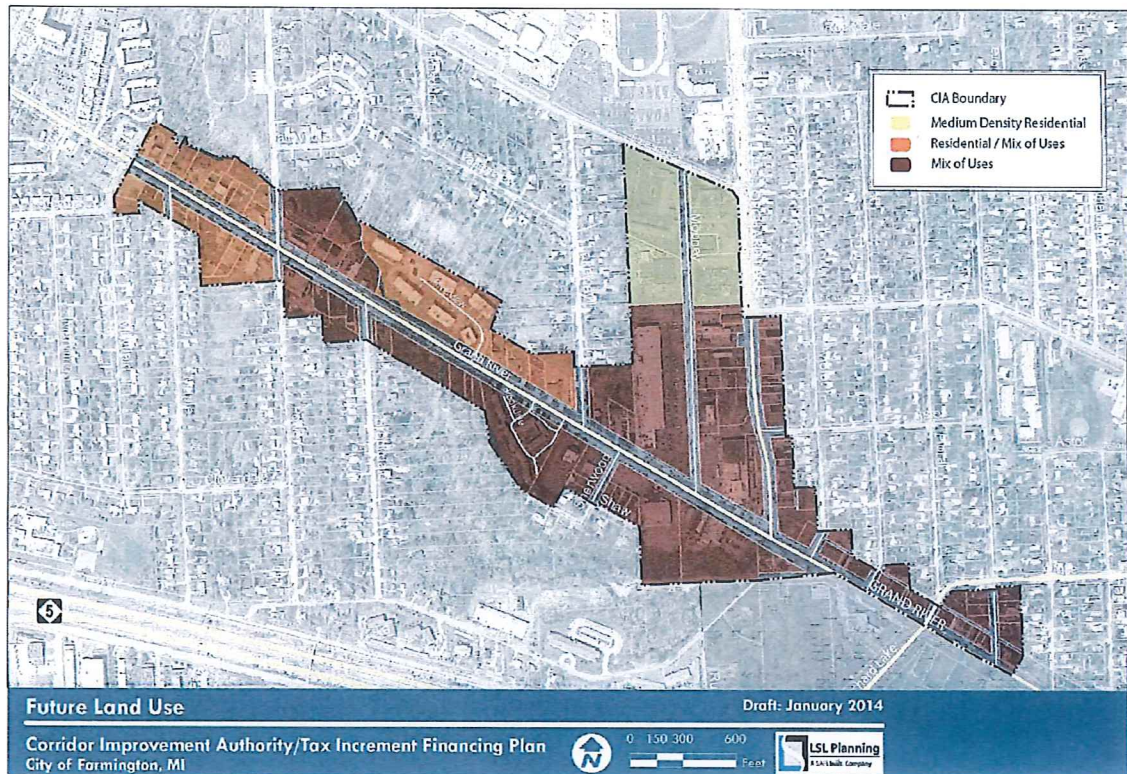
- A. *Application of Regulations.* Within the district, all requirements of the City of Farmington Zoning Ordinance with respect to the underlying zoning district shall apply, except as modified by this overlay district.
- B. *Interpretations and Modifications.* This overlay district is based in part on the Grand River Corridor Vision Plan adopted by the City. To implement the plan, flexibility on the mixture of uses, site layout or other dimensional modifications as part of the site plan review may be allowed, depending on the timing, location and nature of redevelopment. Modifications are discussed in section 35-144.
- C. *Compliance with Overlay Regulations as to Building Requirements and General Development Requirements.* It is acknowledged that implementation of the Corridor Plan is likely to occur gradually. The intention of this overlay district is that eventually, the requirements of the overlay district will be fully implemented as properties develop or redevelop. Use and development of land developed within this district shall be regulated as follows:
1. *Existing Buildings and Uses.* The following activity shall be allowed according to the regulations of the underlying district:
 - a. Uses in existence on the date of the ordinance amendment from which this article derives.
 - b. Changes in use from one use to another use where the underlying zoning district does not require additional parking or building requirements.
 - c. Maintenance of existing site and building conditions as of the date of the ordinance amendment from which this article derives.
 - d. Additions of a size equal or less than ten (10) percent of the gross square footage of the building as it exists at the time of adoption of this article.
 - e. Additions of a size greater than ten (10) percent but equal to or less than twenty-five (25) percent of the gross square footage of the building as of the date of adoption of the ordinance from which this article derives, provided they meet the requirements for lot size and coverage, setback, building height, transitions from abutting single-family residential uses, as listed in sections 35-145 and 35-146, unless modifications are allowed in accordance with section 35-147.
 2. *New Buildings and Development and Major Expansions/Additions.* New development projects and major expansions or additions (greater than twenty-five (25) percent of existing gross square footage at the time of adoption of the

ordinance from which this article derives) proposed under this overlay district shall meet all requirements of this district, except as otherwise provided for in this article.

(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-144. - Zones and permitted uses.

- A. *Zones*. The GRC district shall be and is hereby divided into zones as enumerated on the zone map in subsection B below.
1. *Medium-Density Residential (MDR)*. This area is planned for medium density residential at 10-20 u/a. Residential development in this area should be supported by public and green spaces within or adjacent to the development. Residential developments should include sidewalks, street trees, and connections within and outside of the development.
 2. *Residential Mixed Use (RMU)*. This area is planned for a mix of commercial and medium density residential of 10-20 u/a. Uses may be vertically or horizontally integrated. The overall mix of commercial to residential should have a residential focus. Development in this area should be supported by public and green spaces within or adjacent to the development.
 3. *Mixed Use (MU)*. This area is planned for a mix of small to medium sized retail, office, and residential uses both vertically and horizontally. Within pedestrian areas, office uses should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. These areas should be carefully planned to complement the streetscape and help to create and define the public realm. Development should be connected via a pedestrian network.
- B. *Zone Map*. The Grand River overlay district boundary is hereby established as shown on the zoning map on file in the office of the city clerk. The boundary for each zone described above is hereby established as shown on the district zoning map below:



- C. *Permitted Uses.* Permitted uses within the zones noted on the zone map, shall include the following:
1. Any of the uses permitted as allowed in the underlying zoning districts, as listed in their respective articles of the zoning ordinance, may be permitted.
 2. Uses allowed by the planning commission pursuant to section 35-30.
Determination of similar use.
 3. Other uses as permitted in the table below, certain of which may require the use of the Planned Unit Development process in Article 10 of this zoning ordinance as set forth in section 35-147C below:

Table 35-142

Permitted Uses

P = Permitted Use

PUD = Planned Unit Development

	Zone		
	MDR	RMU	MU
Multi-family			
One-Family Dwelling	PUD	PUD	—

Two-Family Dwelling	PUD	PUD	—
Multiple-Family Dwelling	PUD	P	—
Office			
Medical	—	P	P
Professional	—	P	P
Financial	—	P	P
Drive-Through	—	—	PUD
Civic			
Schools	PUD	PUD	P
Universities	PUD	PUD	P
Public buildings	PUD	P	P
Retail			
Personal and Professional Service	—	PUD	P
General Retail	—	P	P
Pharmacy	—	P	P
Studios of fine arts	—	P	P
Sit Down Restaurants	—	P	P
Carry Out Restaurants	—	P	P
Drive-Through	—	—	PUD

Institutional			
Hospitals	PUD	PUD	PUD
Churches	PUD	PUD	PUD
Adult and Child Care Facilities	PUD	PUD	P
Hotel			
Hotel/Motel	—	PUD	P
Bed and Breakfast	—	PUD	P
Lodging facilities as an accessory to a principal use	—	—	P

(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-145. - Building requirements.

A. *Streetscaping.* The following shall be installed along all property lines that abut Grand River Avenue, as part of a comprehensive road and streetscape network:

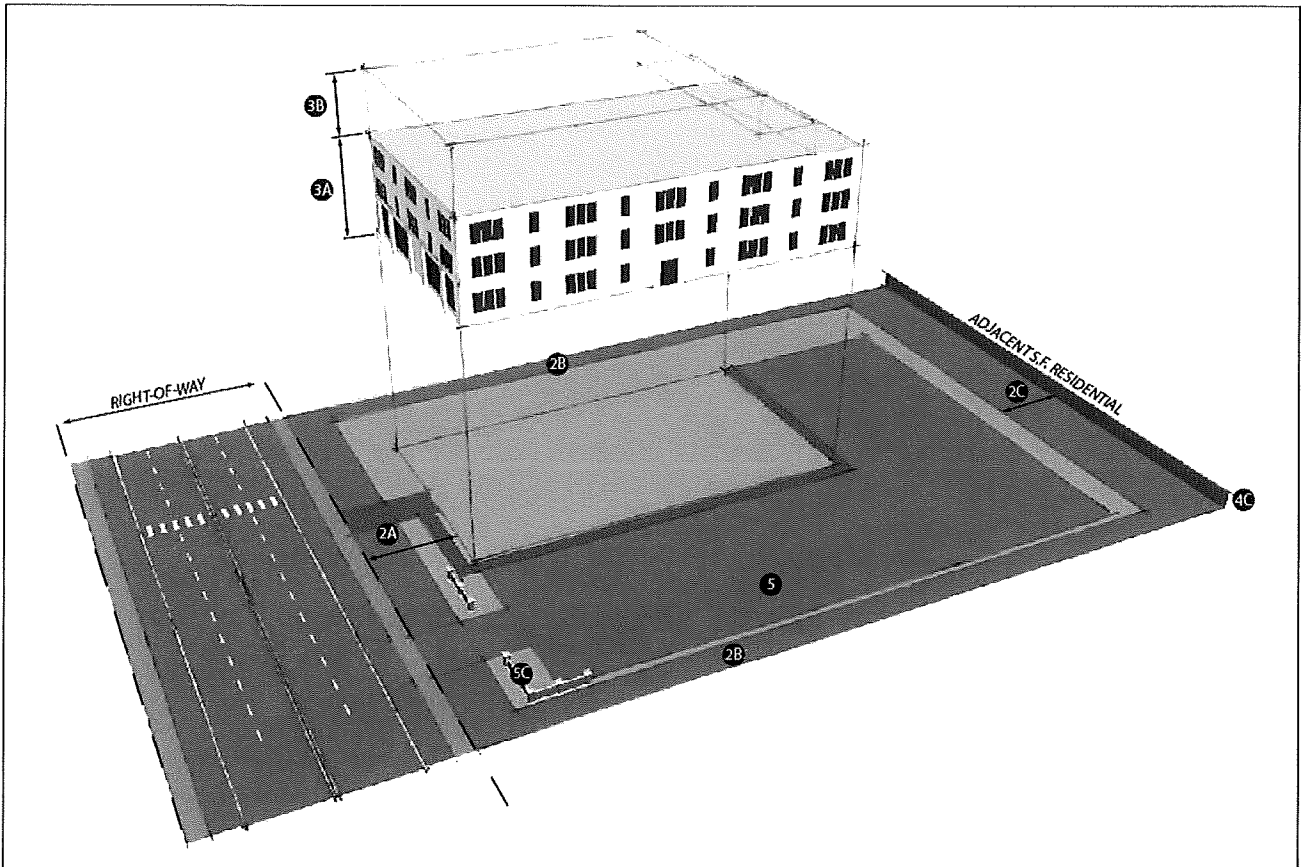
Table 35-142 A		
Required Streetscaping		
1.	Curb Lawn	A ten-foot landscaped buffer strip shall be provided between the parking area and all public rights-of-way. The owner shall maintain the portion of the street between the lot line and back-of-curb and, if applicable, the portion of the alley between the lot line and the edge of pavement. This typically includes snow and debris removal as well as general upkeep.

2.	Buffers and Screening	See sections 35-184.C. and section 35-171.C.
3.	Sidewalks	<p>Sidewalks along Grand River Avenue shall be a minimum width of five (5) feet, or as specified in the city's Comprehensive Plan.</p> <p>Sidewalks along side streets shall be provided according to <u>Section 35-45</u>.</p> <p>Wider sidewalks are encouraged, and when provided, the required setback or build-to line may be adjusted accordingly.</p>
4.	Street Trees	One (1) canopy tree shall be provided along Grand River Avenue, with a typical spacing of twenty-five (25) feet on center. Placement of street trees shall generally be staggered with the street lights.
5.	Street Lights	Street lights are required with any new development or redevelopment and must be of the type identified by the City. Placement of street lights shall generally be staggered with the street trees.

B. *Building Requirements.* Sites and buildings shall be designed according to Table 35-143:

<p>Table <u>35-143</u> Building Requirements</p>			
	MDR	RMU	MU
<p>1. Lot Size and Coverage</p>			
a. Minimum Lot Size	8,500 sq. ft.	There are no minimum or maximum lot sizes	

b. Minimum Lot Width	70 ft.	There are no minimum lot widths	
c. Maximum Building Coverage	35%	There are no maximum coverage requirements, provided stormwater requirements are met	
2. Minimum Setbacks			
a. Front Yard Setback	30 ft.	0 ft.	
		Upper floors may project into right-of-way pursuant to <u>Section 35-147</u>	
b. Side Yard Setback	15 ft.	5 ft.	0 ft.
c. Rear Yard Setback	30 ft.	As needed to achieve proper Transition (see below)	
3. Building Height			
a. Maximum	42 ft. (3 stories)	42 ft. (3 stories)	54 ft. (4 stories)
		Additional height per <u>Section 35-147</u>	
4. Transitions from Abutting Single-Family Residential Uses			
a. Building Step Backs	Subject to Section 35-171.C.	Buildings taller than 42 ft. shall include step backs back a distance equal to its height for each floor	
b. Screen Wall		6 ft. screening wall required along the property line. Also subject to <u>section 35-49</u>	



5. Parking Circulation and Driveways (see also section 35-142)

<p>a. Parking Location</p>	<p>Subject to <u>Article 14 of Ordinance 34</u></p>	<p>Side or rear yard preferred. One single row of parking may be allowed in the front yard, provided there are no other reasonable alternatives that are more consistent with the Corridor Plan</p>
<p>b. Parking Lot Design</p>	<p>Subject to <u>Article 14 of Ordinance 34</u>. Parking Structures that front Grand River Avenue shall include storefront liner buildings on the ground floor along the frontage that are at least 30 ft. in depth</p>	
	<p>A 36 in. high knee wall shall be installed along frontages where parking lots occupy any portion of the front yard</p>	

Subject to <u>Article 14 of Ordinance 34</u>	Where a public alley or shared access is possible, driveway access to Grand River Avenue may only be granted upon demonstration that such is needed to provide reasonable access to the site
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6. Windows and Doors

a. Entrances At least one functioning door shall be provided for every street-facing storefront

Second door for multi-family may face side or rear yard.
 Connection to public sidewalk must be provided pursuant to section 35-45

7. Building and Roof Design

a. Flat Roof Design	A minimum 42 inch tall parapet shall be installed to conceal rooftop mechanical equipment visible from the street level
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(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-146. - General development requirements.

A. Street Classification.

1. A site's primary, secondary (side) and service street frontages shall be designated by the city planner or his/her designee. In making a determination the city planner shall consider the following standards:
 - a. When a site abuts only one street, that street is the primary street frontage.
 - b. In all cases, any frontage on Grand River Avenue shall be considered primary street frontage.
- 2.

On corner sites, one street is a primary street frontage and the other street or streets may be designated a primary street or a secondary street frontage. In determining the required primary street frontage, the city shall consider the following conditions:

- a. The street with the highest street classification;
 - b. The existing and planned context of the built environment;
 - c. The street abutting the longest face of the block; and
 - d. The street parallel to an alley within the block.
3. When a site runs from one street to another and has a double frontage, one street may be designated a service street frontage provided the following standards are met:
- a. The applicant controls the land along an entire block face;
 - b. A site with a service street must have at least two street frontages and one street frontage must be a primary street; and
 - c. Only one service street frontage may be designated abutting any block.
4. When a site abuts four or more streets, two service street frontages may be designated provided that two or more primary street frontages are also designated.

B. *Building Elements.*

1. Corner buildings. Buildings located at a street corner shall have appropriate architectural features and details that accentuate its prominent corner location through additional building height and/or adding a building peak or tower element at the corner. Other creative techniques may be used, subject to the acceptance of the planning commission. Special architectural corner features may be permitted to exceed the maximum building height by up to ten (10) feet if deemed appropriate by the planning commission.
2. Canopies and awnings shall comply with section 35-40.
3. Balconies and overhangs. Balconies and overhangs may be added to façades with the following conditions:
 - a. Balconies and overhangs shall not extend more than six (6) feet from the building face.
 - b. Materials shall be compatible with the building and be integrally designed.
4. Outdoor dining areas may be allowed pursuant to section 35-102, special provision (b).

5. Exterior lighting.
 - a. Exterior lighting shall comply with section 35-48. The Planning commission may grant the same modifications in this district that are allowed in the CBD.
 - b. Illumination. Lighting shall provide illumination levels according to the following:

Table 35-143			
Exterior Lighting Level Requirements			
Use	Minimum Level	Maximum Level	Maximum at Residential property Lines
Residential or institutional uses	0.2 fc	5 fc	1.0 fc
Office, recreation, and entertainment uses	0.6 fc	5 fc	1.0 fc
Commercial uses	0.9 fc	5 fc	1.0 fc
Sidewalks and Walkways	0.6 fc	5 fc	1.0 fc
Parking lots, bicycle parking areas	3 fc	10 fc	1.0 fc

Note— fc = footcandles

6. Activity within the right-of-way. Upon approval by all applicable road agencies, the city may allow upper floors of buildings to project over or one row of front yard parking to encroach into the public right-of-way in consideration of the following:
 - a. The projection/encroachment is necessary to accommodate reasonable redevelopment of the site due to other constraints such as size, shape, depth or presence of natural features.
 - b. The projection/encroachment will allow the development to better achieve the purpose of this district and the vision stated in the Grand River Corridor Vision Plan.

- c. The city has received all necessary insurance that indemnifies the City within the area of projection/encroachment.
- C. *Parking.* Off-street parking shall be subject to the provisions of Article 14, Off-Street Parking Requirements, with the following provisions:
1. The number of spaces shall be as required in Article 14, Off-Street Parking and Loading Standards and Access Design. Notwithstanding the flexibility allowed in Article 14, the amount of parking may be reduced based on a determination that adequate parking for peak periods is provided for the mixture of proposed and future uses. In making its determination, the planning commission shall consider the expected amount of bicycle or transit travel to the site, the nature of the proposed land use, different peak hour parking demands, shared parking agreements, on-site parking management, employee transit incentives, provision of transit or bike amenities, bicycle parking, or other means that will otherwise reduce vehicular trips to the site that would otherwise be expected. The planning commission may require a parking study, prepared by a qualified professional, from the applicant to assist with making a determination.
 2. The city may allow one single row of parking in the front yard in consideration of the following:
 - a. Such parking is necessary to accommodate reasonable redevelopment of the site due to other constraints such as size, shape, depth or presence of natural features.
 - b. The additional parking is necessary to accommodate reasonable redevelopment of the site.
 - c. The parking will allow for development that is generally more consistent with the purpose of this district and the vision stated in the Grand River Corridor Vision Plan than the development that would otherwise result.
 3. All developments shall provide one (1) bike rack for each twenty (20) vehicular spaces.
- D. *Rouge River Frontage.* For properties with frontage along the Rouge River, all buildings and structures shall be setback at least twenty-five (25) feet from the river's edge, with additional setback as determined by the city engineer on the basis of soil conditions and other such factors affecting the suitability of the land for placement of a structure. However, applicants are encouraged to orient the buildings such that the river will effectively be the street frontage for the property. In order to facilitate such alternative orientation, the planning commission may adjust (reduce or increase) the required front

and rear yard setbacks to allow such orientation, giving due consideration to the impact on views along the river, including from across the river, and consistency with the setbacks of existing development on either side and across the street. The planning commission may also allow parking in the front or rear yard, or both, where it would best meet objectives for orientation toward the river and also for a consistent design along the street and the riverfront.

(Ord. No. C-778-2015, § 1, 9-21-15)

Sec. 35-147. - Administration.

- A. *Corridor Improvement Authority Review.* Applications shall be sent to the Grand River Corridor Improvement Authority for its review and recommendation.
- B. *Deviations from Building Requirements (Section 35-145) and General Development Requirements (Section 35-146).* It is recognized that certain existing site conditions may prohibit full compliance with this overlay district. The Planning commission may modify the standards for this overlay district as applicable to new development projects and expansions or additions after considering the criteria below:
 1. The proposed development is consistent with the Corridor Plan, as amended.
 2. The proposed development is consistent with the purpose and development principles listed in section 35-142.
 3. The proposed modification will not prevent or complicate logical extensions of streets, parking, greenspace, or development of adjacent properties consistent with the Corridor Plan.
 4. Such modification is the minimum necessary to allow reasonable development that is consistent with the purpose of the Corridor Plan.
 5. The proposed development will not impair public safety and is not simply for convenience of the development.
- C. *Planned Unit Development (PUD) for New Development Projects and Expansions or Additions.*
 1. To promote redevelopment and stimulate reinvestment along the corridor, the additional uses listed in table 35-142 above are permitted, subject to the requirements of this Section 35-144.
 2. *As to any new development projects and expansions or additions, the Planning Commission may grant additional flexibility or development options where one or more of the Recognized Benefits, listed below, are provided.* Elements listed in Table 35-144 on the left are those items the City wishes to encourage. Items listed

along the top show the types of regulatory flexibility or financial incentives that may be granted in return. One incentive must be provided in order to be considered for one incentive. More than one incentive may be granted when more than one Recognized Benefit is provided. In addition to other incentives that may be authorized by the City Council, the following incentives shall be considered:

- a. *Lot Coverage or Setback Flexibility.* Flexibility may be granted of the minimum lot coverage, building frontage, or setbacks (rear or side only) provided the resulting layout will not negatively impact nearby residences or the vision for the corridor as enumerated in the Grand River Corridor Vision Plan.
- b. *Additional Building Height.* The maximum building height may be increased by a maximum of two additional stories, provided all other provisions of this article and proper transitions are provided as required in section 35-145.
- c. *Reduced Parking.* The city may allow development with fewer parking spaces than is required upon proof that such reduction will not create negative impacts upon adjacent businesses or local residential streets.
- d. *Stormwater/Utility Improvements.* Where endorsed by the city's Public Works Department, reduced user and benefit fees may be granted.
- e. *TIF Funding.* Eligibility for tax increment financing, where the subject site falls within an established TIF district.

Table <u>35-144</u>							
Incentives							
Incentives		1. Lot Coverage	2. Setback Relief	3. Additional Bldg. Height	4. Reduced Parking	5. Stormwater/Utility Improvements	6. TIF Funding
Recognized Benefit							
1.	Public Open Space	X	X			X	X
2.	LID	X	X			X	X

3.	Mixed-Use			X	X		
4.	Higher Quality Architecture						X
5.	LEED/Green Building	X		X		X	X
6.	Enhanced Buffer		X			X	X
7.	Pedestrian Facilities	X	X		X		X
8.	Integrated Parking	X	X	X	X		X

- D. *Recognized Benefits.* Additional building height or flexibility may be granted during the project review when one or more of the following recognized benefits are provided:
1. *Open Space or Public Space.* Inclusion of five (5) percent of the total building area for civic or public spaces.
 2. *Low Impact Development (LID) Applications.* Use of alternative stormwater management design that includes green roofs, natural retention systems, porous pavement alternatives, or other energy or water conserving applications.
 3. *Mixed Use.* Development that includes a mix of different but compatible use types within the same building, and which are designed to accommodate predominantly retail uses on the ground-floor with offices or residential use on upper floors.
 4. *Higher Quality Architecture.* Application of architectural design above what is required.
 5. *LEED/Green Buildings.* Significant use of sustainable building and site design features such as: water use reduction, water efficient landscaping, innovative wastewater technologies, low impact stormwater management, optimize energy

performance, on-site renewable energy, passive solar heating, reuse/recycled/renewable materials, indoor air quality or other elements identified as sustainable by established groups such as the U.S. Green Building Council (LEED) or ANSI National Green Building Standards.

6. *Enhanced Buffer.* Inclusion of design elements such as additional landscaping, architectural amenities, or other improvements that are designed to benefit the general public.
 7. *Pedestrian Facilities.* Provision of public plazas, additional walkways, wider sidewalks or pedestrian-oriented features beyond those required.
 8. *Integrated Parking.* Where structured parking is provided as part of the development, the city may allow one additional story of building height.
- E. *Contributions in Lieu.* The city recognizes that certain physical elements may be best developed in a coordinated fashion rather than piecemeal as development occurs. Therefore, when requested by the applicant or where required by the city, payments in lieu of those improvements may be made in accordance with the following.
1. Contributions in lieu may be accepted for the following improvements:
 - a. Streetscaping as listed in Section 35-145A.
 - b. Parking as discussed in Section 35-146.
 2. In cases where the elements above cannot reasonably be developed on a parcel, or for those where coordinated installation (parking and access, for example) is needed for logical development, the city may allow developers to defer construction in one of the following ways:
 - a. Payment into a dedicated fund, of an amount equal to the cost to install all deferred improvements on the subject site. Improvement costs must also consider off-site improvements and utilities needed to serve the site. The developer shall submit to the city an estimate of costs to construct these items for verification by the city's engineer.
 - b. The city may facilitate, through a special assessment district or other means, construction of streetscaping as development progresses. Developments who defer parking under this article shall agree to participate in a special assessment district, and agree to pay back the costs to serve their portion of the development. The assessment district may be created to install or replace some or all of the items listed above, the costs of which will be distributed amongst developed parcels consistent with the standards listed.

F.

PUD Process. New development projects and expansions or additions that are either designated "PUD" in table 35-145 or that utilize the additional flexibility or development options in this subsection shall comply with the requirements of Article 10, Planned Unit Development, of this zoning ordinance.

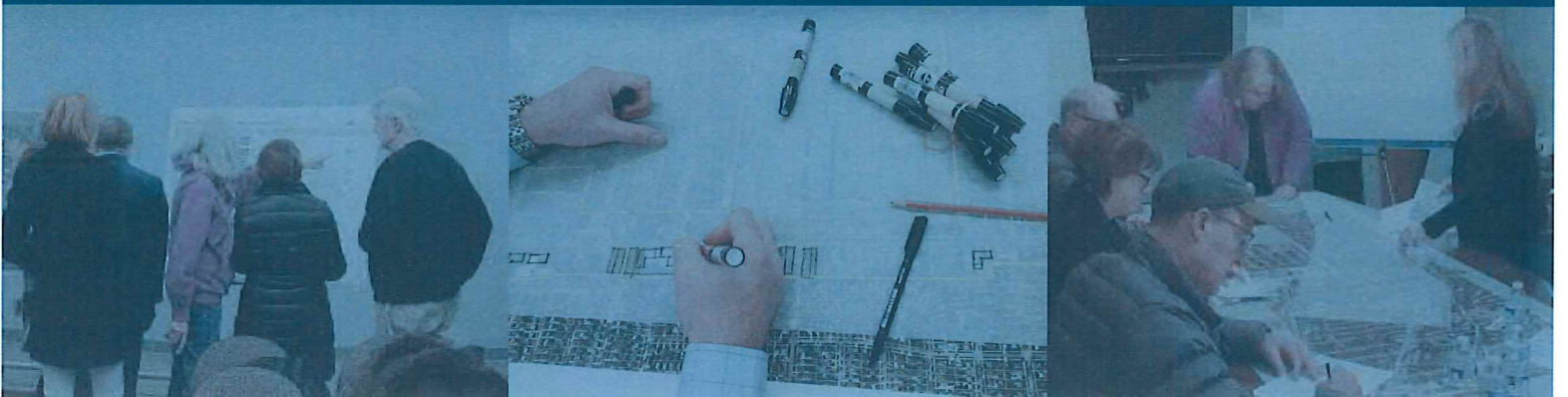
(Ord. No. C-778-2015, § 1, 9-21-15)

Secs. 35-148—35-150. - Reserved.



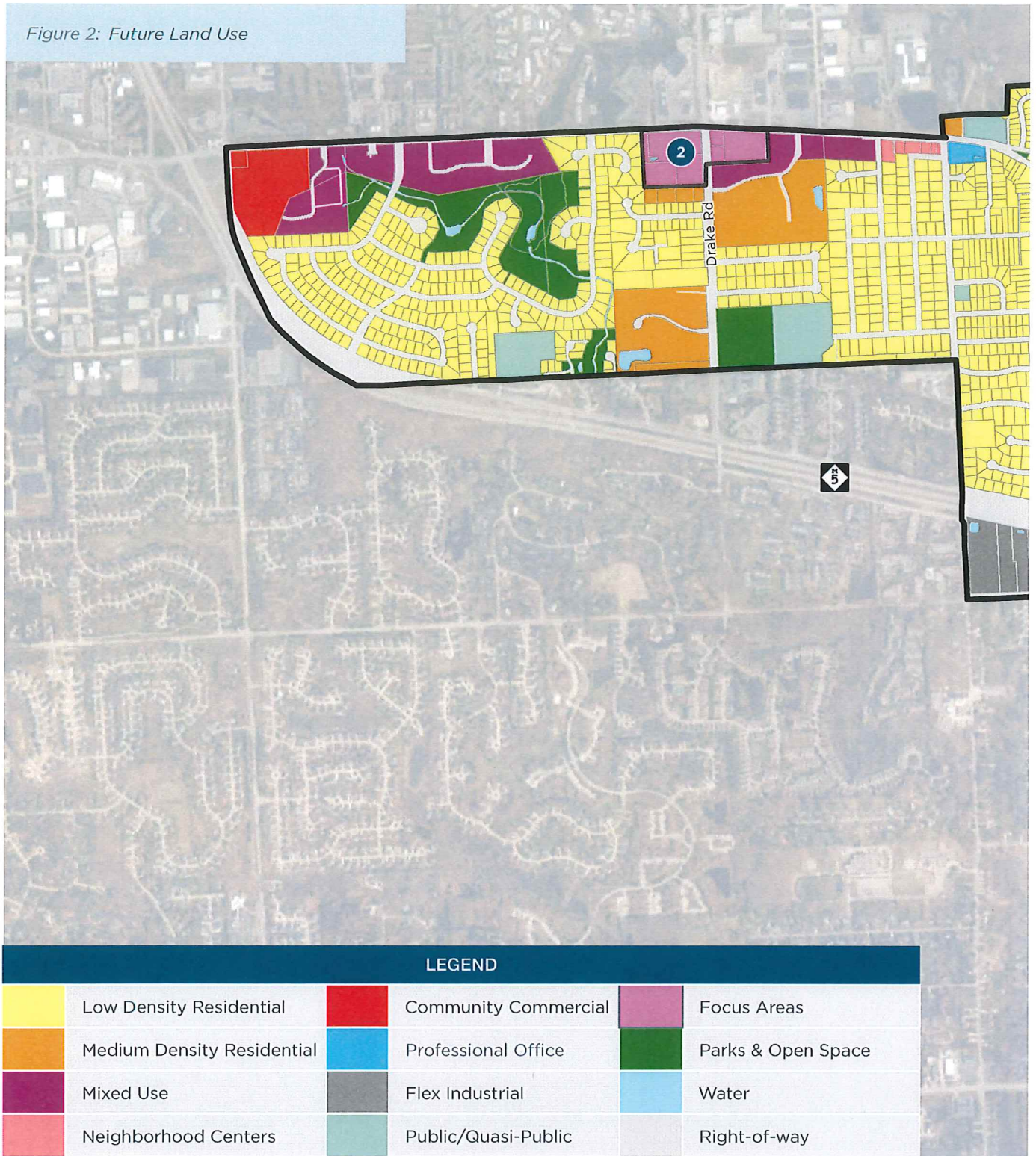
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FARMINGTON, MICHIGAN

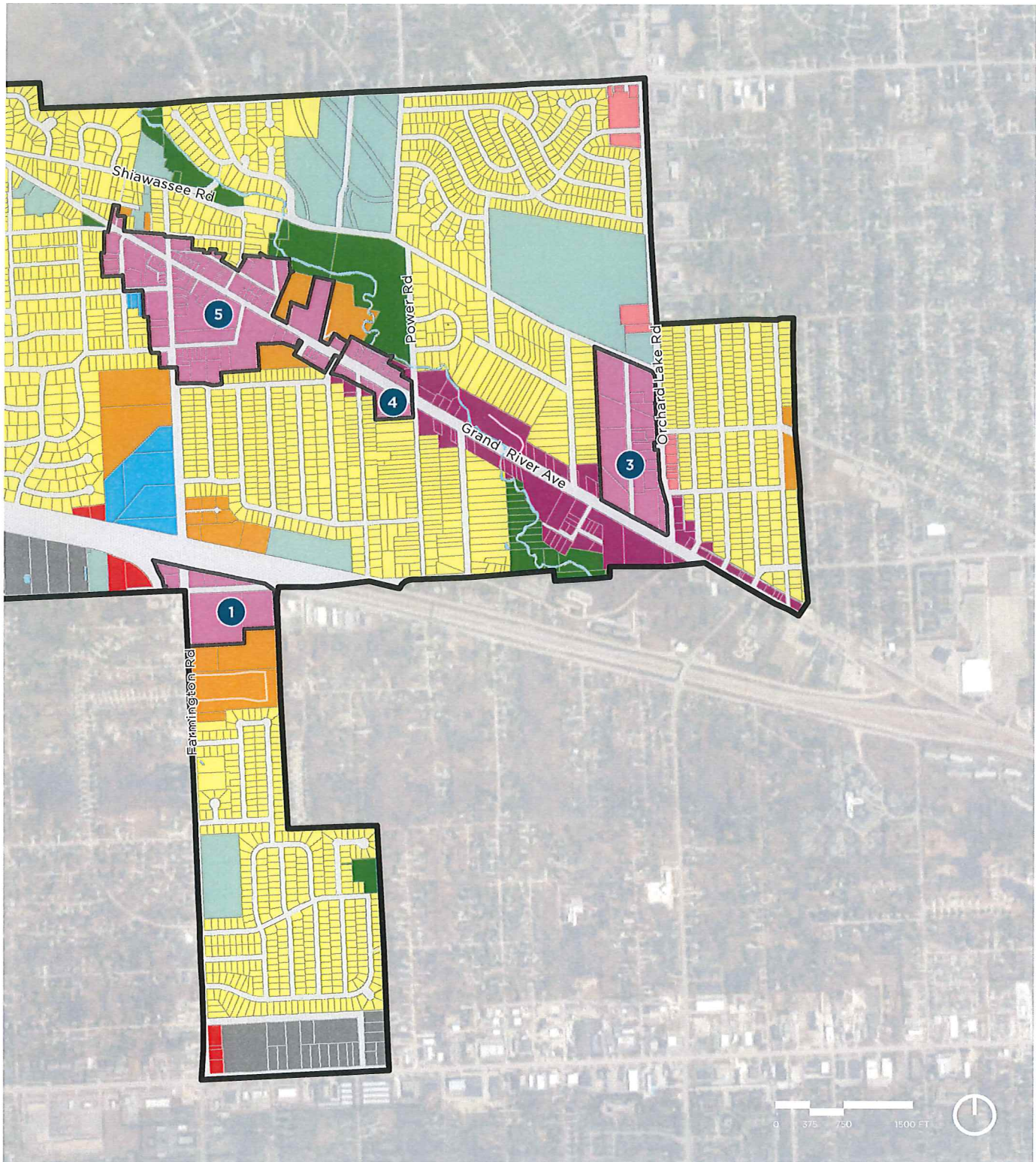
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FUTURE LAND USE

Figure 2: Future Land Use







04



FOCUS AREAS

Focus Areas

OVERVIEW

While much of the City has been fully developed and will likely remain in its current land use, there are distinct areas that are able to accommodate future growth and provide opportunity for revitalization. A series of five focus areas were identified as part of the City's Future Land Use Plan.

These five areas within the City provide opportunities to guide new growth in a way that will most effectively improve the image of the community, create new mobility connections, and promote new economic development. Though some of these areas contain vacancies and others contain viable businesses, redevelopment and site improvements are recommended in order to strengthen the image of the community and create new economically competitive places. The Focus Areas are priority growth areas and future decisions regarding capital improvements, development incentives, and new land use policies should encourage investment and development in these areas.

Within this section, more targeted recommendations are outlined for how future growth and development should occur in these areas. This includes recommendations for land use, character, and general development goals. The recommendations in this chapter were directly informed by public input received through the comprehensive planning

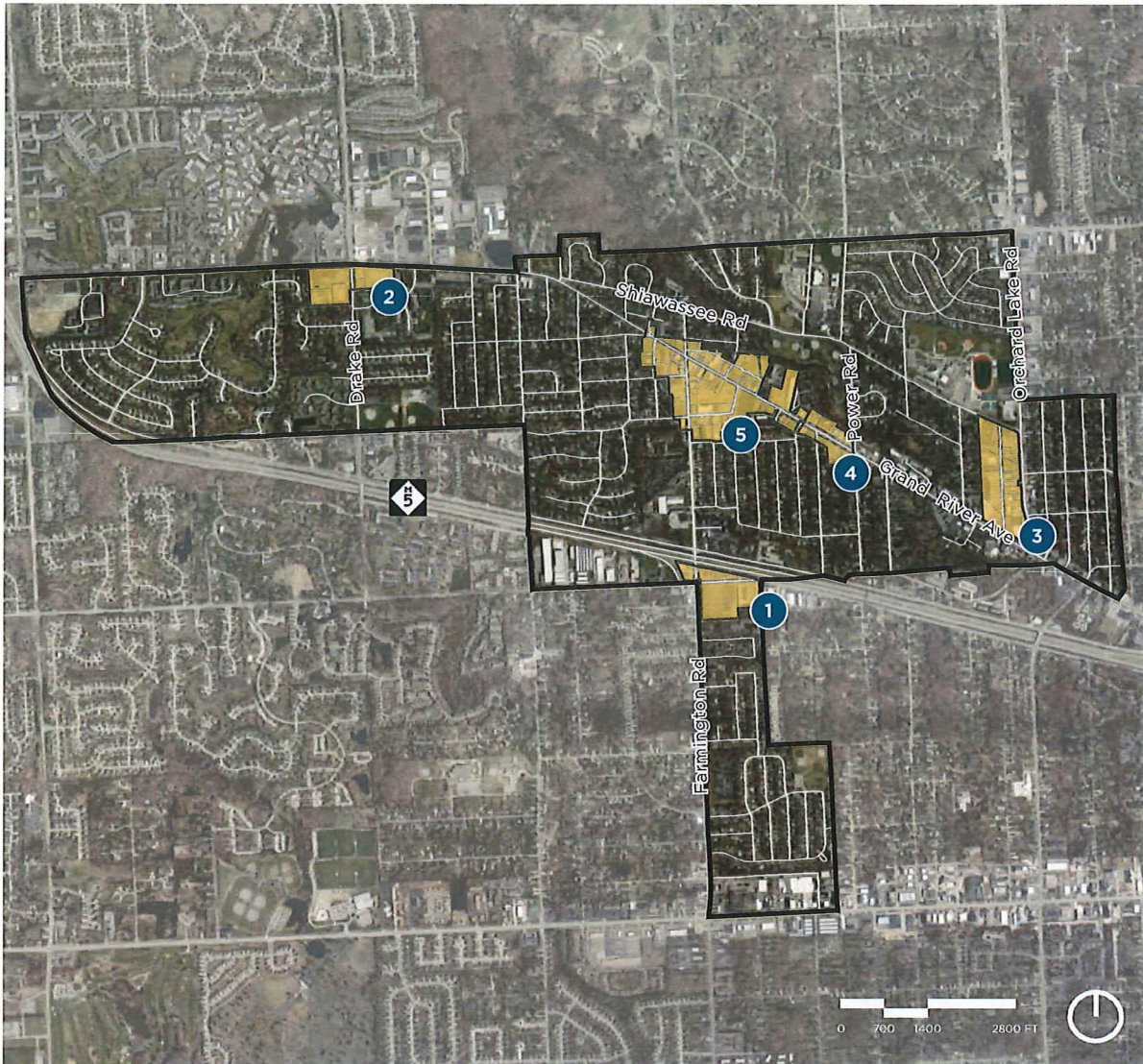
process, as well as an understanding of market trends that will guide future growth and development in the region. Key findings from both are highlighted below.

SELECTING THE FOCUS AREAS

The Focus Areas were identified by City staff and the project Steering Committee then tested at the public meetings. These areas were selected based on a number of criteria, including their development potential. The areas included some or all of the following characteristics:

- Under-utilized land and/or buildings;
- New opportunities to serve existing neighborhoods and districts;
- New opportunities to improve community identity; and,
- Opportunities to create a variety of housing choices and styles.

Figure 1: Focus Areas Map



LEGEND					
	Focus Areas		Drake Road & Grand River Avenue		East Grand River Avenue
	Farmington Road & Nine Mile Road		Orchard Lake Road & Grand River Avenue		Central Business District (Downtown)

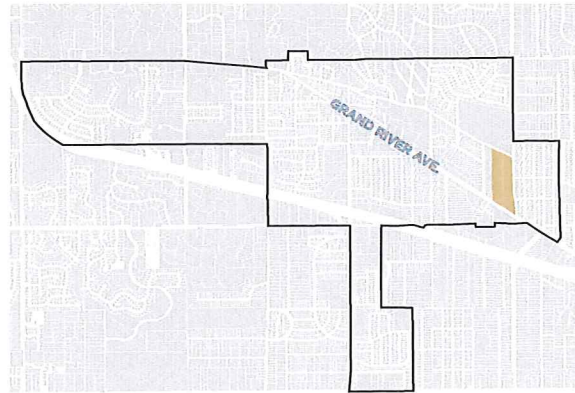
FOCUS AREAS

Focus Area #3

Orchard Lake Road & Grand River Avenue

OVERVIEW

Orchard Lake Road and Grand River Avenue serves as a connection to Farmington High School to the north and residential to the west and east. The majority of the area contains box/suburban commercial development and newer medical offices. This focus area was called out in the Grand River Corridor Plan as a location for mixed use development with integrated public spaces. With recent development of the northwest corner of the focus area to medical offices, the previous concept was updated to reflect the recent medical office development as well as input from the community as part of the plan update.



EXISTING CONDITIONS

BY THE NUMBERS	
Site Acreage	~26.3 Acres
Number of Parcels	18 Parcels
Current Use	Commercial/Office, Industrial, Public/Institutional, and Multiple Family
Current Zoning	C3 (General Commercial), C2 (Community Commercial), and R3 (Multiple-Family Residential)



Strip mall style developments will continue to become obsolete, and are redevelopment opportunities.



Commercial corridors both on the east and west side of Mooney Street are in need of a face-lift.



The existing development lacks transition and integration with surrounding residential uses and Farmington High School.

Figure 10: Existing Zoning

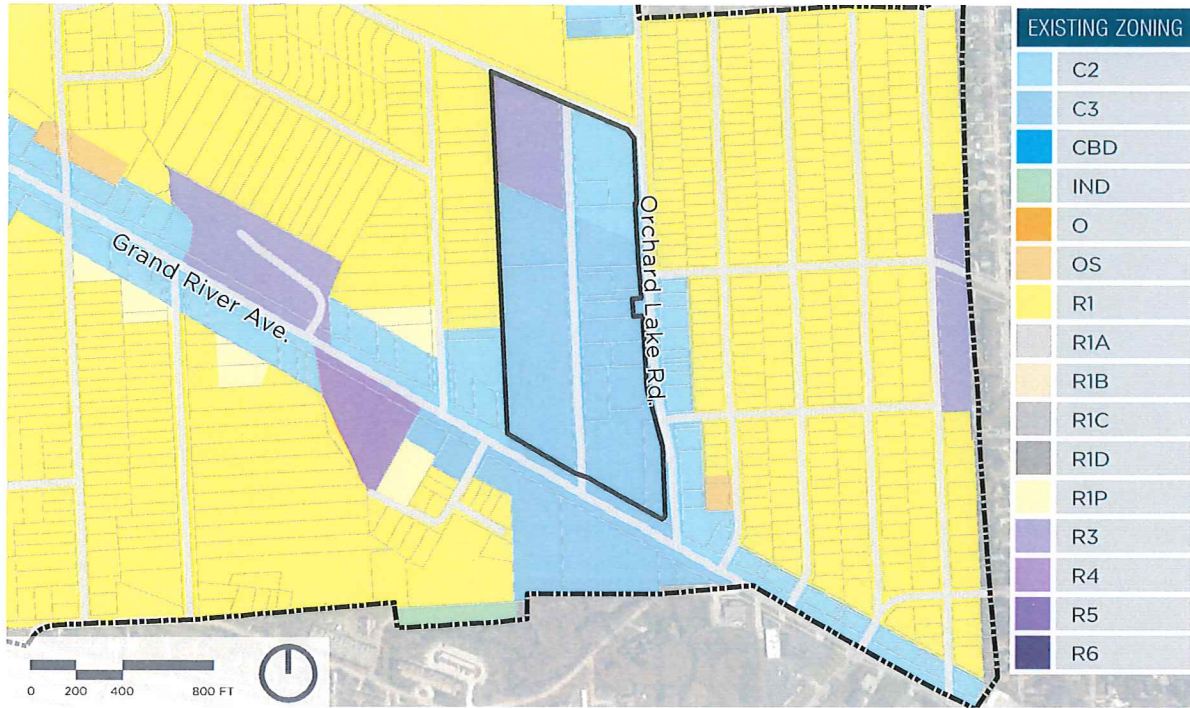
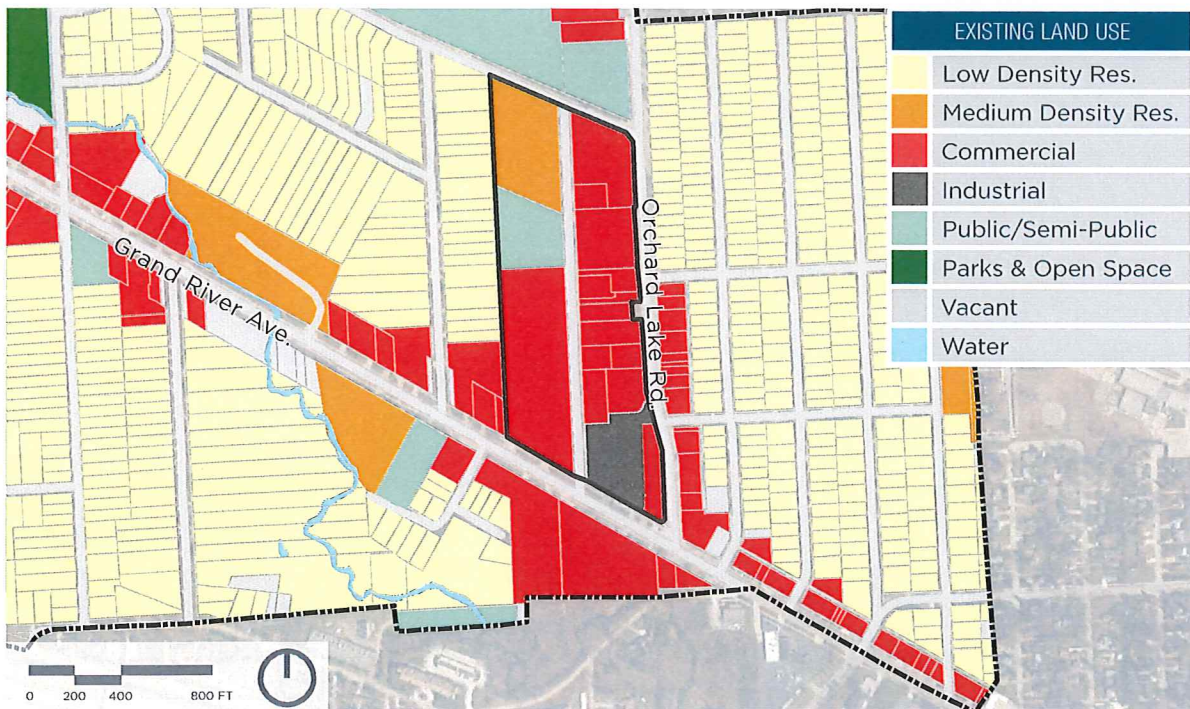


Figure 9: Existing Land Use



FOCUS AREAS

VISION

The development concept for this area shows mixed use development just north of Grand River and professional office space on the corner of Shiawassee and Orchard Lake Road. On the corner of Shiawassee and Mooney, medium density housing is proposed. This translates to roughly 10 dwelling units per acre. Public space/elements running north-south through the site, provides access and to the high school.

The illustrative plan on the following page more clearly illustrates a vision and conceptual development theme for the area. This plan is an update to the recommendations from the Grand River Corridor Plan. The purpose and intent of the illustration is to demonstrate how the area could grow, with a focus on form and character. It is understood the a future/final development scheme may not reflect what is proposed in the illustrative plan.

PROPOSED CHARACTER

The proposed character includes commercial buildings that should be pedestrian oriented, with parking located to the rear or side. Residential development includes townhomes, quadplexes, and apartments or condo buildings of ranging from 2-4 stories. Future development should incorporate public spaces such as plazas or green space.



DEVELOPMENT GOALS



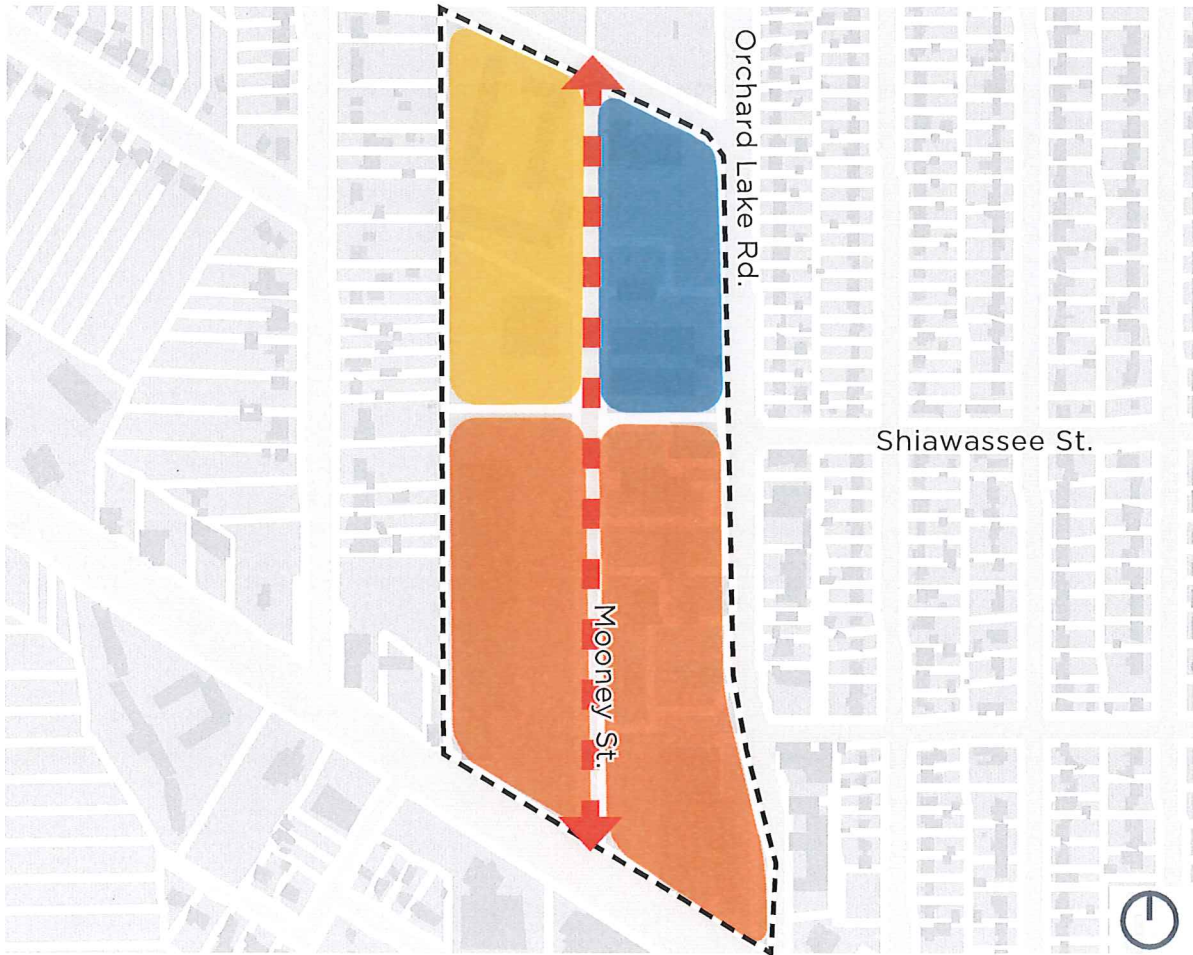
Reactivate an underutilized space with residential opportunities.



Integrate public spaces throughout the focus area.



Add new residential options that support the need for missing middle housing.

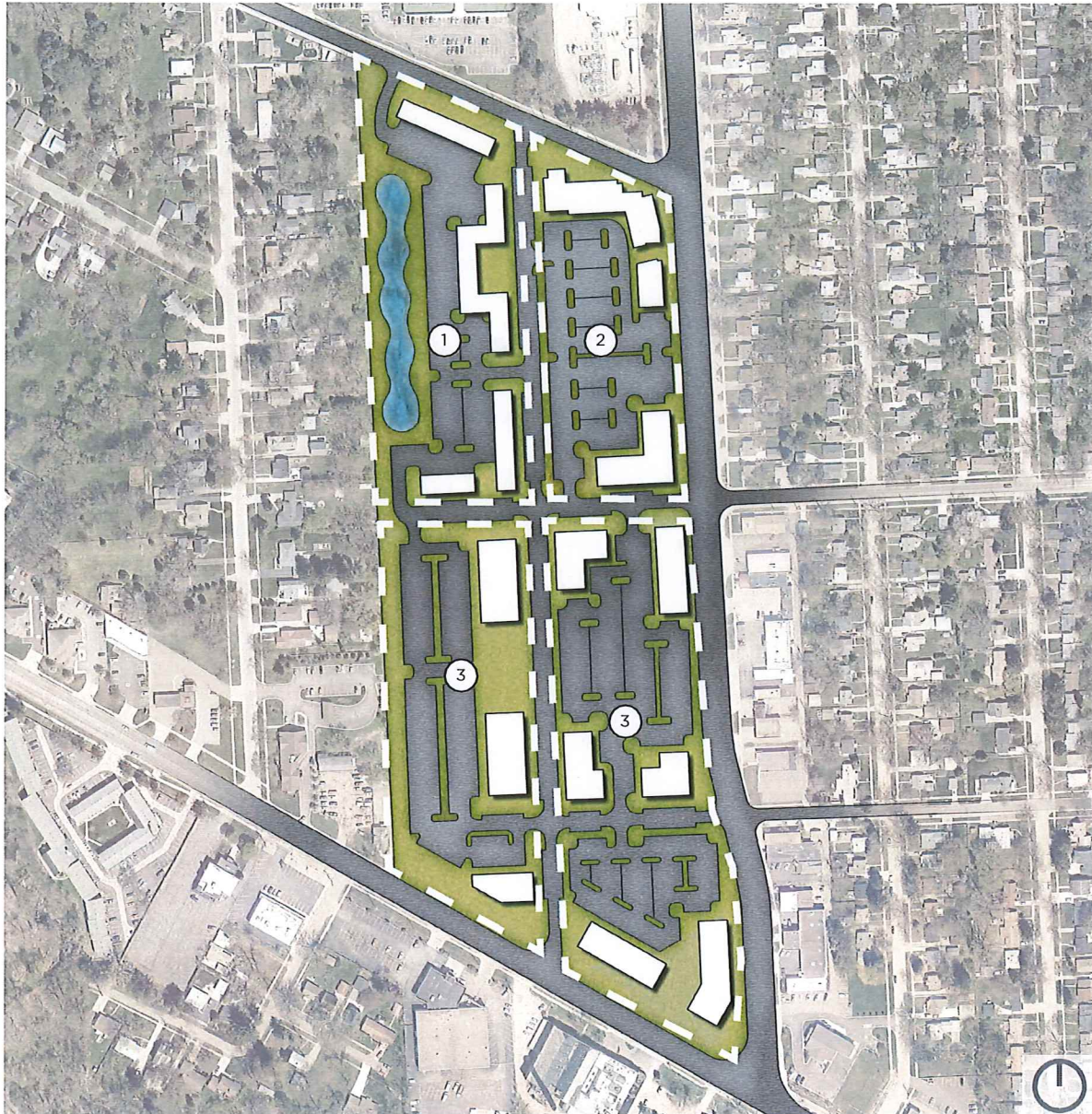


FUTURE LAND USE	
	Mixed Use Development- Integrated development with a mix of housing, greenspace, office, and retail options.
	Office Development- Small to medium sized offices housing medical-related uses.
	Medium Density Residential- Multifamily housing options built with high quality greenspace and shared programming elements.

CONCEPT KEY	
	Enhance roadways as a streetscape that include ample public space and sidewalks
	Focus Area Boundary

FOCUS AREAS

Figure 11: Illustrative Plan



CONCEPT KEY

1	Medium Density Residential- Multifamily housing options built with high quality greenspace and shared programming elements.
2	Office Development- Small to medium sized offices including a variety of office types.
3	Mixed Use Development- Integrated development with a mix of housing, greenspace, office, and retail options.

**For the original concept, please see the 2013 Grand River Corridor Vision Plan*

STRATEGY

Focus area three is a true transition area along Grand River between Downtown Farmington and commercial corridors on the eastern boundary of the city. The area is largely mixed-use with retail, offices and dense residential. Further, it provides a connection to Farmington High School, an anchor institution within the city neighborhoods along Orchard Lake. The focus area is anchored on the south by an aging retail commercial plaza as well as a medical office campus.

Recently, the Professional Pavilion Medical Center announced an expansion including new construction of a 13,500 square foot, two-story medical office, followed by the addition of a 5,500 square foot urgent care center. Both projects were supported by the Grand River Avenue Corridor Improvement Authority and meet the intent of the Grand River Vision Plan completed in 2013. This new development will become a potential catalyst project for the focus area and could potential serve to entice additional investment dollars into the focus area. As the City prepares marketing materials

in the future, this area should be considered highly desirable to attract new investment as it just on the perimeter of downtown and is still very walkable.

Similar to Drakeshire Plaza, the retail center located at Grand River and Mooney is aging and has a number of vacant spaces. This site should be considered the priority for immediate redevelopment efforts as it is the primary focal point of the focus area from Grand River Avenue. Attention should be paid to both the building materials and the layout. Currently, the building is situated North to South with a large suburban parking lot fronting Mooney. If the site is redeveloped, the building or future buildings should front Grand River and Mooney. Further, this is a prime area to increase residential densities, so a mixed-use retail/residential building would be ideal. This is close enough to downtown where incentives such as the Michigan Community Revitalization Program (MCRP), an incentive program administered by the Michigan Economic Development Corporation and designed to promote revitalization projects in areas of historical disinvestment, may be available to provide loan or grant support to the correct project.

KEY NEXT STEPS

- 1 Continue to utilize the Grand River Corridor Improvement Authority as an asset to engage developers and execute the Grand River Vision Plan.
- 2 Look for opportunities to create public spaces and amenities that enhance the pedestrian experience for both residents as well as employees at Orchard Trail Medical Campus.
- 3 Review and amend existing zoning regulations, specifically setback requirements, density allowance, sidewalk requirements to encourage neighborhood-scaled development.
- 4 Develop marketing and communication tools to promote redevelopment of the site.

FOCUS AREAS

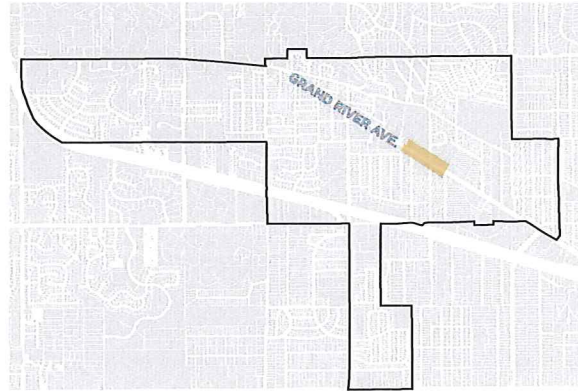
Focus Area #4

East Grand River Avenue

OVERVIEW

East Grand River Avenue serves as a transitional district between the Downtown and Power Road. The area also borders Shiawassee Park and the river, providing opportunity to capitalize on the amenity by integrating the watershed and park into future development such as residential and commercial uses.

The majority of the area contains a mix of commercial and office uses that are auto-oriented. Additionally access management could be improved to enhance pedestrian safety in the corridor.



EXISTING CONDITIONS

BY THE NUMBERS

Site Acreage	~ 10.8 Acres
Number of Parcels	17 Parcels
Current Use	Commercial/Office and Multiple Family
Current Zoning	C2 (Community Commercial) and OS (Office Service)



Existing development along riverfront provides little interaction with Shiawassee Park.



A cohesive standard of building design is needed to complement the downtown's historic character.



Est Grand River serves as a transitional area into the downtown.

Figure 13: Existing Zoning

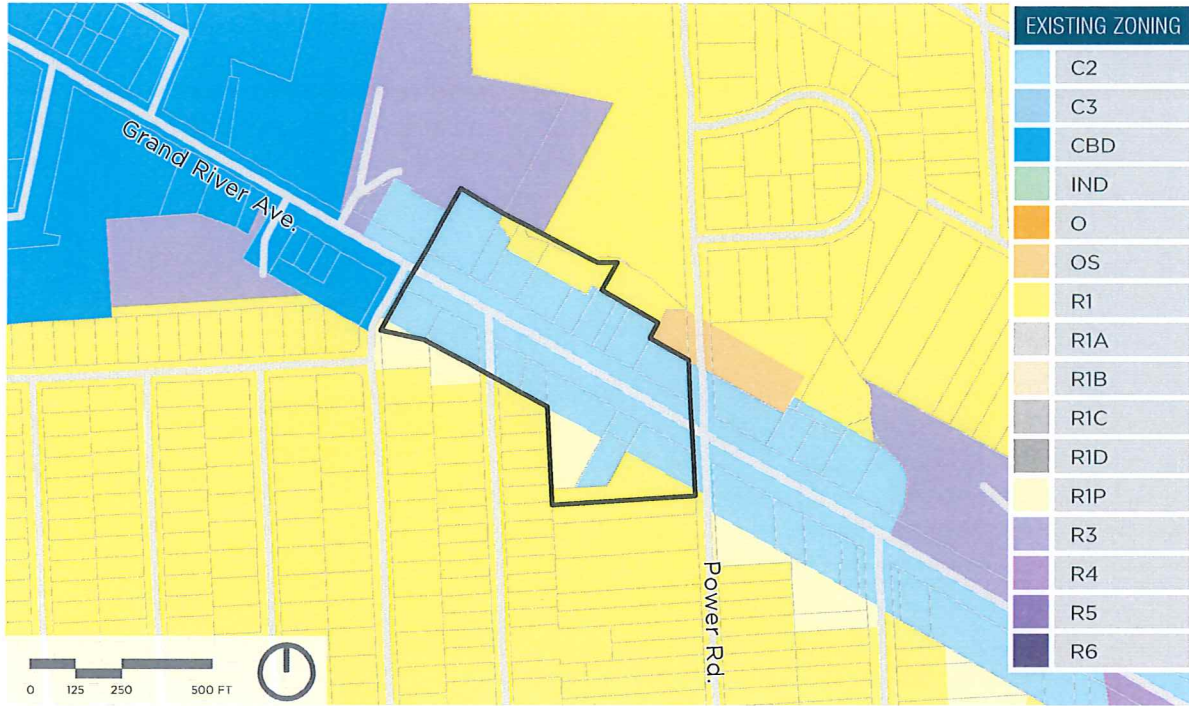
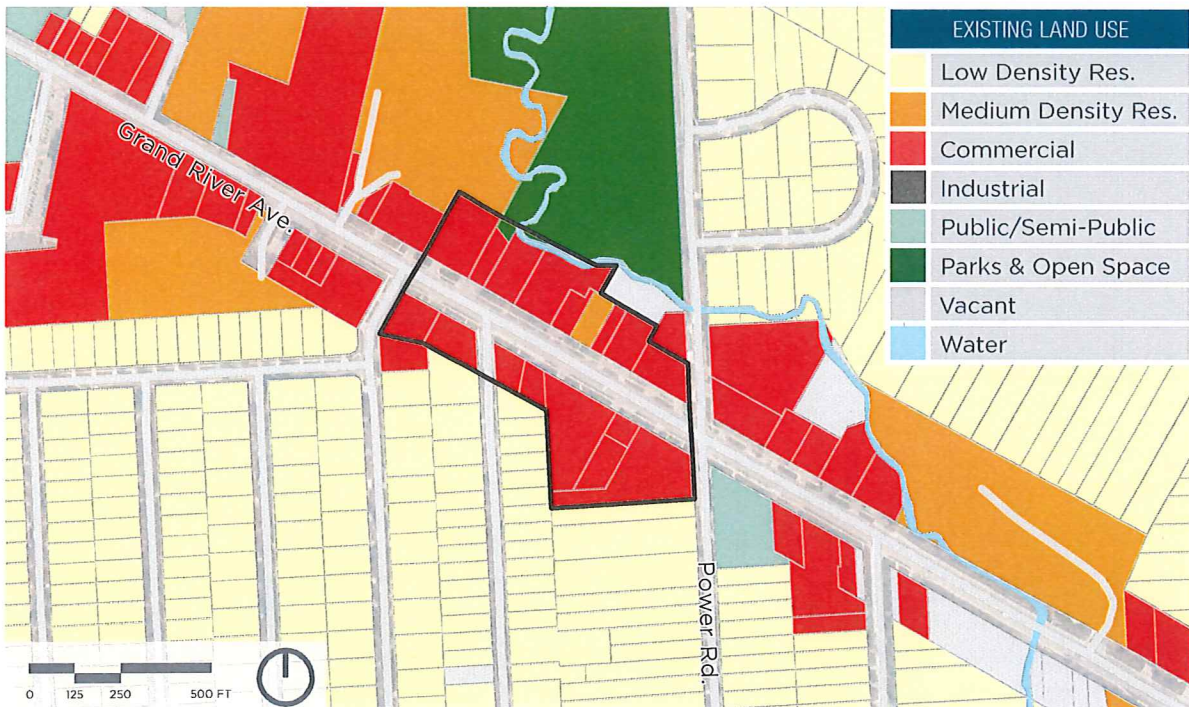


Figure 12: Existing Land Use



FOCUS AREAS

VISION

The development concept for this area is for a mix of uses including office, commercial, and residential uses. This area should support the transition and entrance into the downtown through high-quality architecture that incorporate views into the watershed and parkland.

The illustrative plan on the following page, provides the Grand River Corridor's vision for a sub-area of this focus. Providing greater detail on development potential, this plan remains valid.

The purpose and intent of the illustration is to demonstrate how the area could grow, with a focus on form and character. It is understood the a future/ final development scheme may not reflect what is proposed in the illustrative plan.

DEVELOPMENT GOALS



Leverage the Rouge River as an amenity for development



Create a continuous system of pedestrian oriented environments



Complement the historic downtown through high quality building design

PROPOSED CHARACTER

The proposed character includes mixed-use buildings that should be pedestrian oriented, with parking located to the rear or side. Public spaces such as plazas or green space should be incorporated throughout focus area. Building design should include natural materials that complement the downtown's existing.





FUTURE LAND USE	
	Mixed Use Development- Integrated development with an emphasis on housing, greenspace, office, and retail uses.
<i>See Chapter X: Future Land Use for more detailed descriptions.</i>	

CONCEPT KEY	
	Visual/physical connections to park.
	Focus Area Boundary

FOCUS AREAS

Figure 14: Illustrative Plan



CONCEPT KEY	
1	Commercial or mixed-use development type/typical
2,4,6,7 & 8	Green space/ Common Areas/ Public Space
3,5	Residential development type/typical
*For all concept options and more information, please see the Farmington downtown Area Plan	

STRATEGY

Focus area four is a transition area east of downtown Farmington near the intersection of Grand River Avenue and Power Road. The land uses in this area are predominately service commercial/retail, servicing neighborhoods, multi-family residential. There are also several auto related businesses including two service stations and a pre-owned vehicle sales center. Additionally, a small river/stream flows through this area, but is mostly hidden due to high vegetation. Most of the buildings in this area are pre-1980 and in need of updates. This focus area is walkable and could become a future extension of downtown if development pressures increased.

As noted in other focus areas, this area could take advantage of having design guidelines to create a cohesive design environment that contextually compliments its transition from the downtown to the neighborhoods it serves. Design elements could include some cohesive building design, materials standards, setback standards and pedestrian friendly

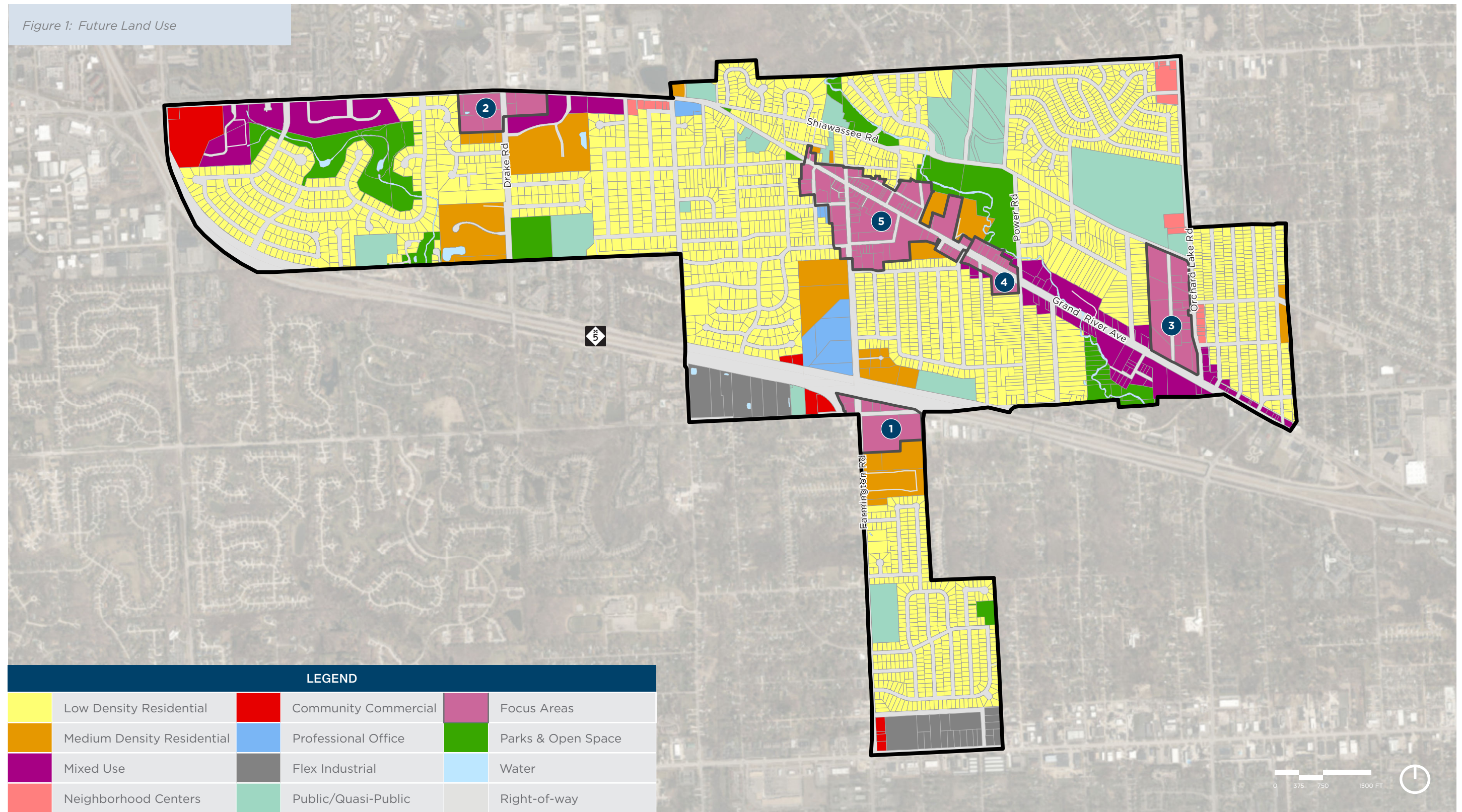
elements that encourage a mix of users. Street scape design in this area could provide a unique district feel to highlight this area as its own district, independent from downtown, while continuing to tie common themes and elements from the city as a whole.

The Grand River Corridor Improvement Authority could take a lead role in planning the transformation of this area and ensure that it aligns with the goals and outcomes of the Grand River Vision Plan. New TIF revenue from the CIA could serve as a means to finance improvements as well as incentivize business owners to improve their facades and properties in general. Lastly, the Commercial Rehabilitation Act could be utilized to assist with larger development opportunities in this district that meet the overall growth intent of the city.

KEY NEXT STEPS

- 1 Continue to utilize the Grand River Corridor Improvement Authority as an asset to engage developers and execute the Grand River Vision Plan.
- 2 Ensure that future development along the Rouge River includes pedestrian elements that provide access to natural features.
- 3 Review and amend existing zoning regulations, specifically setback and building height requirements to encourage street-scale development that serves as a transition between Downtown and lower density areas.

Figure 1: Future Land Use



LEGEND

	Low Density Residential		Community Commercial		Focus Areas
	Medium Density Residential		Professional Office		Parks & Open Space
	Mixed Use		Flex Industrial		Water
	Neighborhood Centers		Public/Quasi-Public		Right-of-way