



# FARMINGTON

 **FORWARD** 2025

# ACKNOWLEDGMENTS

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Thank you to the steering committee members, stakeholders, community members, staff, and officials who invested their time and expertise in the creation of this Master Plan for the future of Farmington.

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Source: City of Farmington.

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# 01

Introduction



# 01

## Introduction

### ABOUT THE PLAN

In 2025, the City of Farmington (City) launched a process called Farmington Forward 2025 to update its Master Plan, Downtown Plan, and Parks and Recreation Plan. This community-driven process was a detailed update of the City's previous plan documents to respond to the current needs, shape future opportunities, and integrate best practices. This plan reflects the community's intention for where and how Farmington should grow through 2030. It serves as a guide for decision makers and the community regarding future development and many components of the city's quality of life.

#### What is a Master Plan?

A master plan is a blueprint that is used as a community considers opportunities related to infrastructure, economic development, housing, environmental resources, community amenities, transportation, parks, and other related topics. It outlines specific actions and the corresponding work plan to implement them. It also contains map-based recommendations that indicate the City's intent for where and how it will use land resources. The plan serves as the foundation for the City's budgeting process, zoning ordinance, land development regulations, capital improvement program, and more.

The following are some specific objectives a master plan helps achieve:

- Establishes a uniform vision through future land use designations
- Identifies opportunities for catalyst projects that will generate new revenue while enhancing the character and quality of life in the community
- Supports future development through creative redevelopment strategies and recommendations
- Builds a common vision around broad public and private sector support
- Helps guide and support future funding initiatives (e.g. state and federal grant programs)

## The Need for a New Plan

The City recognized the need for an updated plan to address evolving land use patterns and other critical community issues. This revised Plan underscores the relatedness of multiple plan topics and adopts a more contemporary approach to master planning, emphasizing design and character over strict land use regulations. It incorporates 130 strategic actions alongside broad policy directives, including a zoning plan. The Plan should undergo regular assessment through benchmarking and performance metrics evaluation.

A regular assessment of the Plan could include a status update on implementation, and an update on the number of development projects that were approved or denied, and whether they were deemed consistent with the Plan. A full, in-depth review of the Plan should take place no less than every year. At that time, the City will have the opportunity to consider making updates and modifications to the Plan, based on the plan's functionality and any relevant market changes or new community conditions. If extenuating or unforeseen circumstances arise that require an earlier full review of the Plan, the City could choose to exercise that option.

## PURPOSE OF THE PLAN

### GUIDE...

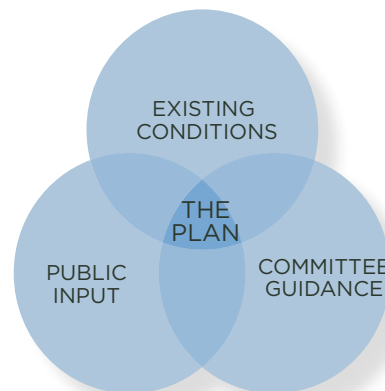
*THE COMMUNITY IN EVALUATING PROPOSED PUBLIC, PRIVATE, OR JOINT PROJECTS.*

### INFORM...

*CURRENT AND PROSPECTIVE PROPERTY OWNERS AND DEVELOPERS ON DESIRABLE GROWTH PATTERNS.*

### MEASURE...

*PROGRESS AND EFFECTIVENESS OF PROJECTS IN FARMINGTON TO ENSURE THEY STRENGTHEN THE COMMUNITY AS A WHOLE.*



*The Plan was created by integrating three key inputs: existing conditions, public input, and steering committee guidance.*

## Plan Inputs

This Plan is shaped by a comprehensive blend of quantitative data, qualitative insights, and robust community engagement. The following sections detail the various inputs and illustrate how each contributed to a shared technical and community-driven vision.

### EXISTING CONDITIONS

Community existing conditions such as current land use and demographics were analyzed along with current market trends. With an understanding of these, the planning team and the Steering Committee worked to craft the plan.

### PUBLIC ENGAGEMENT

Throughout the planning process, the planning team facilitated public input sessions to gain insight into community values and aspirations for how and where the city should grow. These sessions revealed important insights on the issues and opportunities within the community, along with desired growth strategies.

### STEERING COMMITTEE GUIDANCE

The planning team also facilitated discussions through Steering Committee meetings. These dedicated community members helped create the project framework and championed the plan on behalf of their community.

## Planning Process

The planning process for this project unfolded over approximately twelve months, blending robust technical research with active public engagement. At the outset, a process was carefully developed to guide each phase of the project, ensuring that efforts were strategically aligned. Many of the planning activities were executed concurrently, a deliberate approach that maintained momentum and upheld the project timeline.



### PROJECT LAUNCH

The project began with meetings involving City staff and the Steering Committee to establish the foundation for the project. The existing conditions analysis followed, which included a review of the City's demographic, socioeconomic, and physical characteristics, and identified key opportunities and challenges. Existing conditions were reported back to the Steering Committee for general feedback and concurrence.



### UNDERSTANDING THE COMMUNITY CONTEXT

A deeper understanding of Farmington's current conditions and trends was developed through a detailed review of existing plans, policies, and regional data. This phase explored land use patterns, economic drivers, mobility systems, and parks and open spaces. The findings highlighted critical areas of focus for the Master Plan, helping to shape strategic recommendations.



### COMMUNITY ENGAGEMENT

While the existing conditions were being assessed, public input was gathered through Steering Committee meetings, stakeholder interviews, an online survey, and a public open house to better understand the community's vision for the future.



### INVENT

This step in the planning process involved developing recommendations for public and private improvements in the city. A draft future land use plan was created, and design concepts were articulated for twelve focus areas in downtown Farmington and beyond.

The Steering Committee was engaged in an iterative process to review and provide feedback, and the general public was invited to provide feedback on a draft version of the plan. This was a key step in ensuring the plan is supported by the public, and recommendations align with community insights.



### IMPLEMENT

Once the plan components were completed and reviewed, the final plan document was assembled. This document is designed to be accessible and actionable, serving as a roadmap for city leaders, stakeholders, and community members. The Plan was presented to City leadership for review and adoption.

## Plan Framework Overview

The Plan framework was shaped by a holistic process that integrated the analysis of existing conditions, community input, and insights from the Steering Committee and the general public. The completed plan is intended to guide the character of future development and help shape the City for years to come.

A key component of the plan is the Future Land Use map, which outlines how land should be developed moving forward. It provides clear direction for aligning Farmington’s zoning ordinance with the community’s long-term land use vision.

Focus areas in the downtown and on the east side of Farmington feature strategic concepts selected for their potential to support the future land use map, create development opportunities, and strengthen Farmington’s identity as a vibrant and welcoming community. These projects build on ongoing efforts by the City and private sector, serving as practical tools to further progress through best practices in planning, design, economic development, and placemaking.

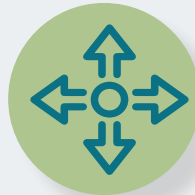
## PLAN ELEMENTS



Future Land Use & Housing



Downtown



Mobility



Parks & Recreation



Focus Areas



Source: City of Farmington.

## HOW TO READ THIS PLAN

**Introduction:** This chapter offers a clear, high-level overview, outlining the planning process and providing practical guidance on how to navigate and apply the document.

**Understanding the Context:** This chapter provides an overview of Farmington’s current land use and demographics. It highlights key strengths and opportunities that serve as a foundation for the plan.

**Community Engagement:** Throughout the planning process, the Steering Committee and the general public were engaged to gain insight into community values, priorities, and aspirations, shaping a shared vision for how and where the City should grow.

**Plan Framework:** This chapter consists of the guiding goals and objectives that shape decisions related to the following chapters: Future Land Use and Housing, Downtown, Mobility, and Parks and Open Space.

**Implementation:** This chapter outlines actionable strategies and policies to guide land use decisions, infrastructure investments, and community development, ensuring stable growth and consistent quality of life for Farmington residents.

### Who Will Use This Plan

The plan is designed to serve a broad range of audiences. The following groups are among the most frequent users of the plan:

- **Citizens** - Residents, business owners, and developers reference the Plan when preparing and submitting development proposals to the City.
- **City Council** - Elected officials use the Plan as a foundational guide for making informed decisions on land use, zoning, and development-related policies.
- **Planning Commission, Zoning Board of Appeals, and other City Organizations and Boards** - Appointed by City Council, these bodies utilize the Plan to formulate policy recommendations and ensure alignment with the City’s long-term vision.
- **City, Surrounding Municipalities, and Oakland County** - Staff should use the Plan to engage with the public and the development community, helping to communicate priorities and coordinate initiatives that support the future growth of Farmington.

When applied effectively, the Plan serves as a tool to streamline the development process and promote efficient, well-guided growth across the community.

### Additional Plan Integration Methods

The following strategies outline how the recommendations of this plan can be integrated into ongoing city functions and decision-making processes:

#### ANNUAL WORK PROGRAMS & BUDGETS

City departments and administrators should align their annual work programs and budget preparations with the recommendations of the Plan. Integrating plan priorities into budget planning allows the City to strategically coordinate public investments, thereby encouraging complementary private development and fostering revenue-generating opportunities.

#### DEVELOPMENT APPROVALS

Administrative and legislative decisions regarding development proposals, including rezonings, major site plans, and conditional use permits, serve as key implementation tools for the plan. Elected and appointed officials should consistently reference the plan’s goals and guidelines when making these decisions. In turn, city codes and policies should be updated as necessary to support the plan’s long-term vision.

**CAPITAL IMPROVEMENTS & THE GENERAL FUND**

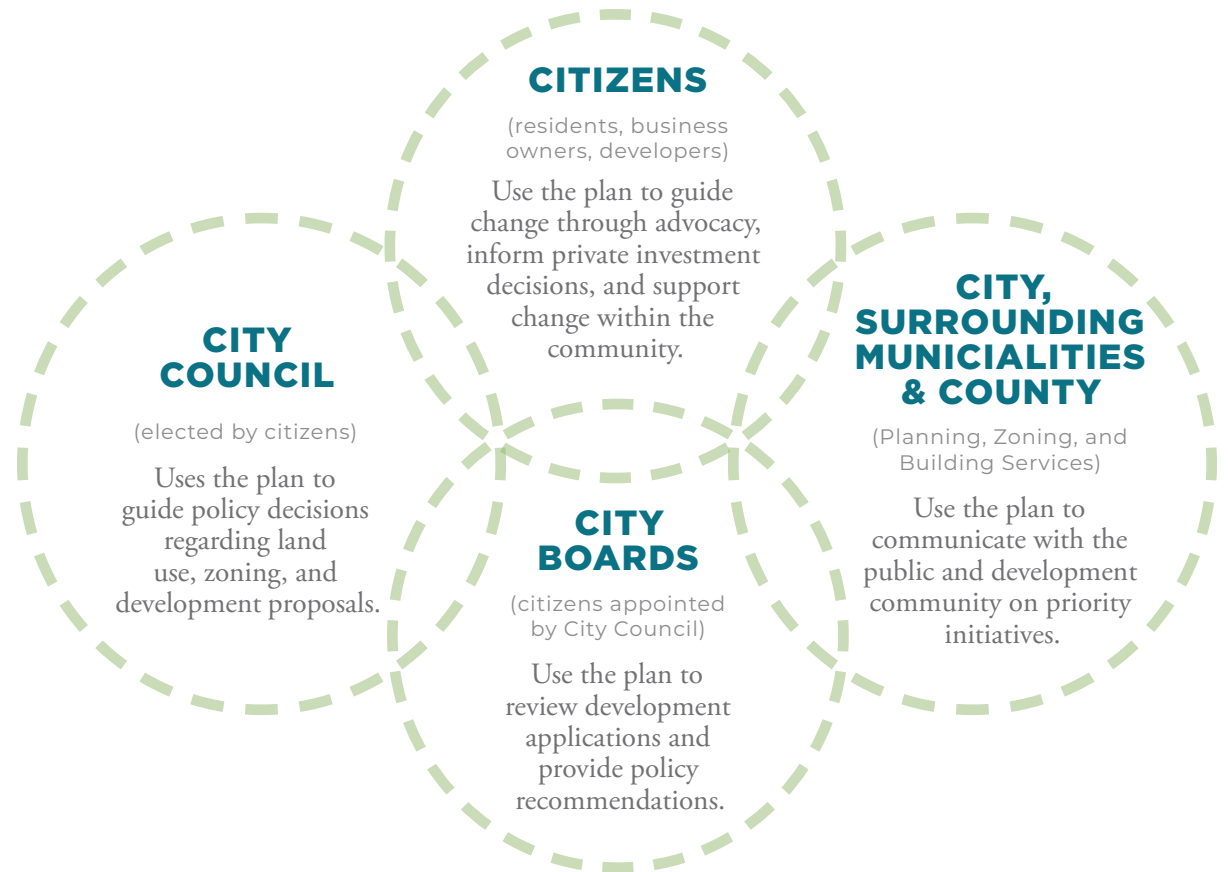
Capital improvement planning and the allocation of General Fund resources should reflect the plan’s infrastructure and policy priorities. Projects such as street upgrades and utility improvements should be evaluated for their potential to advance plan recommendations. Aligning capital investments with planning objectives enhances coordination and maximizes impact.

**ECONOMIC DEVELOPMENT INCENTIVES**

Economic development tools and incentives should be periodically reviewed to ensure they remain aligned with the plan and current state legislation. As new funding mechanisms and state legislative changes emerge, the plan should be used to support applications and eligibility for grants or programs that require a clearly defined community vision or area-specific strategy.

**PRIVATE DEVELOPMENT DECISIONS**

Property owners and developers are encouraged to align their land use and investment decisions with the goals and strategies set forth in this plan. Public decision-makers will use the plan to guide deliberations on zoning, infrastructure requests, and related matters. This plan should serve as a clear and consistent communication tool to convey Farmington’s long-term vision for growth and development.





# 02

## Community Context



# 02

## Community Context

### OVERVIEW

This section presents key metrics relevant to the City, aligning them with the core components of the Plan. It includes an analysis of existing conditions and current market trends to provide a comprehensive snapshot of the community in 2025. These metrics, combined with public input gathered in the next phase of the process, will form the foundation of the Plan. This approach ensures that the plan's vision is both data-driven and grounded in community insight.

Farmington is a suburban city approximately 20 miles northwest of Detroit, Michigan. Located on the southern edge of Oakland County, the area spans 2.66 square miles and is bordered by Farmington Hills and Livonia. Other notable neighbors include Ann Arbor 23 miles southwest, which is home to the University of Michigan, and water bodies like Lake St. Clair and Lake Erie in the east.

The City is connected to other regions east to west by State Highway 5, 8 Mile Road, 9 Mile Road, and 10 Mile Road and north to south by Gill Road, Farmington Road, and Orchard Lake Road. Within the city, major thoroughfares include Grand River Avenue running through downtown Farmington, and Shiawassee Street which runs through the northern residential area.

### Data Source Statement

The data presented in this section was sourced from the U.S. Census Bureau and ESRI (Environmental Systems Research Institute). The U.S. Census Bureau provides official demographic, social, and economic data for the United States, offering a reliable foundation for population and housing insights. ESRI is a global leader in geographic information system (GIS) technology, offering advanced spatial data analysis and mapping tools. Through ESRI's data, this document incorporates accurate geographic, demographic, and market insights, providing a comprehensive understanding of local conditions.

Project Study Area



## COMMUNITY SNAPSHOT

Farmington is a community with a rich history and a promising future. Founded in 1824, Farmington is one of the oldest communities in the region, and originally built its livelihood on agriculture. Now recognized as a premier suburb of Detroit, the City has a reputation for its high quality of living, award-winning downtown, and well-regarded school system.

The City connects its residents through vibrant, year-round cultural programming, featuring the Farmers Market, Art on the Grand, the Harvest Moon Celebration, Founders Festival, and live music all summer long. Downtown remains lively in winter with the Riley Park Ice Rink. In the heart of downtown is the Farmington Civic Theater, further showcasing the City's commitment to preserving its historical assets.

### Population & Growth

Farmington experienced modest population growth between 2010 and 2020, but recent estimates suggest that the community's population has stabilized. This leveling-off reflects broader regional trends and signals a maturing community with limited undeveloped land and slower household turnover.

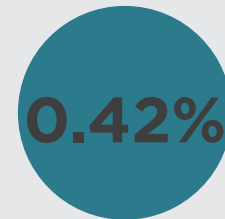
### Key Demographics



**Median Age**  
41.2 in Oakland County  
40.1 in Michigan



**Growth Rate from  
2010 to 2020**



**Growth Rate from  
2000 to 2023**

Data Source: American Community Survey 5-Year Estimates, 2000, 2010, 2023. US Census, 2000.

# 123 Housing Affordability Index\*

\* This index measures whether or not a **typical family earns enough income to qualify for a mortgage loan on a typical home** at the national and regional levels based on the most recent price and income data.

**An index above 100 indicates that a family earning the median income has sufficient income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment.**



**\$273,000**  
**Median Home Value**

\$320,400 in Oakland County  
 \$217,600 in Michigan



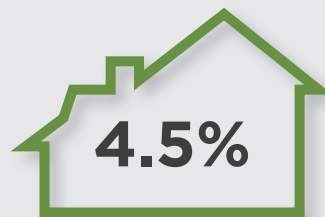
**Avg. Household Size**

2.36 in Oakland County  
 2.39 in Michigan



**Owner-Occupied Housing Units**

73% Michigan average



**Vacant Housing Units**

Data Source: American Community Survey 5-Year Estimates, 2023. ESRI Business Analyst, Housing Market Characteristics.

While a stable population can help maintain a consistent sense of community and ease pressure on infrastructure, it also presents challenges for sustained economic growth and municipal revenue. It will be important to focus on attracting and retaining residents—particularly younger households and diverse populations—while ensuring high-quality services and infrastructure are preserved for current and future residents.

### Age

Farmington’s median age of 39.6 reflects a mature population, consistent with trends in Oakland County and Michigan. However, only 22.9% of households include a minor child (below the state average of 26.3%) and 35.5% are single-person households. This suggests a community with a significant share of middle-aged adults, but not necessarily dominated by traditional family households.

### Household Size

Farmington’s average household size of 2.19 is smaller than both county and state averages, pointing to a higher proportion of one- and two-person households. These may include single adults, couples without children, or older residents. Housing strategies should prioritize smaller units, such as townhomes, duplexes, and multi-family options, to better reflect the current needs.

### Housing Type

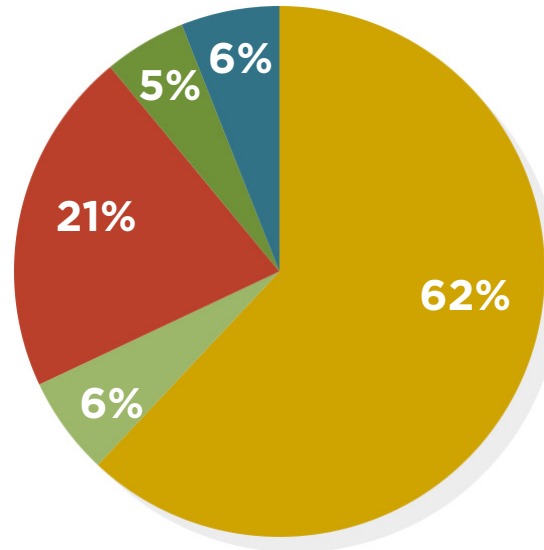
The primary type of housing in the City is single-family, accounting for 62% of housing units. However, 38% of housing is multi-unit, which is higher than that of neighboring communities with similar demographics and economic indicators. The City of Farmington may attract younger working age adults or couples without children due to the diverse housing options.

The median age of housing in the City is 58 years old, or built in 1967. With only 3.5% of housing units being built after 1999, it is important to consider how the existing housing stock aligns with the community's demographic profile and changing market demand.

### Rental Housing

Approximately 32% of housing units in the City are renter-occupied. Migration trends suggest that new residents are more likely to enter the community through rental housing rather than homeownership. This dynamic should inform future development strategies, with a focus on expanding multi-family and for-rent housing options to accommodate continued demand and support a diverse, accessible housing market.

Housing Structure Types



- Single-Family Units  
5.1% single family attached
- 2-4 Unit Housing Structures
- 5-9 Unit Housing Structures  
Primarily 2-story garden apartments
- 10-19 Unit Housing Structures
- 20+ Unit Housing Structures

#### SO WHAT?

The housing stock is aging and consists of **primarily single-family** housing types with a **gap in Missing Middle and larger multi-unit** complexes. **The existing multi-family housing stock is less competitive in the marketplace** (lack of amenities, dated floor plans, etc.).

Key Demographics

Of the **5,306** households...

**18.7%** are married couples **with children** under 18 years old

**27.2%** are married couples **without children** under 18 years old

**35.5%** are residents living **alone**

**32%**

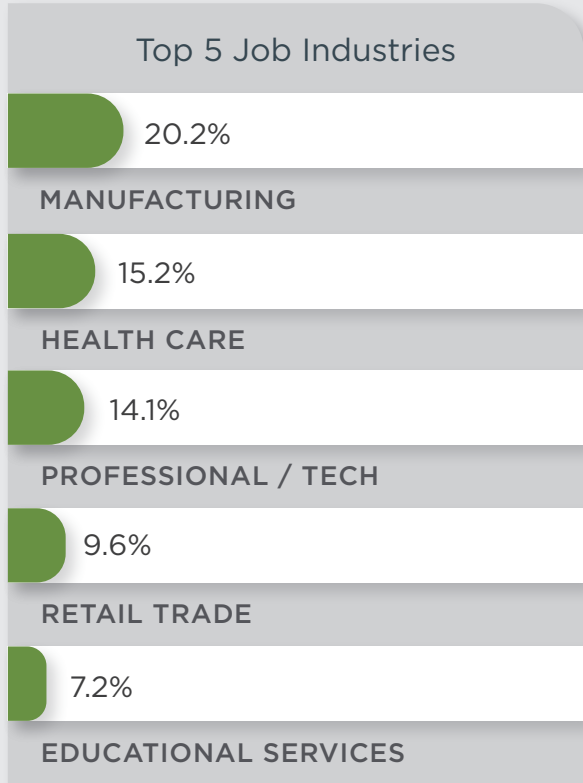
**of Households are renter-occupied**

*Data Source: American Community Survey 5-Year Estimates, 2023.*

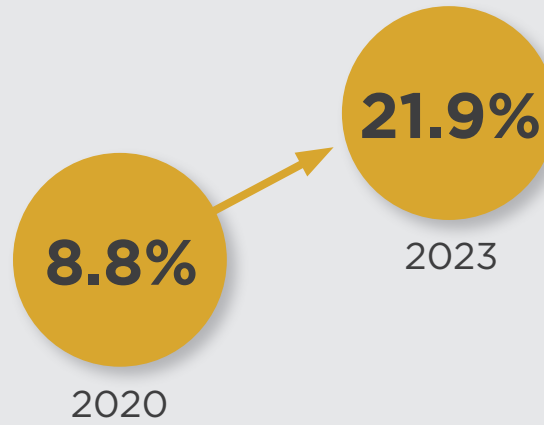


of households **stayed in the same home** over the past year

of households **moved**



## Remote Workers



**Total Businesses** 624

**Total Employees** 4,517

### SO WHAT?

Diverse employment industries promote a **stable economic environment** that continues to **attract educated and high-skill workers**.

## Housing Stability

84.4% of residents remained in their homes in the past year, and of the 15.6% that moved, most relocated within Oakland County. This indicates a strong sense of stability and long-term residency, which is positive for prospective housing and retail development, infrastructure improvements, and other community enhancements.

## Market Shifts











The percentage of Farmington residents working from home has increased significantly, rising 13.1% in 3 years. As this trend increases or stabilizes, market shifts may alter the demand for downtown services, retail, and amenities, as more people spend time locally.

## Workforce

The City is home to a large variety of businesses and welcomes a robust number of employees. 62.4% of employees hold an associates degree or higher, which shows a significant proportion of the population being well-educated.

Understanding where employment hubs are located and their proximity to the City can help guide infrastructure improvements for transportation.

Data Source: American Community Survey 5-Year Estimates, 2023.

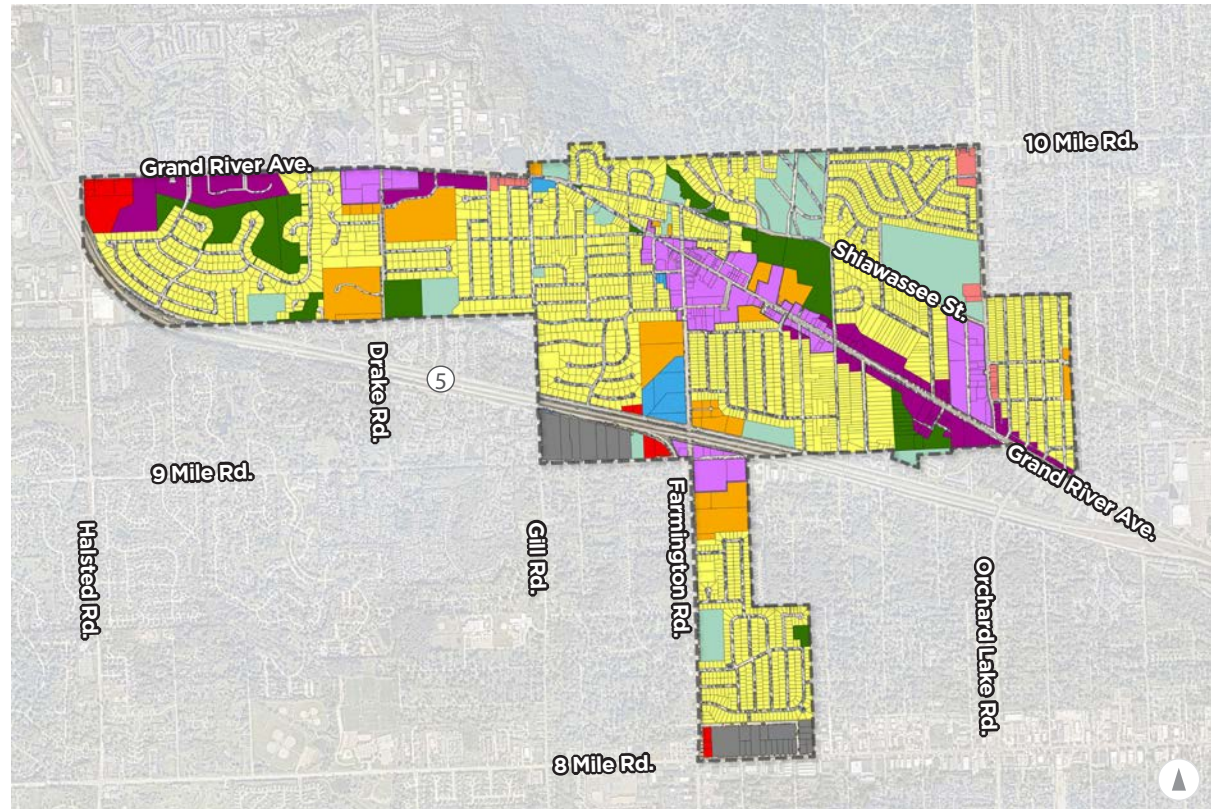
MAP KEY	
	Low Density Residential
	Medium Density Residential
	Mixed Use
	Neighborhood Centers
	Community Commercial
	Professional Office
	Flex Industrial
	Public Quasi Public
	Parks and Open Spaces
	Focus Areas

## MASTER PLAN EXISTING CONDITIONS OVERVIEW

### Future Land Use

The Future Land Use Map from the 2019 Master Plan update built upon existing land use patterns in Farmington and outlined where future growth and development should occur. These updated land use categories were shaped by extensive public engagement, incorporating community input to guide the location and character of new development.

Future Land Use (2019) Map













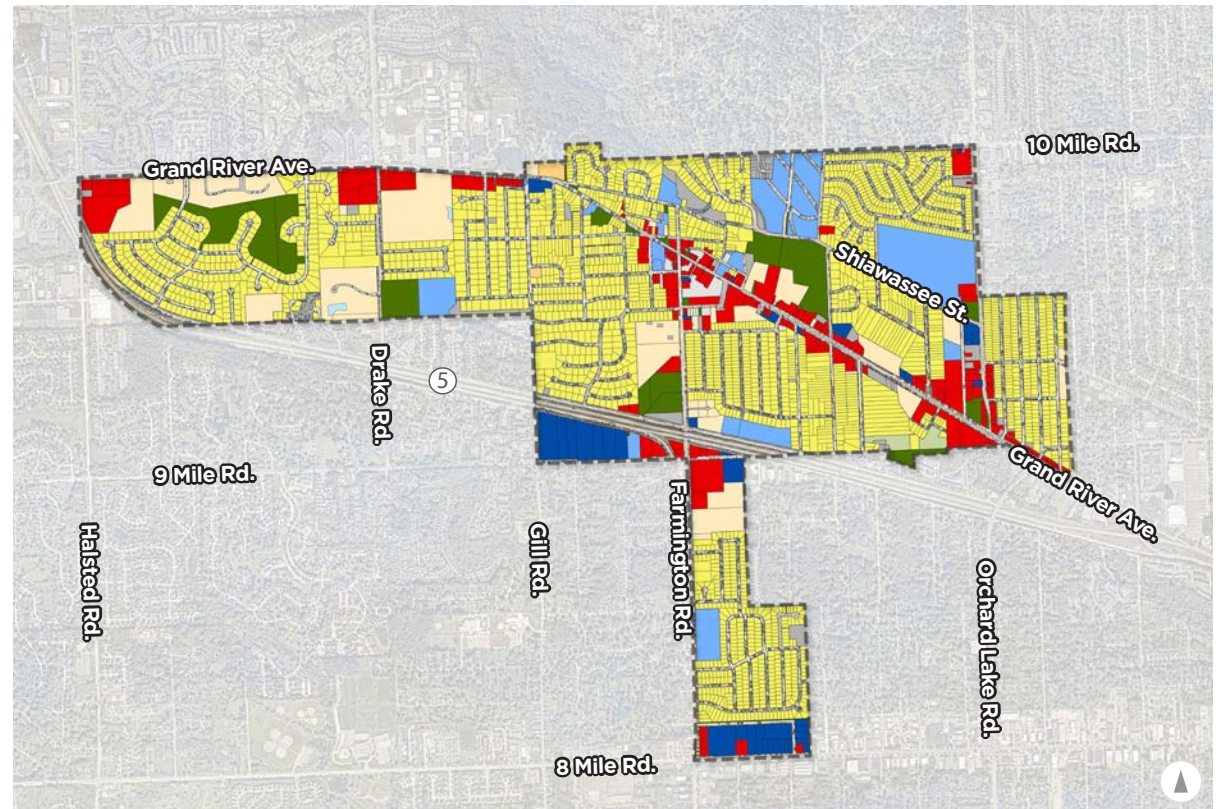
Core land uses such as low-density residential and parks and open spaces, remain largely unchanged, reflecting Farmington’s suburban character. Medium-density residential areas are positioned near commercial nodes and were encouraged to support mixed-use development. These locations aimed to enhance walkability, attract new investment, and strengthen Farmington’s unique identity.

Neighborhood centers were intended to support small-scale, locally focused development that served nearby residential areas. Community commercial zones accommodate larger-scale retail and entertainment uses.

Strategically placed professional office and flex industrial areas were designed to evolve into vibrant employment hubs, offering opportunities for innovation and growth for Farmington residents.

Existing Land Use Map

MAP KEY	
	Agricultural/Rural Residential
	Recreation/Open Space
	Cemetery
	Low Density Residential
	Medium Density Residential
	Mixed Use
	Retail/Office
	Institutional
	Medical/Industrial
	Parking



### Existing Land Use

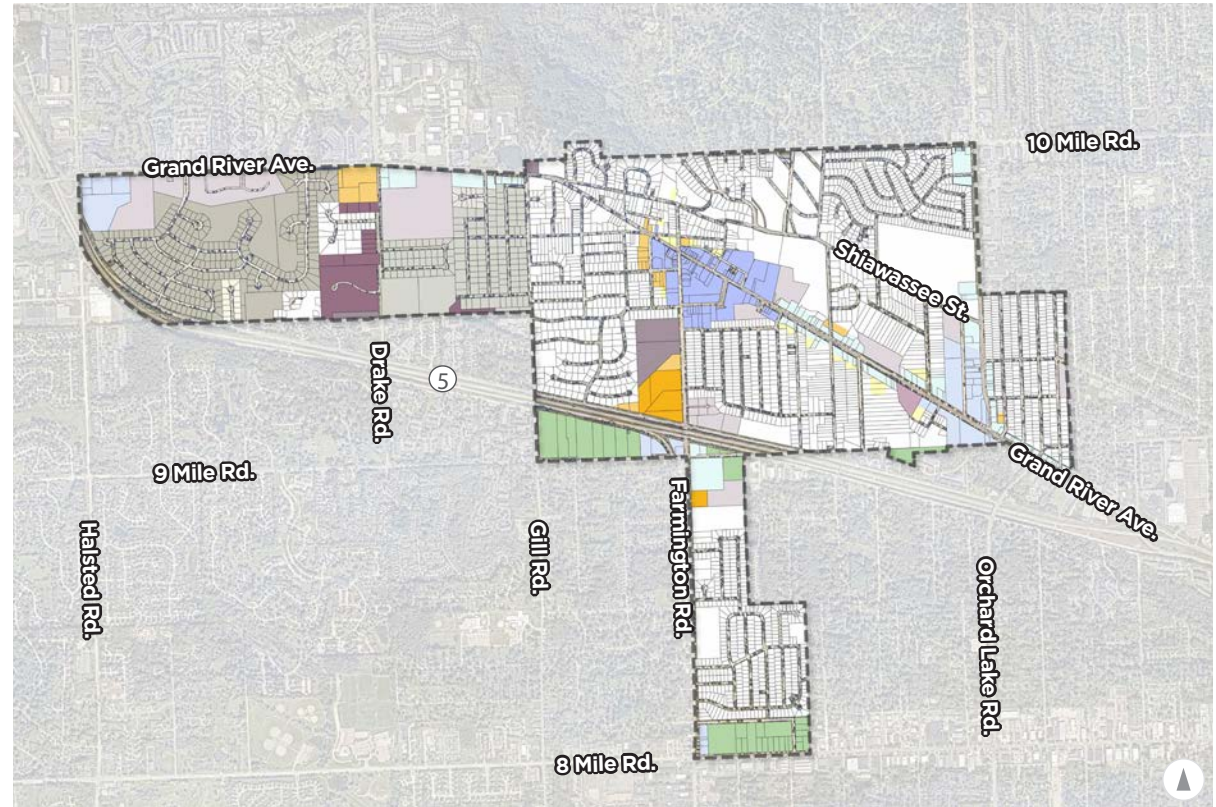
The existing land use map is a snapshot of how land is currently used in the City. The City’s downtown core, centered along Grand River Avenue, is primarily characterized by retail, office, and institutional uses, interspersed with medium-density residential. It represents a key opportunity for continued mixed-use development that supports walkability and a vibrant environment where people can live, work, and gather. Outside of the downtown the predominant land use across Farmington is low density

residential with single-family homes, reflecting the community’s suburban character.. Medium-density residential is the second most common land use, and as household sizes decrease and the population continues to diversify, demand for these housing types is expected to rise. This trend underscores the importance of offering a broader range of housing options to meet evolving community needs.

Employment-related land uses—such as medical and industrial—are limited in acreage and primarily located at the City’s edges. Their peripheral location and overall scarcity highlight a potential gap in local employment opportunities, particularly in sectors that support economic diversification and workforce retention. Expanding these land use categories in strategic locations could help balance the City’s land use mix and reduce the need for residents to commute elsewhere for work.

MAP KEY	
R1: Single Fam. Resi. (8,000 sf)	Farmington Historic District
R1A: Single Fam. Resi. (10,050 sf)	R2: Multiple Family Residential
R1B: Single Fam. Resi. (12,500 sf)	R3: Multiple Family Residential
R1C: Single Fam. Resi. (15,000 sf) (County Estates)	R4: Multiple Family Residential (1BR)
R1D: Single Fam. Resi. (18,000 sf) (Planned Unit Dev.)	R5: Duplex Multiple Family Residential
RIP: Single Fam. Parking	R6: Single Family Cluster Residential
O: Office	CBD: Central Business District
OS: Office Services	C2: Community Commercial
	C3: General Commercial
	IND: Industrial

### Zoning Map



### Zoning

The 18 different zoning classifications within the City represent the diverse opportunity for existing and future development. The most prevalent categories include single family residential with varying square footage allowances surrounding the downtown district on all sides.

The office and office services parcels are scattered throughout the center of the City, and multi-family zoned lots are concentrated on the western portion of the City and near the central business district. The commercially zoned regions outside

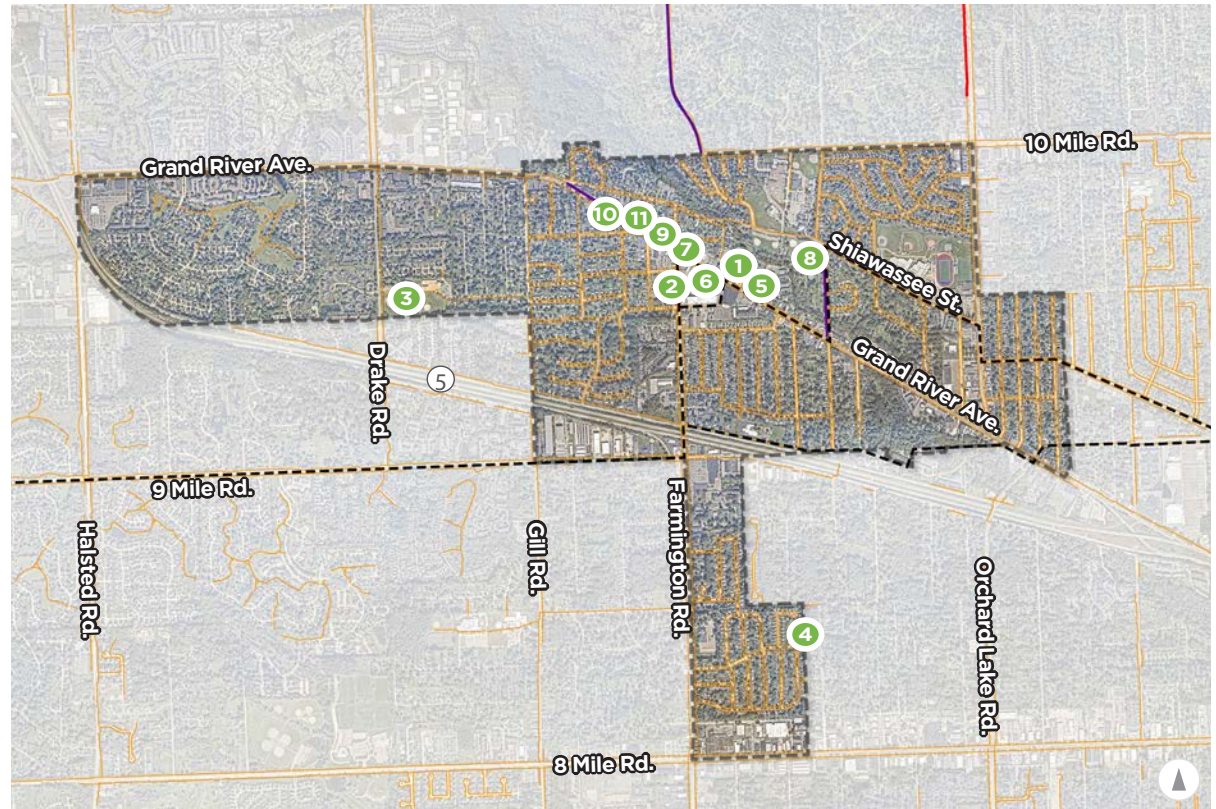
of the Central Business District lie on the outskirts of the City, situated along major roadways and farther from neighborhoods.

The zoning map shows the legal allowance for how each individual parcels in Farmington can be developed. A strong understanding of these zoning designations is important to set a baseline for how land can be developed in 2025.

While current zoning code designations may not align with the future land use map that will be drafted and presented later in the plan, they serve as a useful reference for how land may be rezoned moving forward. The forthcoming zoning plan and its associated recommendations will guide potential amendments. If the community supports changes to zoning designations in alignment with the future land use map, the City can initiate its legal processes to update the zoning code accordingly.

Connections & Walkability Map

MAP KEY			
1	The Promenade <i>(planned)</i>	7	Mason's Corner
2	Dinan Park	8	Shiawassee Park
3	Drake Park	9	Memorial Park
4	Flanders Park	10	Warner Mansion
5	Gazebo Park	11	Women's Park
6	George F. Riley Park		
	Park Path		
	Sidewalk		
	Bike Lane		
	Side Path		
	Ongoing Project: Nine Line Corridor		

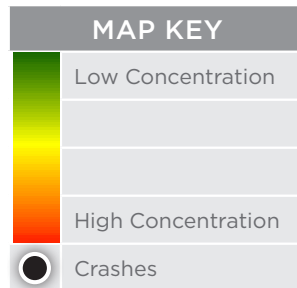


Existing Non-Motorized Network

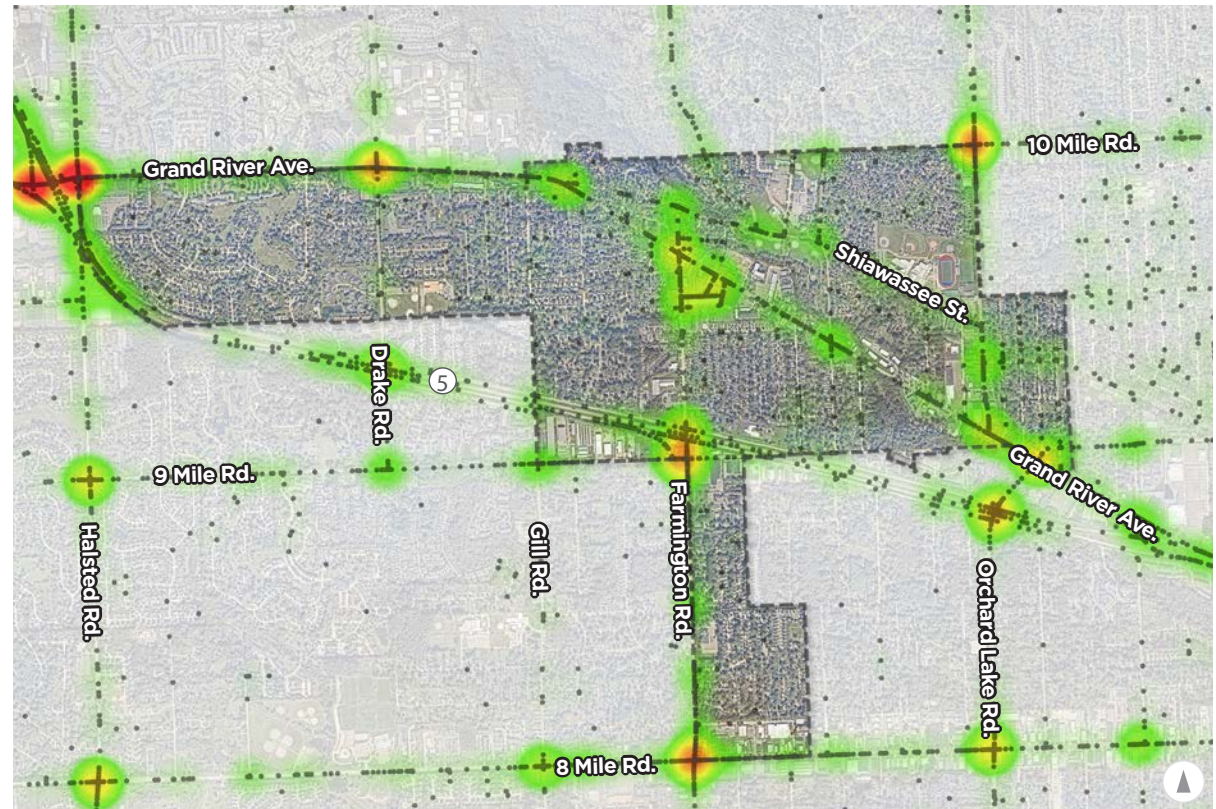
The connectivity of Farmington’s neighborhoods to public spaces and active transportation infrastructure is a key determinant of the community’s overall livability. This map provides a spatial analysis of the City’s walkability and bikeability, highlighting how residents move between their homes and the City’s network of parks, trails, and civic destinations. Three community and neighborhood parks serve as anchors for neighborhood-scale access and recreational use, reinforcing the importance of pedestrian infrastructure in supporting a vibrant, healthy community.

However, existing gaps in the sidewalk network, coupled with a lack of designated bike infrastructure, significantly reduces access to the public amenities scattered across the community. This disparity not only limits recreational opportunities but also underscores broader equity concerns regarding access to health-supportive infrastructure and public resources. Compounding this issue is the current absence of a formalized bicycle network throughout the City.

The Nine Line initiative, from a 2023 corridor study, aims to improve walkability, bike access, and public spaces along Nine Mile Road in southern Oakland County. It addresses gaps in non-motorized connectivity and promotes revitalization through enhanced streetscapes, public art, and green spaces through linear and connector parks. A “road diet” strategy will also reduce vehicle lanes, creating safer infrastructure for all users. Enhanced city-wide connections are essential for the success of non-motorized transportation in the community.



Crash Data Map



### Crash Data

As part of the existing conditions analysis a review of vehicular crash data was conducted within the City boundaries and at key intersections in surrounding areas. The data reveals that many of the highest crash concentrations occur along major roadways at the edges of the City.



Notably, Grand River Avenue—Farmington’s primary commercial corridor—exhibits several crash hotspots, particularly at the interchange with State Highway 5, the intersections with Halsted Road, and Drake Road. These locations experience high volumes of traffic, and the frequency of crashes is influenced by a combination of traffic volume, roadway geometry, and signal timing.

Additional intersections with elevated crash rates include:

- Farmington Road at State Highway 5
- Farmington Road at 9 Mile Road
- Orchard Lake Road at 10 Mile Road

These corridors and intersections represent key opportunities for future safety improvements, traffic calming strategies, and potential infrastructure upgrades to reduce conflict points and improve conditions for all road users.

Pedestrian and Bicycle Crash Map

MAP KEY	
	Pedestrian Incident
	Bicycle Incident



### Pedestrian & Bicycle Safety

Farmington’s transportation network is predominantly oriented around automobile use, which presents ongoing challenges for pedestrian and cyclist safety. The lack of fully integrated multimodal infrastructure increases exposure risk for non-motorized users, particularly in areas with high traffic volumes and limited crossings or buffers from moving vehicles.

Pedestrian-related crashes are primarily concentrated on the west side of the City, notably at the intersections of Grand River Avenue with State Highway 5 and Halsted Road. Additional incidents have been recorded within the Central Business District, where increased foot traffic intersects with vehicular movement.

Bicycle crashes are more widely distributed throughout the City, though clusters of incidents have been observed along key corridors such as Grand River Avenue and Farmington Road. These patterns highlight the need for targeted infrastructure improvements to enhance visibility, separation, and safety for cyclists and pedestrians alike.

## PREVIOUS MASTER PLAN OVERVIEW

Prior to the creation of the 2025 Plan, the 2019 Farmington Master Plan served as the strategic framework for guiding land use, infrastructure, economic development, and overall quality of life in the City. It was designed to inform future decisions made by public officials, developers, and residents. The plan incorporated community feedback and analyzed existing conditions. The vision and guiding principles of this plan included:

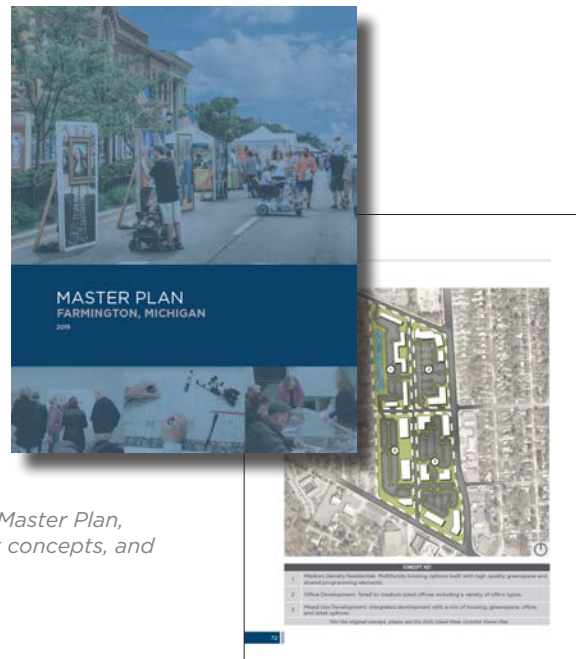
- » Promote a vibrant, walkable community with a strong sense of place.
- » Support mixed-use development and sustainable land use.
- » Encourage reinvestment in aging areas while preserving historic character.

### Key Plan Elements

Across the plan chapters, the Master Plan provided guidance on a variety of important community elements. These elements include:

#### FUTURE LAND USE FRAMEWORK

- » Enhance downtown as the civic and cultural heart.
- » Outline categories for mixed use centers, residential neighborhoods, commercial corridors, and public/institutional spaces.
- » Emphasize infill development and avoid sprawl.



*Right: Various pages from the 2019 Master Plan, highlighting land uses, development concepts, and overall implementation strategies*

#### MOBILITY AND TRANSPORTATION

- » Promote walkability and bikeability.
- » Improve street connectivity and traffic flow.
- » Expand pedestrian infrastructure and trails.

#### ECONOMIC DEVELOPMENT

- » Attract and retain businesses.
- » Support entrepreneurship and local job creation.
- » Encourage redevelopment of underutilized properties.

#### HOUSING

- » Offer a variety of housing types and price points.
- » Encourage multi-family housing near downtown and corridors.
- » Support aging-in-place strategies.

#### PARKS AND RECREATION

- » Maintain and improve existing parks.
- » Connect open spaces with trails.
- » Expand recreational programming and facilities.

#### SUSTAINABILITY AND ENVIRONMENT

- » Promote green infrastructure and stormwater management.
- » Encourage energy-efficient building practices.
- » Preserve natural resources and open space.

## MASTER PLAN EXISTING CONDITIONS KEY TAKEAWAYS

The following are key takeaways from the existing conditions analysis of the Master Plan portion of this process. They are intended to provide insight and perspective in crafting future recommendations. Furthermore, these takeaways will be combined with key insights from community engagement to offer a comprehensive view of the issues, opportunities, and future of Farmington.



### Aging Residential Stock

Residential units are aging due to limited new construction and maintenance, while household structures are evolving with demographic shifts and changing social norms.



### Streetscape and Safety

Several highly traveled routes and key intersections along the corridor exhibit elevated crash rates and safety concerns, warranting more detailed analysis and prioritization for future infrastructure improvements. Notable hotspots include Grand River Avenue at the interchange with M-5, and intersections with Halsted Road and Drake Road, as well as Farmington Road at M-5 and 9 Mile Road, and Orchard Lake Road at 10 Mile Road. These areas, along with segments of the Central Business District and west side pedestrian corridors, represent critical opportunities for targeted safety enhancements and multimodal infrastructure upgrades.



### Non-motorized Connectivity Gaps

There are significant gaps in non-motorized connectivity, presenting a valuable opportunity to enhance pedestrian and bicycle infrastructure by building upon the existing framework of the Nine Line Corridor.



### Limited Housing Diversity

The City's housing options remain limited, with minimal growth in the variety of housing types over the past 20 years. The housing stock is predominantly aging single-family homes, with notable gaps in duplexes, triplexes, townhomes, and courtyard apartments, as well as larger multi-unit complexes. Existing multi-family units are less competitive due to dated layouts and a lack of modern amenities.

## DOWNTOWN PLAN EXISTING CONDITIONS OVERVIEW

### Overview

Downtown Farmington continues to thrive as a mixed-use center focused on commerce, entertainment, housing, and pedestrian amenities. Over the past five years, the area has undergone significant transformation, reinforcing its reputation for revitalization and walkability—recognized at the county, state, and national levels.

Recent enhancements include the addition of three new parks (Mason’s Corner, Dinan Park, and the planned Promenade) which expand public gathering spaces and strengthen connections to natural features like Shiawassee Park and the Rouge River. Streetscape improvements, most notably along Farmington Road, have further elevated the pedestrian experience and supported non-motorized transportation options.

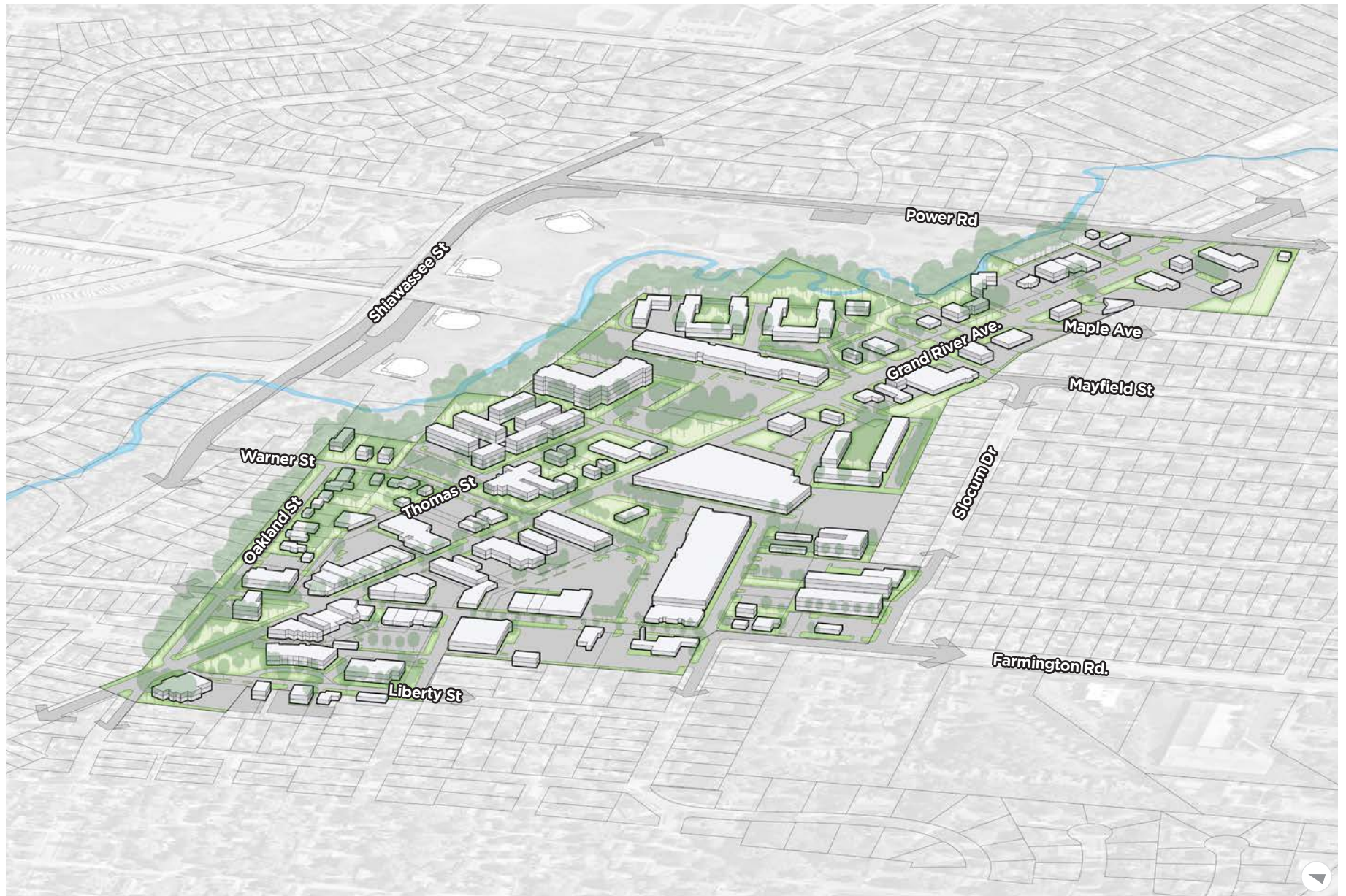
Despite these strides, Downtown remains vehicle-centric in certain areas, with land uses such as T.J. Maxx, Chase Bank, and CVS still catering primarily to automobiles. Public input reflects a perceived shortage of parking, even as the City actively invests in pedestrian-friendly infrastructure. Given the limited availability of developable land within the core, future planning efforts should prioritize identifying sites that can accommodate both growth and parking needs, including the potential development of a parking structure within or near the downtown area.

*Walkable streets and bustling businesses make Downtown Farmington a premiere destination in the Greater Detroit region.*

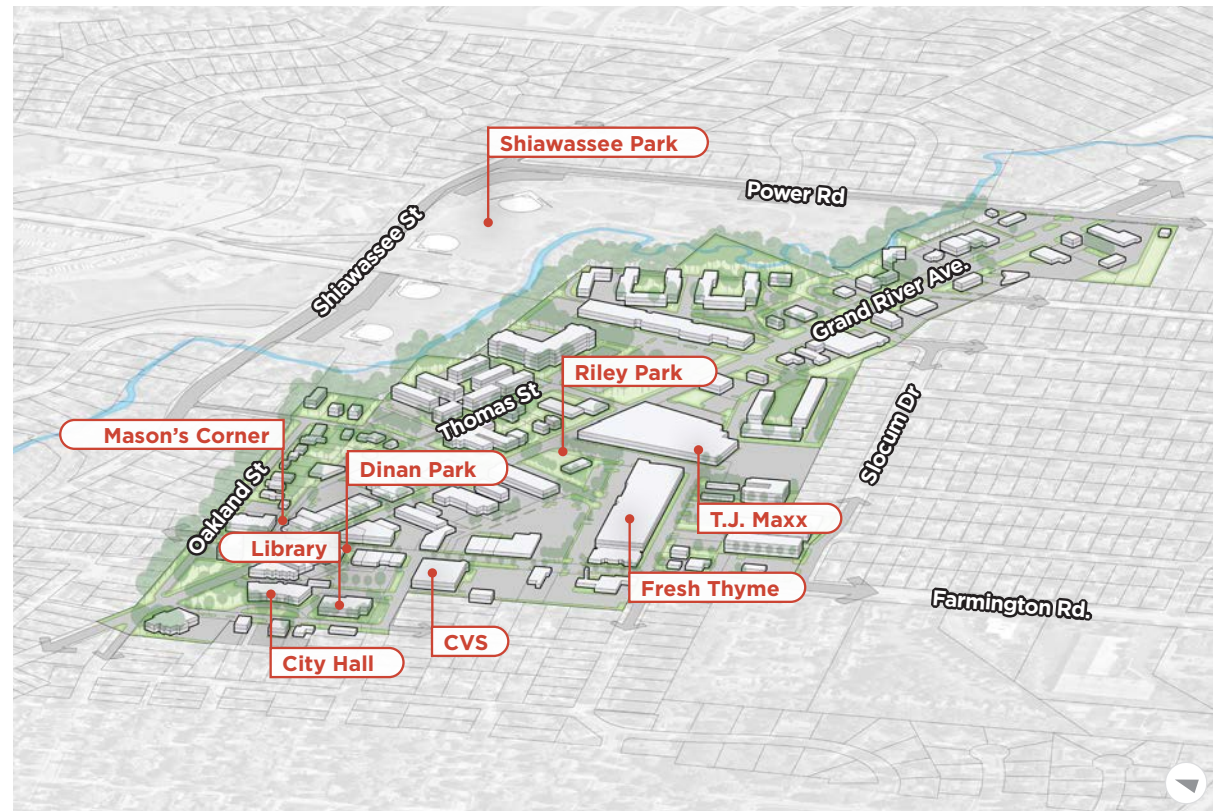
Source: Annette M. Knowles, City of Farmington  
Downtown Development Authority



Downtown Study Area



Local Points of Interest Map



### Local Points of Interest and Anchors

Downtown Farmington is a walkable, vibrant destination that blends small-town charm with a dynamic mix of local businesses, public spaces, and civic institutions. Anchored by a thriving small business community, including coffee shops, breweries, restaurants, and boutiques. The downtown core also features national retailers like CVS, Fresh Thyme, and T.J. Maxx, accessible from Farmington Road and Grand River Avenue.

Over the past five years, downtown has experienced a major revitalization, earning recognition at the county, state, and national levels for its walkability and placemaking efforts. Enhancements include two new streetscapes and the addition of three pocket parks: Mason's Corner, Dinan Park, and the planned Promenade, which expand public gathering spaces and strengthen connections to nearby natural features like Shiawassee Park and the Rouge River.

Civic anchors such as the Farmington Community Library, City Hall, and Riley Park complement the retail and recreational offerings, creating a well-rounded ecosystem of public and private amenities. Understanding how these institutions interact, and identifying gaps in services or collaboration, can help uncover opportunities for strategic partnerships, targeted investments, and programming that further enhance downtown's role as a regional destination.

Districts and Designations Map

MAP KEY	
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	CIA Boundary
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	Historic District Boundary
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	DDA Boundary

### Downtown Districts

In and around the downtown study area, many districts, designations, and oversight groups exist to contribute to its well-being. Specifically, the Grand River Corridor Improvement Authority (CIA), Downtown Development Authority (DDA), and the Historic District have designations in the study area and work together to maintain and promote a healthy environment.



The CIA district, located in the eastern portion of downtown, extends along Grand River Avenue from Mayfield Street in Farmington to 8 Mile Road in Farmington Hills. The goal of this multi-jurisdictional district is to revitalize the Grand River Avenue corridor east of downtown by redeveloping aging properties, enhancing traffic flow and pedestrian access, and attracting new investment, especially in mixed-use or multi-modal developments.



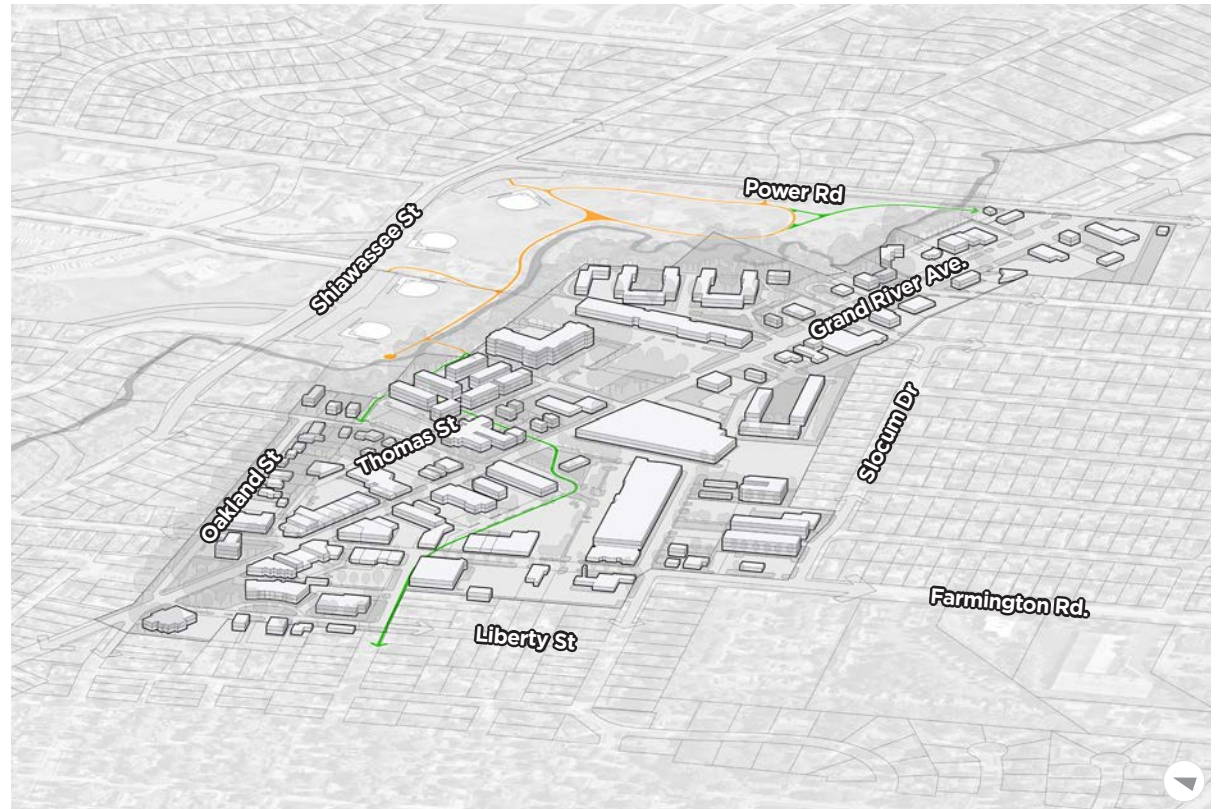
The DDA district is situated in the heart of the community, centered along Grand River Avenue from Liberty Street to Mayfield Street. The DDA focuses on revitalizing and maintaining the downtown area and promotes downtown Farmington by supporting local businesses, organizing events, preserving historic architecture through grants, and enhancing infrastructure, streetscapes, and public spaces to create a vibrant community hub.

The Historic District encompasses parts of downtown and surrounding residential areas to preserve the City's 19th- and early 20th-century architecture. It also maintains design and renovation standards to protect the district's architectural integrity.

Understanding the mission and vision of these designations and districts helps guide future investments through various perspectives toward a common goal.

MAP KEY	
	Existing Connections
	Discussed Connections

*Downtown Connections Map*



### Downtown Connections

Multi-use paths and safe pedestrian connections are essential in historic downtown areas as they enhance accessibility by encouraging walking and biking instead of driving. These pathways increase foot traffic, benefiting local businesses and creating a more inviting atmosphere for both residents and visitors. Additionally, they help maintain the character of the district by reducing car congestion and promoting a human-scaled, community-oriented environment.

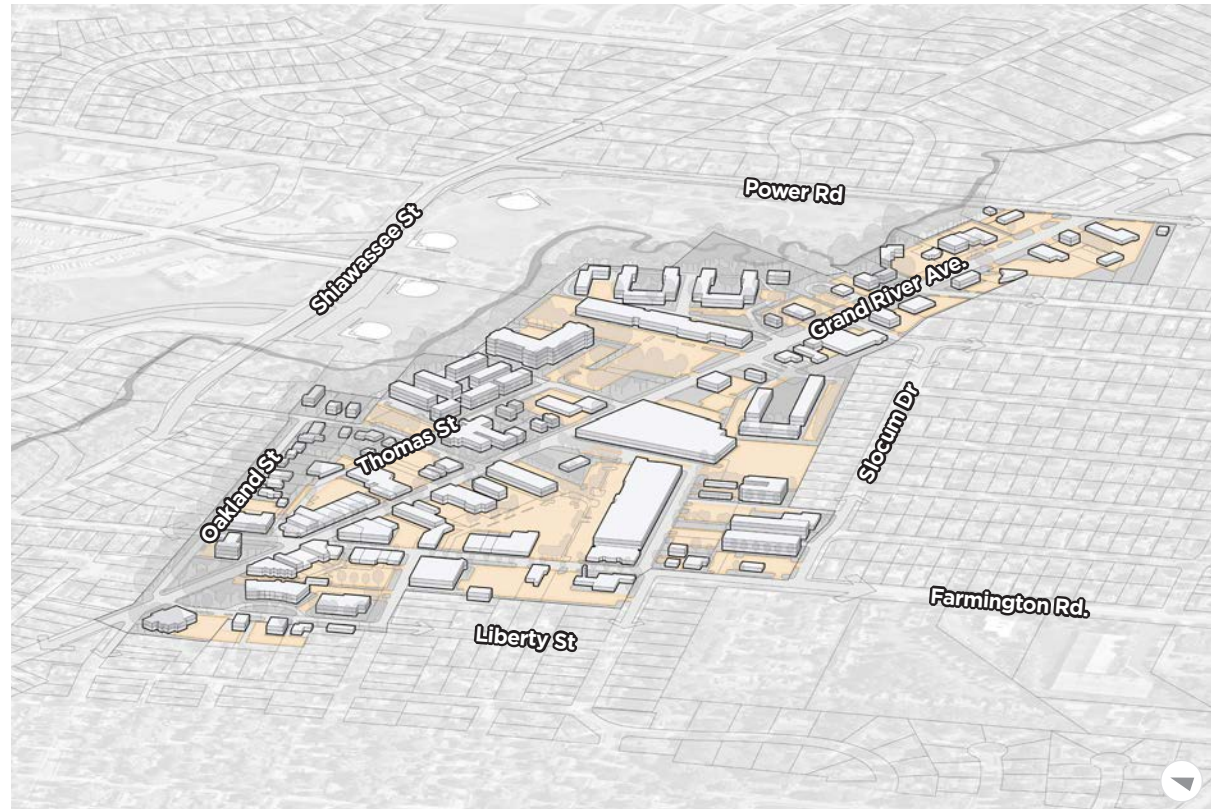
In recent years, the City has implemented extensive streetscape improvements, including sidewalk upgrades, bumpouts, mid-block crossings, planted medians, and enhanced landscaping along Grand River Avenue and Farmington Road. Additionally, the existing pathways network in Shiawassee Park provides residents with access to recreation and green space.

Given these recent improvements and existing connections within the downtown area, it is crucial to understand the relationship between pedestrian movement and where new development could impact or enhance that movement. A current study is underway to establish a formal connection between Shiawassee Park, the Hillside Townes development, Riley Park, the downtown center, and the library and municipal campus.

**MAP KEY**

Surface Parking Area

Surface Parking Map



### Surface Parking

An abundance of surface parking presents a valuable opportunity to repurpose underutilized land for more vibrant and productive uses. These expansive, open areas can be transformed into housing, green spaces, or commercial developments that better serve the needs of the community. By reducing the dominance of surface lots, the City can restore the historic urban fabric, enhance walkability, and foster a more inviting, people-focused environment. This shift not only supports economic growth but also strengthens the sense of place in the downtown core.

In and around the downtown center, recognizing the excess of surface parking, and the potential it holds, can help guide the project team toward a vision that prioritizes additional retail and residential development while improving the pedestrian experience. By strategically reimagining these spaces, the area can evolve into a more cohesive, comfortable, and active district. As this area continues to grow, implementing thoughtful solutions becomes essential to ensure long-term benefits for both businesses and visitors.

## Sense of Place

There are a number of buildings downtown that are starting to show their age and could benefit from, at minimum, façade upgrades. A number of sites were identified during the first steering committee meeting, as well as during focus group discussions, which should be prioritized or ranked in order of importance related to the look, feel and function of the downtown. This is especially true for the purpose of allocating incentives and resources to support new investment and the renovation of existing facilities.

Since the completion of the 2016 Downtown Plan, a number of measures have been implemented to support growth and redevelopment, while refocusing the vision for downtown Farmington to meet the collective needs of the community at large as well as the broader swath of resident and

non-resident patrons of the area. Further, the City and the DDA have created new financial tools to support reinvestment or new investment in the downtown through the use of project specific Tax Increment Financing. This tool gives the City and DDA the ability to target specific projects aligned with the community vision and values to provide financial gap support for transformational projects in the downtown.

However, even with the extensive strides made by the City and the DDA to create an ecosystem supportive of investment in the downtown, there are still anecdotal perceptions identified in focus group discussions that have indicated there is a lack of a true sense of place or identity for downtown Farmington, specifically when compared to similar communities such as Ferndale, Northville, Plymouth, Milford and Fenton.

This is not wholly supported by economic data or development trends but is nonetheless an important variable to the success of the downtown. It is important to ensure that existing and future policies are crafted with enough flexibility to react quickly to the needs of the community, as well as potential investors seeking to develop or re-develop significant sites within the downtown.

Another factor leading to the existing success of the downtown area is the residents and users who volunteer for, as well as patronize, destination events such as the Farmers Market, which draws over 100,000 visitors per season, as well as a number of other events that occur throughout the year.

Source: SEEN



*Downtown Farmington hosts a variety of community events to continue to boost local pride and offer inviting programming for residents and visitors alike.*

### Changing Demographics

Since the 2019 Master Plan was adopted, key demographic changes have occurred in the City that could serve as a catalyst for growth and redevelopment opportunities for downtown Farmington. The first is the increase in the number of residents in the City working from home (8.8% in 2020 vs. 21.9% in 2023, an increase of over 800 residents). This could change the dynamics and purpose for uses and users of downtown in a way that allows for the development of new service/retail uses along with the potential for co-working locations, Wifi hotspots throughout the downtown, or incubation/tech-hubs that could cater to the increase in the mobile workforce in the City. However, it is important to note that these statistics and trends continue to evolve due to recent ‘return-to-office’ initiatives, and should be regularly monitored to determine long term impacts.

The second demographic change is the recognition of annual migration rates in the City and the need for more rental housing units which could present a great opportunity for new mixed-use development/redevelopment of downtown sites that incorporate upper-level residential units. While long term housing is trending toward owner-occupied housing units, American Community Survey (ACS) migration data estimates for 2023, the last year of available ACS data suggests that there is far more need for housing options in rental formats as shown in the image below. The data represents all movers to the City in the past year and the tenure status of housing that they moved into, clearly favoring rental formats.

While the former Maxfield Training Center site is being developed into new downtown owner-occupied townhouses, Redevelopment Ready Communities has provided support for 23333 Farmington Road with a Request-for-Proposals (RFP) to attract a developer for a potential new development. This redevelopment opportunity should ideally include this site as well as Chase Bank and CVS to utilize the total land area of all three sites to develop a 4 to 5 story mixed-use with Chase and CVS occupying the ground floor, office on the second floor and residential on the remaining floors. While pedestrian connections and building improvements are still important and should continue to be a priority, this should be the primary redevelopment opportunity for downtown Farmington.

**SO WHAT?**

The renter movership rate is actually 33.2%, which is **FASTER** than the Michigan average of about 23.3%.

For Farmington, renters are migrating into and within the city at an increasing rate over time.

*Farmington Migration Table*

Tenure	TOTAL MOVING HOUSEHOLDS	TOTAL MOVERSHP RATE	IMMIGRATION MOVING HOUSEHOLDS	IMMIGRATION MOVERSHP RATE	INTERNAL MOVING HOUSEHOLDS	INTERNAL MOVERSHP RATE
<b>OWNERS</b>	552	7.20%	300	3.90%	252	3.30%
<b>RENTERS</b>	1,188	33.20%	613	17.10%	575	16.10%

MAP KEY	
	Prelim. Redevelopment Areas

Redevelopment Areas Map



## Redevelopment Areas

A preliminary understanding of priority redevelopment areas allows communities to strategically direct resources and planning efforts toward locations with the highest potential for transformative impact. In the context of a small downtown, this targeted approach can catalyze economic growth by encouraging reinvestment in key sites that support a mix of commercial activities, housing options, and public amenities. Concentrated redevelopment in these areas can enhance walkability, increase foot traffic, and

create a more vibrant and attractive streetscape that draws both residents and visitors. These physical and economic improvements not only elevate the daily experience of the downtown but also strengthen the local tax base and generate momentum for broader revitalization.

Within the downtown study area, many of the priority sites identified on the map consist of surface parking lots or parcels with aging buildings and outdated uses. This project will build upon

the vision established in previous plans and begin to define cohesive redevelopment concepts that consolidate fragmented parcels and align with community goals. These concepts will provide a clear framework that the private market can respond to, helping to guide future development and investment in a coordinated and impactful manner. The next step in this process will be to identify which areas are priorities and what they may look like.

## DOWNTOWN PLAN EXISTING CONDITIONS KEY TAKEAWAYS

The following are key takeaways from the existing conditions analysis of the Downtown Plan. They are intended to provide insight and perspective in crafting future recommendations. Furthermore, these takeaways will be combined with key insights from community engagement to offer a comprehensive view of the issues, opportunities, and future of Farmington.



### Targeted Redevelopment

Emphasize strategic infill development and the transformation of key underutilized properties to stimulate economic growth and enhance the downtown fabric.



### Downtown Parking

Anticipate future growth by exploring innovative parking solutions, such as structured parking, shared lots, or consolidated facilities, to support increased density and activity.



### Connectivity Investments

Planned trail extensions and park linkages can significantly improve non-motorized mobility, support active lifestyles, and better connect downtown to surrounding neighborhoods.



### Shifting Market Conditions

The rise of remote work, changing lifestyle preferences, and increasing demand for rental housing are redefining downtown's role as both a commercial and residential hub.



### Identify Financial Incentives

Tools like Tax Increment Financing (TIF) and Brownfield Redevelopment Authority (BRA) incentives can bridge financial gaps, making redevelopment projects more feasible and attractive to investors.

## PARKS AND RECREATION PLAN EXISTING CONDITIONS OVERVIEW

### Overview

The planning team used geospatial analysis and a boots-on-the-ground approach to inventory parks and recreation assets and to gain an understanding of Farmington's facilities. The team visited each City-owned park to collect additional data about the condition of parks and park assets. This inventory was evaluated alongside national metrics for park and recreation delivery. This work established a baseline from which to build the Plan and community engagement efforts.

This section summarizes key findings from the Parks and Recreation Plan, which provides a deeper analysis of the community's park system, recreational needs, and service levels. The full plan includes detailed assessments of demographics, accessibility, and park conditions.

The City's parks system includes 11 parks and recreation facilities, ranging from pocket parks to regional assets. These parks are distributed across the city, with varying levels of amenities and accessibility.

*Downtown Farmington is becoming more vibrant through the addition of pocket parks that support live music, social district gatherings, and everyday enjoyment.*

Source: Downtown Farmington (Facebook)

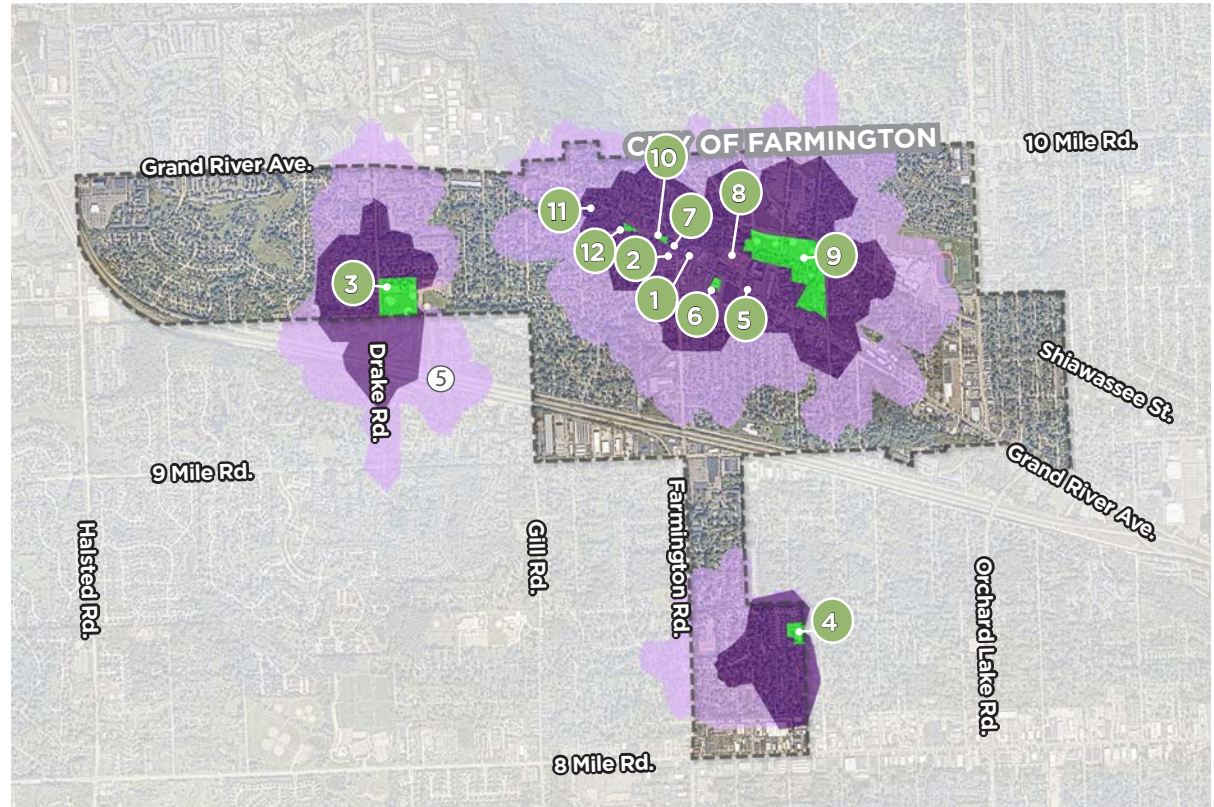


City Park Locator Map



MAP KEY	
	5-Minute Walkshed
	10-Minute Walkshed
	1 Civic Theater
	2 Dinan Park
	3 Drake Park
	4 Flanders Park
	5 Gazebo Park
	6 George F. Riley
	7 Masons Corner
	8 The Promenade (planned)
	9 Shiawassee Park
	10 Memorial Park
	11 Warner Mansion
	12 Women's Park

Park Access Map



### Park Access and Walkability

Park and recreation access is considered through multiple lenses, including:

- Distance between Farmington residents and their park and recreation assets
- Walkability, or the ability of users with differing abilities to safely and comfortably reach citywide parks and recreation facilities
- The quality and universal design of spaces and activities to be welcoming and usable for all

#### WALKABILITY

Many parks and recreation systems set access goals informed by the Trust for Public Land’s Nationwide 10-Minute Walk program,<sup>7</sup> which advocates that everyone should have access to a quality park within a 10-minute walk of their home.

<sup>7</sup> <https://10minutewalk.org/>

The map shows the 10-minute walkshed of existing parks in Farmington, generated using the ArcGIS Pro Spatial Analyst tool, which accounts for pedestrian barriers and park entrances. Farmington has park walkability (60%) comparable with the national median (55%).<sup>8</sup>

<sup>8</sup> <https://www.tpl.org/parkscore>

## PARKS AND RECREATION PLAN EXISTING CONDITIONS KEY TAKEAWAYS

The following are key takeaways from the existing conditions analysis of the Parks and Recreation Plan. They are intended to provide insight and perspective in crafting future recommendations. Furthermore, these takeaways will be combined with key insights from community engagement to offer a comprehensive view of the issues, opportunities, and future of Farmington.



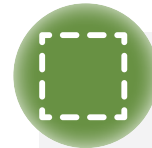
### STRONG COMMUNITY IDENTITY AND PARTNERSHIPS

Despite its compact size, Farmington benefits from a vibrant downtown, strong ties with Farmington Hills, and active community organizations. These partnerships provide a solid foundation for collaborative programming and shared facility use.



### ACCESSIBILITY AND WALKABILITY REQUIRE FURTHER IMPROVEMENT

Farmington's 10-minute walkshed coverage stands at 60%, slightly above the national median, but gaps remain in equitable access. Accessibility audits reveal varying levels of compliance, with some parks lacking fully barrier-free environments.



### AMENITY GAPS WITHIN CITY LIMITS, BUT BROADER NETWORK ENHANCES RECREATION OPTIONS

Farmington's municipal parks do not meet national benchmarks in certain areas, including playgrounds, dog parks, splash pads, and trails, though many amenities are accessible in neighboring jurisdictions and on school properties. Residents often utilize parks in Farmington Hills, the Farmington School District's fields and facilities, as well as nearby county and metro parks. Targeted local investments could improve convenience and walkability. Similarly, this metric doesn't fully account for regional context, which includes amenities of neighboring communities.



### DEMOGRAPHIC SHIFTS DEMAND AGE-INCLUSIVE DESIGN

Farmington is experiencing modest population growth, projected to reach 11,828 by 2050. Youth (under 18) are projected to decline by 12% by 2030. Seniors (65+) are expected to grow from 18% in 2020 to 25% by 2030, with the 85+ age group more than doubling by 2050. This demographic evolution underscores the need for flexible, multigenerational amenities that support both active aging and youth engagement.



03

Community  
Engagement



# 03

## Community Engagement

### OVERVIEW

The public engagement process for Farmington Forward 2025 began with the first Steering Committee meeting on January 28, 2025, and continued until the online public engagement survey closed on May 20, 2025.

City staff and the consulting team employed various outreach methods to effectively communicate opportunities for public participation in the process. Engagement activities during this stage included an online survey, several stakeholder interviews, and a community open house held on the opening Saturday of the City Farmers Market. This document outlines the public engagement process and highlights key takeaways gathered from the community's ideas and aspirations.

It is important to note that additional community feedback is planned for the Fall of 2025 as recommendations are finalized.

20+

#### Stakeholder Participants

across 4 focus groups.

300

#### Survey Responses

via an online survey that was open to the public for 8 weeks.

200+

#### Open House Participants

at a session conducted at the Farmington Farmer's Market.



Many residents engaged with the project team during the Farmers Market on May 3rd, 2025.

## FOCUS GROUPS

### Overview

Four focus groups were assembled in April 2025 to gather resident and stakeholder input on the issues and opportunities of the community. Participants included business owners, long time residents, and previous employees, each with unique valuable insight on the future of Farmington. The following is a summary of these meetings.

### Key Feedback

- » **Create a Vibrant Downtown Core:** Attract unique dining, retail, and entertainment tenants while extending business hours to drive day-to-night activity.
- » **Revitalize Underused Spaces & Support Mixed-Use Growth:** Transform underutilized lots, especially along Grand River’s east end, into vibrant mixed-use hubs.
- » **Enhance Connectivity, Walkability & Accessibility:** Link neighborhoods, parks, and downtown with walkable trails, and universally accessible public spaces.
- » **Expand Housing Options & Encourage Inclusive Living:** Provide diverse, affordable, and multi-generational housing choices to support all ages and household types.
- » **Celebrate Historic Charm & Advance Sustainability:** Preserve Farmington’s character with building updates and heritage elements while investing in green systems, parks, and public art.

### Focus Group 1

- » Increase commercial density and cultural diversity in downtown Farmington with unique retail and chef-owned restaurants.
- » Enhance historic charm through building improvements, signage, and heritage tours.
- » Improve connectivity by linking the Nine Line to downtown and integrating walkable access across the City.
- » Address housing needs, particularly on the east side, through redevelopment and increased housing options.
- » Develop a downtown parking structure and relocate government facilities.
- » Activate parks with nature-based programming, fitness amenities, and adventure play features.
- » Promote the blue and green economy with public art initiatives and investment in sustainable environmental systems.

### Focus Group 2

- » Support diverse, high-quality dining and retail options to enhance downtown Farmington’s appeal.
- » Revitalize underutilized lots, especially along the east end of Grand River Avenue, through public-private redevelopment.
- » Improve community-wide walkability and connectivity, focusing on downtown and trail networks.
- » Expand affordable housing options to support aging in place and multi-generational living.
- » Address downtown parking challenges and promote dense, mixed-use development.
- » Enhance community engagement through inclusive programming and sustainability education throughout downtown and local parks.
- » Promote accessibility and historic character through preservation efforts and design standards.

### Focus Group 3

- » Expand upscale dining options downtown with clustered restaurant development.
- » Extend business and restaurant hours into the evening to boost activity.
- » Ensure universal accessibility is integrated into all design plans.
- » Attract visitors by establishing unique, destination-worthy businesses.
- » Identify underutilized areas for additional parking or housing opportunities.
- » Continue developing diverse and inclusive housing choices.
- » Improve connectivity and access by linking parks with active transportation routes and revitalizing key corridors like the east side of Grand River Avenue.

### Focus Group 4

- » Redevelop underutilized areas near downtown Farmington for higher and better commercial and residential uses, along with improved parking efficiency.
- » Unlock the potential of the east end of Grand River Avenue with targeted investment and planning.
- » Reevaluate private parking requirements where demand may not justify them.
- » Strengthen connections between neighborhoods and downtown through trails and non-motorized pathways.
- » Install sidewalks in neighborhoods to enhance walkability and connectivity.
- » Explore road diet strategies to improve traffic flow, safety, and pedestrian access.



“Farmington is a City of neighborhoods, not a City of subdivisions.”

- FOCUS GROUP PARTICIPANT



“Grow, but grow wisely.”

- FOCUS GROUP PARTICIPANT

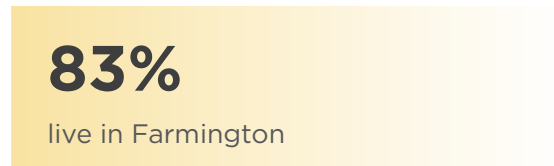
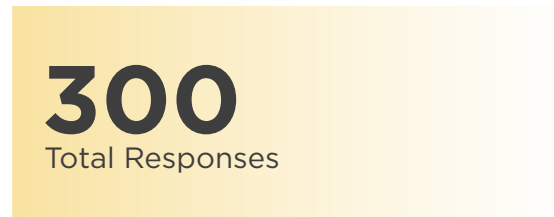
*Source: Wikipedia (Top), Wikimedia Commons (Bottom)*

## COMMUNITY SURVEY

### Overview

A 26 question community survey, created by the planning team and reviewed by City staff, was published online via Survey 123. The survey was open for roughly 2 months and advertised through flyers, coasters at restaurants, sandwich boards downtown, and at the Farmington Civic Theater.

### Respondents



### Key Feedback

The following are takeaways from the community survey, summarizing 300 responses across multiple choice and open ended questions. They are intended to help guide and identify next steps.

- » **Aging Infrastructure & Affordability:** Outdated infrastructure and a lack of affordable, diverse housing threatens future growth and livability.
- » **Revitalize Neglected Areas:** Redevelop vacant properties, especially east of downtown, and enhance underused areas with mixed-use, vibrant developments.
- » **Walkable, Safe, & Green City:** Improve streets, sidewalks, bike paths, and parks to create a safer, greener, and more connected community.
- » **Downtown Needs to Evolve:** Expand beyond bars and chain restaurants with diverse businesses, arts, culture, and family-friendly spaces for all ages.
- » **Support for Mixed-Use & Diverse Housing:** Encourage higher-density, mixed-use, and attainable housing that fits Farmington's small-town charm.
- » **Public Spaces & Parks Must be More Active & Inclusive:** Activate parks, plazas, and civic spaces, like the Warner Mansion, as community gathering hubs.
- » **Diverse Dining, Nightlife, & Entertainment:** Attract varied restaurants, entertainment, and late-night spots to keep downtown vibrant.
- » **Improved Connectivity & Walkability:** Link neighborhoods, parks, and downtown with safe, pedestrian-friendly streets and trails.
- » **Parking Modernization & Land Use Efficiency:** Modernize parking and adjust policies to support dense, efficient, mixed-use development.
- » **Preserve Farmington's Small-Town Feel with Smart Growth:** Balance growth with Farmington's charm, civic pride, and strong community identity.



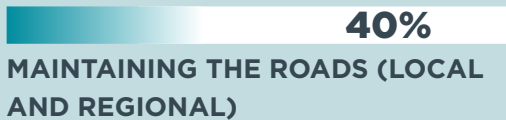
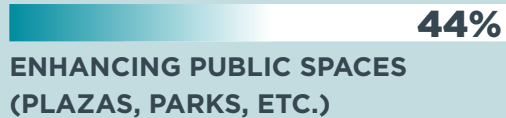
Community Outreach Flyer

## Key Questions Snapshot

The following are key questions and their responses. The detailed survey is located in the [Appendix](#) and includes all of the survey responses.

Which of the following **projects** do you find **most important**?

PROJECTS SEEN AS  
 “VERY IMPORTANT”



What types of **businesses** would you like to see in **Downtown Farmington**?

**#1** Variety of Restaurants

**#2** Unique Retail

**#3** Experiential Spaces

What types of **improvements** should be prioritized in **Downtown Farmington**?

**66%** More/expanded mix of **retail and dining** options

**42%** **Pedestrian-friendly** design

**25%** Enhanced **parking**

**62%**  
Yes

Do you feel **safe walking or biking** to the **parks**?

What types of **park improvements** should receive the highest **prioritization**?

**41%**

Enhance **passive use areas** (e.g. seating areas, walking paths, natural areas, pavilions, etc.)

**41%**

**Expand trails and connectivity** by ensuring that sidewalks to parks and other destinations are connected

**32%**

**Renovate existing park amenities**

## OPEN HOUSE #1

### Overview

The planning team hosted an open house at the Farmington Farmer’s Market to gather community input. Over 200 attendees participated in creative and engaging activities to vote on planning priorities and shared detailed feedback through interactive activities and conversations with event hosts. A summary of the responses is provided on the following pages.

As the planning process progresses, an additional open house will be held, and community feedback will be documented in this report.

### Master Plan

For the Master Plan, participants were asked to vote on their top priorities for improvement within the community and offer any additional insights for the future of the City. The top priorities of the master plan, as seen by Farmers Market goers, are as follows in order from highest to lowest priority:

1. Sidewalks, Trails, and Multi-Use Paths
2. Downtown Revitalization
3. Parks Improvements
4. Grand River Avenue Improvements
5. Housing Options

Farmer’s Market Board: Master Plan



Other topics of discussion or areas of concern included:

- » Evaluate the effectiveness of downtown Farmington parking arrangements to improve the appeal for residents and visitors
- » Consider alternative transportation options, like a shuttle bus, for event days to limit congestion
- » Improve walkability throughout the City by creating pedestrian connections through auto-oriented areas, especially westward along Grand River Avenue
- » Implement wayfinding strategies to guide pedestrians, cyclists, and drivers throughout the commercial districts of the City
- » Incentivize increased foot traffic in downtown Farmington with a variety of indoor and outdoor dining options and diverse retail
- » Encourage safer driving by implementing road diets and other traffic calming strategies
- » Enhance bikeability by creating bike lanes and installing bike racks throughout downtown Farmington

## Parks and Recreation Boards

For the Parks and Recreation Plan, community members provided insight on the existing facilities and programs within each park that work well, and amenities they wish were added or enhanced. A + denotes generally positive feedback while - identifies the need for improvements.

### Dinan Park

- + Suitable and safe for young children
- + Enjoyable firepit area
- Uncomfortable furniture

### Drake Park

- + Children's play area as a hub for socializing
- Slide design

### George F. Riley Park

- + Programming like the Farmer's Market and skating rink
- + Amenities like bathrooms, a heated space, and a playscape
- Parking challenges at busy times
- No shade

### Flanders Park

- + Accessible by biking

### Masonic Plaza

- + Beautiful gathering spaces
- No fencing along Grand River Avenue and Farmington Road for child safety
- Missing tables and shade with the existing seating
- Desiring more programming (exercise)

### Shiawassee Park

- + Spaces for children with open fields and playscape
- + Pocket of nature with a river, walking trails, and stairs to downtown
- + Option of gravel trails and running paths
- No swings for older children
- Opportunity for off-leash dog park
- Needs mile-markers along trails
- Lacks basketball and pickleball courts
- Field and stair maintenance
- ADA accessibility challenges

### Warner Museum

- Building should be open for rentals
- Desires more frequent lecturers, authors, and presenters

### Women's Park

- + Manicured landscaping
- History of the park is not publicized

### System-wide Comments

- » Install engagement boards at parks to advertise upcoming events
- » Incorporate more bike lanes throughout the City
- » Create more indoor playscapes and event spaces for colder weather
- » Prioritize greenspaces over parking spaces



Farmer's Market Boards:  
Parks and Recreation



Farmer's Market Boards: Downtown Improvements

## Downtown Plan

For the Downtown Plan, participants were asked to place markers on a map to indicate where downtown improvements could be made. They were also encouraged to leave specific feedback related to housing, parks, commercial uses, and mobility. The following are the takeaways:

## Written Suggestions

- » **Desire for a Pedestrian-Friendly Downtown:** Multiple notes emphasized the need to enhance pedestrian safety, walkability, and comfort downtown.
- » **Support for More Green Spaces and Landscaping:** Suggestions included adding bushes, trees, and greenery to improve aesthetics and provide more inviting spaces.

- » **Better Traffic and Street Crossings Management:** Calls for clearer crossings and better visibility at intersections, especially connecting to the Farmers Market area.
- » **Need for Public Gathering Spaces:** Participants suggested creating spaces for people to gather and socialize, making downtown more community-centered.
- » **Improved Accessibility and Connectivity:** Focus on ensuring easy access for all users, including those with mobility challenges, and improving connections between key destinations like the Farmers Market and library.
- » **Desire for Enhanced Activities and Attractions:** Comments suggested adding more attractions, events, or entertainment options to draw people downtown.
- » **Calls for More Local Art and Cultural Elements:** Interested in integrating public art and celebrating local culture throughout the downtown area.
- » **Importance of Cleanliness and Maintenance:** Concerned about keeping public areas clean, safe, and well-maintained were noted.
- » **Library-to-Market Integration Opportunities:** Some notes suggested needing better connections to the library and market with pedestrian-friendly pathways and spaces.
- » **Emphasis on Safety at Night and During Events:** A few notes mentioned the need for better lighting and security measures, particularly in the evenings and during events.

## Additional Suggestions

The other portion of this exercise involved placing markers on the map to designate potential improvements. Different color markers represent various themes: orange for pedestrian-friendly design, blue for additional housing, green for public gathering and park spaces, and purple for expanded retail and dining options. The following are the key takeaways:



Farmer's Market Boards: Downtown Improvements

### Key:

- Pedestrian-Friendly Design
- Public Gathering Spaces
- More Housing
- Expanded Retail and Dining

## PEDESTRIAN FRIENDLY DESIGN

The following comments were focused along major corridors such as Farmington Road and Grand River Avenue, as well as interior to the downtown center. Respondents desire:

- » Improve pedestrian safety and connections by adding crosswalk signals, better paths, and clear signage.
- » Enhance underused spaces with beautification, greenery, and improved access to make them more inviting.
- » Strengthen downtown by connecting businesses and attracting more dining and retail options.

## PUBLIC GATHERING SPACES

The following comments were focused at key gateways in the downtown as well as transition zones from the greater area into the downtown area. Respondents desire:

- » Improve safety and visibility at crossings, especially at night, with better lighting.
- » Enhance the look and feel of downtown by replacing blighted buildings with green spaces and improve key entry points.
- » Expand inclusive recreation options by adding a community center, adaptive activities, and safer bike lanes and paths.

## MORE HOUSING

The following comments were focused at areas previously identified as needing investment and redevelopment. Respondents desire:

- » Revitalize and clean up neglected areas and shopping centers along Grand River, including old buildings, gas stations, and the east end for additional mixed-use/housing.
- » Add more housing options like condos and single-family homes, along with parking solutions to support people who want to stay in Farmington.
- » Expand local amenities by improving walkability and bike infrastructure in tandem with residential infill.

## EXPANDED RETAIL AND DINING

The following comments were focused on the fringe of the study area, along major corridors that demand reinvestment and a new vision. Respondents desire:

- » Revitalize key shopping areas and streets, while enhancing existing attractions like murals, events, and Riley Park.
- » Balance parking needs with more walkability, ensuring accessible spaces while preserving downtown's charm.
- » Attract more dining, nightlife, shopping, and community spaces to create a vibrant, active downtown for all ages.

## OPEN HOUSE #2

### Overview

The second open house was held at the Farmington Farmers Market in October 2025. In addition to the in-person activities, attendees were encouraged to review the project website and provide their feedback on the draft goal, objectives, and renderings via an online survey. The online materials were also promoted on the City’s website and social media pages.

### Master Plan

The Master Plan establishes a clear vision for Farmington’s future, balancing growth with preservation of the community’s character. Feedback from the open house and online survey emphasized the importance of maintaining neighborhood identity while introducing housing diversity. Residents expressed interest in options such as townhomes and mixed-use developments, paired with strong support for incremental density rather than large-scale changes. Connectivity also remains a priority, with feedback received on the map incorporated into the segment priority evaluation matrix.

### Q: What types of housing would you like to see in Farmington?



Townhomes



Flats/Studios/Lofts



Single Family - Entry-Level/  
Starter Home



Duplexes



Single Family - Large



Multi-Family

### FEEDBACK THEMES



#### ***Demand for Density and Diversity***

Interest in housing types like **townhomes, flats, studios, and lofts** suggest a shift in preference beyond traditional single-family homes.



#### ***Aging in Place***

Housing that supports aging in place in a **multi-generational setting**.



#### ***Preservation of Character***

Desire for development that **enhances the city without sacrificing its unique downtown character** or prioritizing space for cars over people.

## Downtown Plan

Engagement feedback showed enthusiasm for mixed-use development in underutilized spaces, public space enhancements, and connectivity improvements. Two- and three-story building scales were generally well-received, but proposals for four-story structures sparked mixed reactions, with some viewing them as a long-term opportunity and others concerned about preserving downtown’s unique character. The Downtown Plan reflects these priorities by promoting a walkable, welcoming environment that supports local businesses and fosters a sense of place.

### FEEDBACK THEMES



#### ***Preservation of Character***

Concern about losing historic charm; requests for **design guidelines** coordinating with downtown architecture.



#### ***Small Business Focus***

Emphasis on supporting **local retail and unique destinations**, including artist studios, galleries, performance spaces, and pocket parks.



#### ***Parking & Access***

Support for the TJ Maxx focus area development; calls for **fewer parking lots and more walkability**.

### Q: What are your priorities for the Downtown Focus Areas?



Walkability



Aesthetics



Housing



Public Spaces



Parking



Business Attraction

## OPEN HOUSE #2

### Parks and Recreation Plan

The first round of engagement generated a list of potential park improvements. These ideas were then shared with the community for feedback during the second Open House and through an online form. At the Open House event, participants could place a dot next to the improvement they felt was the highest priority for each of the following parks: Drake Park, Flanders Park, George F. Riley Park and Sunquist Pavilion, and Shiawassee Park.

Additional suggestions were collected on sticky notes and online and are summarized below:

#### Drake Park

- » Add pickleball, shuffleboard courts

#### Flanders Park

- » Lighting outside of the walking path and workout area
- » More toddler-appropriate play equipment
- » Upgrade the wood chips to rubber play surfacing
- » Improved maintenance

Rank	Improvement	Park	Number of Votes
1	Downtown connection	Shiawassee Park	38
2	Plant trees	Flanders Park	24
3	Shade structures at benches	Flanders Park	24
4	Electric upgrades	Riley Park	22
5	Add at least two restrooms	Riley Park	22
6	Off-leash dog park	Shiawassee Park	21
7	Add entrance points and improve accessibility	Shiawassee Park	17
8	ADA pathways	Drake Park	14
9	Roll-up glass garage doors	Riley Park	14
10	Pavilion	Drake Park	13
11	Play elements for older children	Shiawassee Park	12
12	Safety and circulation issues on south side	Riley Park	11
13	Covered parking area	Riley Park	10
14	Cricket pitch	Drake Park	8
15	Shipping container storage space	Riley Park	8
16	Bicycle pump track	Shiawassee Park	6

## MASTER PLAN COMMUNITY ENGAGEMENT KEY TAKEAWAYS

The following are key takeaways from community engagement pertaining to the Master Plan portion of this process. They are intended to provide insight and perspective in crafting future recommendations and offer a comprehensive view of the issues, opportunities, and future of Farmington.



Focus redevelopment on underused spaces with vibrant, mixed-use projects that blend retail, housing, and community spaces.



Promote a range of housing types (*affordable, mixed-use, and multi-generational options*) to support residents of all ages, incomes, and household sizes.



Preserve Farmington's charm while enabling smart growth, ensuring land use reflects the City's identity.



Support safer navigation for all users with road diets, clear signage, and improved visibility for pedestrians, cyclists, and drivers.



Improve citywide mobility through safer crossings, dedicated bike lanes, and traffic calming strategies that support non-motorized travel.

## DOWNTOWN PLAN COMMUNITY ENGAGEMENT KEY TAKEAWAYS

The following are key takeaways from community engagement pertaining to the Downtown Plan portion of this process. They are intended to provide insight and perspective in crafting future recommendations and offer a comprehensive view of the issues, opportunities, and future of Farmington.



Create a vibrant, diverse downtown core with unique dining, retail, and entertainment options.



Extend business hours and nightlife offerings to activate downtown day and night.



Make downtown more pedestrian-friendly with improved crossings, paths, and signage.



Integrate more art, culture, and local attractions to enhance downtown's appeal.



Develop strategic parking solutions and improve existing parking arrangements to support businesses and events.

## PARKS AND RECREATION MASTER PLAN COMMUNITY ENGAGEMENT KEY TAKEAWAYS

The following are key takeaways from community engagement pertaining to the Parks and Recreation Master Plan portion of this process. They are intended to provide insight and perspective in crafting future recommendations and offer a comprehensive view of the issues, opportunities, and future of Farmington.



Activate parks with programming, events, and fitness amenities to encourage year-round use.



Prioritize green spaces over parking spaces, making parks and civic areas more inviting.



Enhance underused public spaces with landscaping, beautification, and public art.



Add inclusive recreation options and indoor playscapes for all ages and seasons.



Improve cleanliness and maintenance to support safe, well-used parks and gathering areas.



# 04

## Future Land Use and Housing



# 04

## Future Land Use and Housing

### OVERVIEW

Farmington's future land use plan serves as a blueprint for guiding thoughtful growth while preserving the City's historic character, beloved neighborhoods, and valued green spaces. While Farmington is largely built out, there remain strategic opportunities for redevelopment and infill that can accommodate future growth in a way that reflects the community's priorities. This chapter is rooted in both community input and technical analysis, and will serve as a foundation for decision-making in the years ahead.

The plan recognizes Farmington's unique assets, including its vibrant and walkable downtown, strong sense of place, and historic and established neighborhoods, and seeks to build on those strengths. It also acknowledges the importance of enhancing public spaces that contribute to the City's quality of life.

The planning process was shaped by robust community engagement, generating hundreds of ideas about how Farmington should grow. These insights informed a set of land use principles that address housing diversity, neighborhood character, and economic development. Above all, the plan reflects Farmington's desire to honor its traditions while embracing a future that is inclusive and community-driven.

The Future Land Use Map illustrates how Farmington should evolve over time. It provides guidance for future zoning and policy decisions. Any rezoning proposals will follow the City's formal process, including public hearings and review procedures, ensuring transparency and community input.

### Relevant Plans and Policies

#### **Oakland County Hazard Mitigation Plan**

The Farmington master plan is designed to work in tandem with the Oakland County Hazard Mitigation Plan by aligning local land use decisions with regional hazard data. Future infrastructure projects will be evaluated for consistency with the County's mitigation goals to ensure Farmington remains a resilient community.

## FUTURE LAND USE DISTRICTS & TYPOLOGIES

Farmington offers a range of lifestyle options and is well-positioned near major economic centers in Southeast Michigan. New development and redevelopment will help meet evolving housing needs, support local jobs, and create vibrant community spaces.

The Future Land Use Map illustrates the desired development pattern of Farmington. Future developments, capital projects, and policy decisions should align with the map and designated land use typologies. Each land use typology outlined in the Plan includes a distinct set of characteristics that reflect the desired form, function, and character of development. The Land Use Typologies Matrix, included in the following pages, describes these characteristics in detail, along with associated development standards.

In accordance with the Michigan Planning Enabling Act (MPEA) and the Michigan Zoning Enabling Act (MZEAA), Farmington will also develop a Zoning Plan alongside the Future Land Use Plan. This ensures that zoning regulations are consistent with the community’s long-term vision and that future development is legally supported and strategically guided. While current zoning designations may not fully align with the Future Land Use Map, the Zoning Plan will help to bridge that gap through targeted updates and refinements.

Any proposed rezoning will follow the City’s established legal process, which includes a formal application, public hearings, and review procedures to ensure transparency, consistency with state law, and meaningful community input.

### Land Use Character Definitions

- » **Land Use** - Describes the variety of ways (i.e. residential, commercial, etc.) people make use of the land.
- » **Height** - Describes the general height of a building in number of stories.
- » **Front Setback** - The minimum distance between the front property line of a site and the building on the site.
- » **Parking** - General requirements related to parking standards including location and screening.
- » **Development Intensity** - The approximate concentration or compactness of buildings on a site.
- » **Recommended Uses** - The proposed development type for a site.

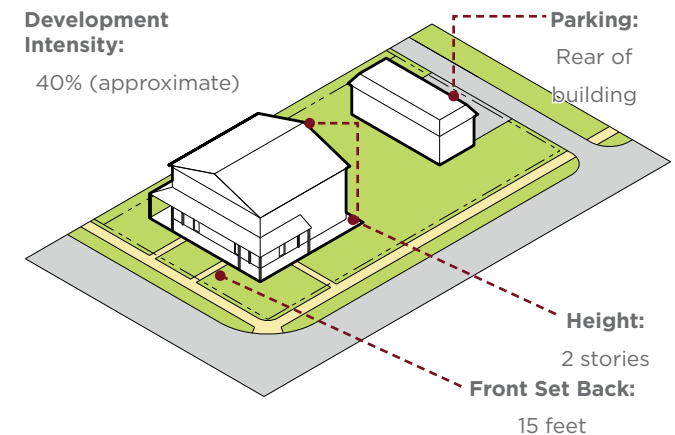
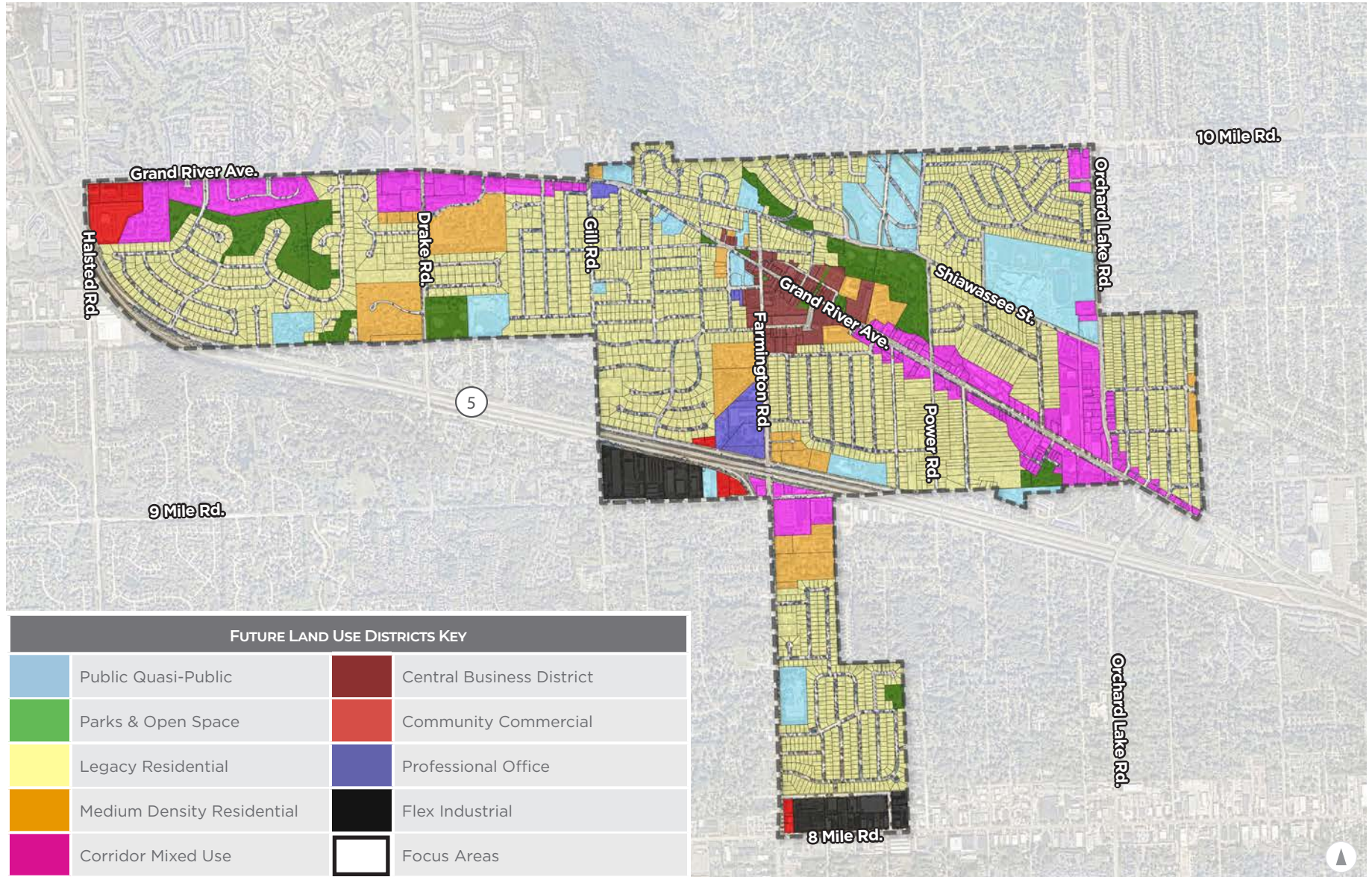


TABLE 1-1: Future Land Use Map Typologies Matrix

Land Use	Height	Front Setback	Parking Arrangement	Recommended Development intensity	Recommended Uses
Public Quasi-Public	50 ft.	<50ft.	Varies by use type	50,000 - 100,000 sf/acre	<ul style="list-style-type: none"> <li>Institutional</li> <li>Government Offices and Services</li> </ul>
Parks & Recreation	--	--	--	--	<ul style="list-style-type: none"> <li>Parks</li> <li>Recreation</li> <li>Natural Areas</li> </ul>
Legacy Residential	10 - 35 Feet	10 - 30 Feet	2 spaces / unit	3 - 6 units / acre	<ul style="list-style-type: none"> <li>Detached Single Family Homes</li> <li>Attached Single Family Homes</li> </ul>
Medium Density Residential	40 Feet	5 - 25 Feet	1 - 2 spaces / unit	5 - 20 units/acre	<ul style="list-style-type: none"> <li>Detached Single Family Homes</li> <li>Attached Single Family Homes</li> <li>Multifamily Residential</li> </ul>
Corridor Mixed Use	60 - 70 Feet	0 - 20 Feet	Rear or side facing of building, screen from street/neighbor uses	10 - 30 units / acre 12,000 - 40,000 square feet / acre	<ul style="list-style-type: none"> <li>Retail</li> <li>Office</li> <li>Multifamily Residential</li> </ul>
Central Business District	10 - 70 Feet	0 - 25 Feet	Rear or side facing of building, screen from street and neighboring uses (multifamily/commercial only)	10 - 30 dwelling units / acre 10,000 - 30,000 square feet / acre	<ul style="list-style-type: none"> <li>Attached Single Family Homes</li> <li>Multifamily Residential</li> <li>Mixed Use w/ Retail</li> <li>Mixed Use w/ Office</li> </ul>
Community Commercial	40 Feet	0 - 50 Feet	Rear or side facing, screen from street/neighbor uses	10,000 - 25,000 square feet / acre	<ul style="list-style-type: none"> <li>Retail</li> <li>Office</li> <li>Hotel / Lodging</li> <li>Medical Office</li> <li>Hospital / Clinics</li> </ul>
Professional Office	50 - 60 Feet	0 - 50 Feet	Screen from street/neighbor uses	10,000 - 15,000 square feet / acre	<ul style="list-style-type: none"> <li>Office</li> <li>Medical Office</li> <li>Hospital / Clinics</li> </ul>
Flex Industrial	50 Feet	0 - 50 Feet	Varies by use type	50,000 - 100,000 square feet / acre	<ul style="list-style-type: none"> <li>Industrial</li> <li>Office</li> <li>Retail</li> </ul>

It is important to note that as part of this Plan, these designations and standards are only intended to be general in nature. As future zoning changes, these recommendations should be referenced. When reviewing this section, consider that the current zoning designations in the village may not align with the future land use map presented here. The intention is to provide a reference point for how land should be used or rezoned in the future.

Future Land Use Map



## PUBLIC QUASI-PUBLIC

Below: A variety of institutional places within a city offers services for residents and improves quality of life.



### Development Character

<b>Height</b>	50 ft
<b>Building Coverage</b>	30-40%
<b>Front Setback</b>	0-50 ft
<b>Parking</b>	Varies by use type
<b>Intensity</b>	50,000-100,000 sf / acre

- Recommended Uses**
- Institutional
  - Government Offices and Services
  - Parks & Open Spaces

### Description

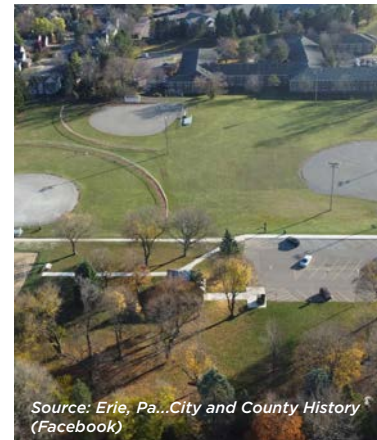
Institutional areas are designated for public and semi-public uses, including government facilities, libraries, city emergency and service departments, religious institutions, privately owned schools and universities, and public school campuses. These spaces serve as critical community anchors and should be thoughtfully designed to ensure they are both functional and seamlessly integrated into their surroundings.

Institutional buildings should maintain a high standard of architectural quality, reflecting their civic importance while complementing the surrounding community's character. Pedestrian and bicycle connectivity should be prioritized, with well-marked crossings, accessible pathways, and secure bike facilities to encourage active transportation.

Landscaping, streetscape elements, and wayfinding signage should be carefully considered to blend these facilities into the existing street network, providing visual continuity and promoting a welcoming environment. Institutional sites should also incorporate green spaces, plazas, and gathering areas, ensuring they serve as community hubs that enhance quality of life for residents and visitors alike.

## PARKS AND OPEN SPACES

Below: A variety of city park spaces within a city creates amenities for residents and visitors and improves the local environment.



### Development Character

<b>Parking</b>	<i>Shared parking encouraged</i>
<b>Recommended Uses</b>	<ul style="list-style-type: none"> <li>• Parks</li> <li>• Recreation</li> <li>• Natural/Conservation Areas</li> </ul>

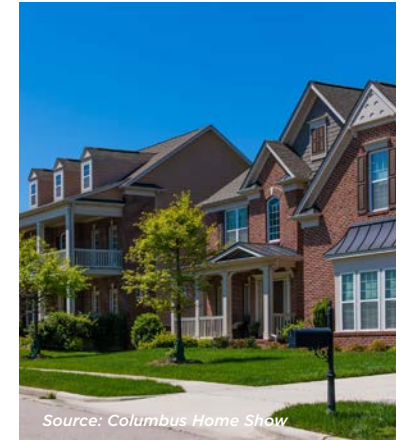
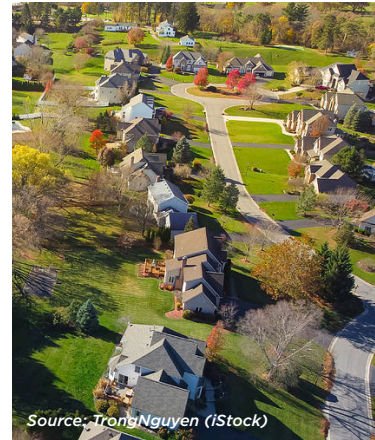
### Description

Parks and Open Space areas are vital community assets that support both active and passive recreation, enhance quality of life, and preserve natural landscapes. Park facilities should be thoughtfully designed and seamlessly integrated into their surroundings, offering a diverse range of recreational opportunities for residents of all ages. This may include walking trails, sports fields, playgrounds, picnic areas, and natural areas for quiet reflection. Structures and amenities should be connected to a network of pedestrian and bicycle pathways, with enhanced crossings to ensure safe access for all users.

## LEGACY RESIDENTIAL



Below: Legacy Residential areas already exhibit characteristics of established neighborhoods and through context-appropriate development, can continue to improve and change.



### Development Character

<b>Height</b>	10 - 35 ft
<b>Building Coverage</b>	30%
<b>Front Setback</b>	10 - 30 ft
<b>Parking</b>	2 spaces / unit
<b>Intensity</b>	3 - 6 units / acre
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• Detached / Attached Single Family</li> </ul>

### Description

Legacy Residential allow for single-family housing in established districts and neighborhoods. The character should reflect existing housing patterns, but allow for flexibility in housing type that maintains the fabric of these older and established neighborhoods.

### Development Intensity

Development character should be single family residential and community facilities that reflect the current suburban characteristics of established neighborhoods. In this area, development intensity should be up to 6 units/acre.

### Open Space

Open space should be integrated into the area and primarily include preservation areas where land has been restored to its natural state and sensitive features are protected. Open spaces should be landscaped with native plants that require little care and support a variety of habitats.

### Connectivity

Connectivity should be that of a neighborhood character, with narrow street widths and streetscapes that include trees, lighting, green stormwater infrastructure, etc.

## MEDIUM DENSITY RESIDENTIAL

*Below: Medium Density Residential development can offer a variety of housing options and various price points for potential renters and owners. This can attract new and existing residents to housing options previously not offered within city limits.*



### Development Character

<b>Height</b>	40 ft
<b>Building Coverage</b>	30-50%
<b>Front Setback</b>	0 - 20 ft
<b>Parking</b>	1-2 spaces / unit
<b>Intensity</b>	5 - 20 units / acre

- Permitted Uses**
- *Detached / Attached Single Family*
  - *Multifamily*

### Description

Medium Density Residential is characterized by neighborhoods with a range of dense single- and multi-family housing options with on-site, shared amenities.

### Development Intensity

Development intensity should be up to 20 dwelling units per acre.

### Open Space

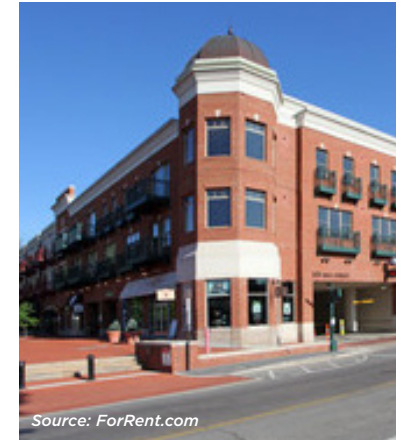
Open space should be integrated into developments and primarily include areas for gathering. Recreational paths should be included within open space and make connections to the existing sidewalk network whenever possible.

### Connectivity

Connectivity should support a walkable, human-scaled environment, with streetscape elements such as trees, pedestrian lighting, and green infrastructure. Street widths and intersections should prioritize safety for pedestrians and cyclists accessing nearby destinations.

## CORRIDOR MIXED-USE

*Below: Corridor Mixed Use development along key transportation corridors supports a blend of commercial, residential, and service-oriented uses that activate the streetscape and provide convenient access to daily needs.*



### Development Character

<b>Height</b>	60 - 70 ft
<b>Building Coverage</b>	30 - 70%
<b>Front Setback</b>	0 - 20 ft
<b>Parking</b>	Rear / side of building; screen from street / neighboring uses
<b>Intensity</b>	<ul style="list-style-type: none"> <li>• 10 - 30 units / acre</li> <li>• 12,000 - 40,000 sf / ac</li> </ul>
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• Retail</li> <li>• Office</li> <li>• Multifamily Residential</li> </ul>

### Description

Corridor Mixed Use is characterized by a vertical and/or horizontal mix of uses, with high quality public and private realm features that promote walkability and social interaction. Public amenities such as outdoor cafes, plazas, and green space provide both residents and visitors areas to relax and socialize. These uses support the surrounding neighborhoods with goods and services.

### Development Intensity

Development should prioritize residential uses while integrating complementary commercial and civic functions. Development intensity in this area may range from 10 to 30 units per acre for residential and 12,000 to 40,000 square feet per acre for non-residential uses.

### Open Space

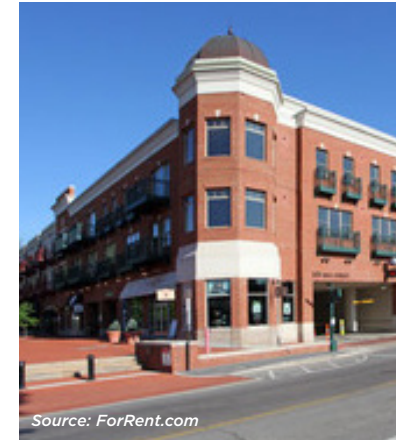
Open space should be highly connected and create both small- and large-scale spaces for people to gather including plazas, green lawns, and natural areas with a focus on public art.

### Connectivity

Connectivity should incorporate “complete street” principles so it is safe and efficient for all modes of travel. Streetscape elements should be cohesive and enhance the public realm. Cross-access drives are encouraged between developments to reduce curb-cuts on major roadways.

## CENTRAL BUSINESS DISTRICT

*Below: Downtown Mixed Use promotes a mix of commercial, residential, and public spaces that create dynamic centers for people to live, work, and play.*



### Development Character

<b>Height</b>	10 - 70 ft
<b>Building Coverage</b>	30 - 70%
<b>Front Setback</b>	0 - 20 ft
<b>Parking</b>	Rear or side facing of building, screen from street / neighboring uses
<b>Intensity</b>	10 - 30 units / acre 10,000 - 30,000 sf / acre
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• Attached Single Family</li> <li>• Multifamily Residential</li> <li>• Mixed Use w/ Retail</li> <li>• Mixed Use w/ Office</li> </ul>

### Description

Downtown Mixed Use is defined by its location in Farmington’s downtown core. This designation integrates a mix of uses into Farmington’s downtown.

### Development Intensity

Development should prioritize residential uses while integrating complementary commercial and civic functions. Building heights and densities should respect the existing downtown character, with residential densities ranging from 10 to 30 units per acre and non-residential uses ranging from 12,000 to 40,000 square feet per acre. Mixed-use buildings are encouraged to activate the street level and support upper-story housing or office space.

### Open Space

Open space should be highly connected and create both small- and large-scale spaces for people to gather including plazas, green lawns, and natural areas with a focus on public art.

### Connectivity

Connectivity should incorporate “complete street” principles so it is safe and efficient for all modes of travel. Streetscape elements should be cohesive and enhance the public realm. Cross-access drives are encouraged between developments to reduce curb-cuts on major roadways.

## COMMUNITY COMMERCIAL

*Below: Community Commercial creates an environment for small- to medium-scale retail, neighborhood services, and office uses that complement and support nearby residential uses.*



### Development Character

<b>Height</b>	40 ft
<b>Building Coverage</b>	30 - 40%
<b>Front Setback</b>	0 - 50 ft
<b>Parking</b>	Rear / side of building; screen from view
<b>Intensity</b>	10,000 - 25,000 sf / ac
<b>Recommended Uses</b>	<ul style="list-style-type: none"> <li>• Retail</li> <li>• Office</li> <li>• Hotel / Lodging</li> <li>• Medical Office</li> <li>• Hospital / Clinics</li> </ul>

### Description

Community Commercial is intended for small- to medium-scale commercial uses that complement the City and also serve the regional community.

### Development Intensity

Development character should have a distinct presence from the street and be visually pleasing. Buildings should face the street with pedestrian-scale windows. Development intensity in this area can range from 10,000 - 25,000 square feet per acre. Increased floor area or building height may be supported when projects incorporate high-quality site design, public realm enhancements, or community-serving amenities.

### Open Space

Open space should be used to define and add character to a development. Ornamental landscaping within the setback, within parking lots, and along buildings is encouraged.

### Connectivity

Connectivity should incorporate “complete street” principles so it is safe and efficient for all modes of travel. Streetscape elements should be cohesive and enhance the public realm. Cross-access drives are encouraged between developments to reduce curb-cuts on major roadways.

## PROFESSIONAL OFFICE

*Below: Professional Office supports business and medical uses in settings that range from small-scale offices to larger campuses, offering accessible and well-connected environments for employees and clients.*



### Development Character

<b>Height</b>	50 - 60 ft
<b>Building Coverage</b>	30 - 50%
<b>Front Setback</b>	0 - 50 ft
<b>Parking</b>	Rear / side of buliding; screen from view
<b>Intensity</b>	10,000 - 15,000 sf / ac

- Recommended Uses**
- Office
  - Medical Office
  - Hospital/Clinics

### Description

These areas are designated for a range of office uses, including small professional offices and larger campus-style developments. Buildings should accommodate business or medical functions and may serve local, regional, or national tenants.

### Development Intensity

Sites should be thoughtfully integrated into the surrounding context, with both vehicular and non-motorized connections. Shared parking agreements are encouraged and may be used to reduce overall parking requirements. Landscaping, streetscape elements, and signage should be designed to help larger sites blend into the existing street network.

### Open Space

Site designs are encouraged to include outdoor plazas and/or landscaped areas that provide amenities for employees and visitors.

### Connectivity

Pedestrian access and interconnected pathways across multiple developments are encouraged in larger office settings to offer employees opportunities for low-intensity recreation and active transportation.

## FLEX INDUSTRIAL

Below: Flex Industrial districts can contain a variety of uses that require large development parcels.



### Development Character

<b>Height</b>	50 ft
<b>Building Coverage</b>	30 - 40%
<b>Front Setback</b>	0 - 50 ft
<b>Parking</b>	Varies by use type
<b>Intensity</b>	50,000 - 100,000 sf/ac

- Recommended Uses**
- Industrial
  - Office
  - Retail (secondary)

### Description

Continue to allow for industrial uses in established areas of the community where these uses already exist. The character should reflect existing development patterns and remain sensitive to adjacent uses through screening and buffering where appropriate or necessary.

### Development Intensity

Development character is typically utilitarian, with large building footprints, minimal architectural ornamentation, and functional layouts that prioritize access and logistics. Development intensity is variable, generally reflecting low to moderate site coverage depending on operational needs.

### Open Space

Open space requirements are generally limited and focused on functional needs such as stormwater management, equipment staging, and vehicle circulation. Landscaping should be used strategically to buffer adjacent uses and enhance streetscape conditions without interfering with operations.

### Connectivity

Connectivity is typically low due to security and logistical constraints. However, where feasible, access points should be integrated into the broader street network, and pedestrian or multi-modal connections should be considered to improve safety and reduce isolation from surrounding neighborhoods.

## ZONING & HOUSING STRATEGY

The zoning ordinance is a regulatory tool to manage land use that is enabled by the Michigan Zoning Enabling Act (MZEAA), PA 110 of 2006. Section 203 (1) of the act requires that zoning be based on a plan, given that a plan describes the vision and policies for the future and the zoning ordinance provides the regulatory tool to achieve these policies.

For instance, the zoning ordinance will help direct land uses to appropriate areas through zoning districts and promote community attractiveness through the dimensional standards designated for each land use.

## Proposed Changes to the Zoning Ordinance

Upon the adoption of this Plan, the City intends to ensure that the zoning ordinance reflects the policies identified within this Plan. In general, all changes to the zoning ordinance will:

- » Ensure that new developments uphold the desired character of the community while recognizing the need for flexibility to not only uphold the existing character of the community but recognizing that downtowns and corridors are ever evolving therefore regulatory policies provide pathways to adjust for changing conditions as long as those pathways align with the Master Plan.
- » Direct higher intensity development to areas of the city that have the capacity to support such development as well as being compatible with adjacent land uses of lesser density or areas planned for historic preservation and areas planned to protect community and natural resources.
- » Eliminate or amend outdated and inefficient zoning districts.
- » Allow for mixed land uses in designated areas to promote vibrancy and connectivity to amenities such as parks, shopping, business service establishments, trails and bikeways and local places of employment and residency.

Furthermore, to link the zoning ordinance to the Master Plan, existing and proposed zoning districts should align to the future land use districts described in this Plan as described and displayed on the Future Land Use Map. Existing zoning districts as well as the future land use classifications are shown in the graphic on the next page.

It is the intent of this Master Plan to provide a framework for future growth and development patterns throughout the City of Farmington to which the zoning ordinance provides the regulatory structures and guidelines which will ultimately allow for the implementation of the vision and goals of this Master Plan.

Existing Zoning Districts	LEGACY RES.	MEDIUM DENSITY RES.	CORRIDOR MIXED USE	CENTRAL BUSINESS DISTRICT	COMMUNITY COMMERCIAL	PROF. OFFICE	FLEX INDUST.	PUBLIC/ QUASI PUBLIC	PARKS & OPEN SPACES
<b>R1: Single Family Residential</b> (8,000 sf)	X	X							X
<b>R1A: Single Family Residential</b> (10,050 sf)	X	X							X
<b>R1B: Single Family Residential</b> (12,500 sf)									
<b>R1C: Single Family Residential</b> (15,000 sf) (County Estates)	X								X
<b>R1D: Single Family Residential</b> (18,000 sf) (Planned Unit Dev.)	X								X
<b>R1P: Single Family Parking</b>									
<b>O: Office</b>			X	X	X	X	X		
<b>OS: Office Services</b>			X	X	X	X	X		
<b>Farmington Historic District</b> (Overlay)	X								X
<b>R2: Multiple Family Residential</b>		X	X	X				X	X
<b>R3: Multiple Family Residential</b>		X	X	X				X	X
<b>R4: Multiple Family Residential (1BR)</b>									
<b>R5: Duplex Multiple Family Residential</b>		X	X					X	X
<b>R6: Single Family Cluster Residential</b>	X								X
<b>CBD: Central Business District</b>				X	X	X		X	X
<b>C2: Community Commercial</b>			X	X	X	X		X	X
<b>C3: General Commercial</b>				X	X	X		X	X
<b>IND: Industrial</b>						X	X	X	X
<b>GRC: Grand River Redevelopment Overlay District</b>		X	X		X	X		X	X

## Specific Zoning Recommendations

- » The R-1C, R-1D and R-6 zoning districts are existing special development districts and are not likely to be utilized in the future for residential development throughout the city given existing residential conditions and development patterns. For that reason, the city may want to consider sunsetting those districts in the zoning code while still recognizing them as legacy districts on the future land use map.
- » Consider combining the Office and Office Service districts into a singular district which allows office and office services across multiple land use classifications as shown in the above graphic including permitting office and office service uses on second stories within the downtown overlay only.
- » The city may want to consider combining the multi-family and duplex districts with the exception of suburban style apartments as the R-2 and R-5 districts are very similar.
- » Consider elimination of R-4 zoning district and combining it with another compatible district as the R-4 District is not currently an existing district within the zoning ordinance.
- » Consider combining GRC/Grand River Overlay and community commercial districts to align with the existing CIA boundaries as well as areas to the west along Grand River.

*Below: Promote context sensitive in a variety of unit types to provide residents with new options.*

*Source: Zillow*



*Above: Foster environment to provide quality-of-life amenities that attract private residential and commercial investment along primary corridors.*

*Source: City of Carmel*

## GRAND RIVER CORRIDOR FOCUS AREAS OVERVIEW

The east end of the Grand River Avenue corridor serves as the first impression of Farmington. It includes a mix of essential community services. To enhance underutilized spaces for various uses, improvements such as new development, streetscape upgrades, and adaptive reuse are needed. These efforts will help create a sense of place and arrival along Grand River Avenue. Enhancing its appeal will require careful planning, targeted investment, and a coordinated approach to redevelopment that addresses evolving needs while strengthening the commercial corridor with new opportunities.

This section outlines the future of the corridor by focusing on several key areas, each identified for its potential to accommodate infill development, adaptive reuse, or public realm improvements. These sites offer opportunities for civic investment, enhancements to public spaces, and development aimed at attracting visitors.

**A**

### Uptown Plaza

A new signature mixed-use district at the southern gateway to Farmington.

**B**

### Winery + Danboise

A historic adaptive reuse project that can serve as a signature entertainment destination.

**C**

### East Gateway

Small-scale dining, streetscape upgrades, and a gateway feature.

**D**

### Drake Road

Mixed-use development with green space complemented by streetscape and crosswalk improvements.

East Gateway District



## UPTOWN PLAZA

### Overview

The Uptown Plaza focus area represents one of the most significant transformation opportunities in the City. Once a thriving retail center, the site has experienced a steady decline over time, with aging buildings, increasing vacancies, and a shift toward lower-intensity uses, such as entertainment and temporary tenants. Much of the existing commercial space is outdated and no longer aligns with current market demands, and while the site's auto-oriented layout, expansive surface parking, and fragmented internal circulation limits its integration with the surrounding urban fabric.

Despite these challenges, the site offers tremendous potential for reinvention. Its size, location, and visibility along Grand River Avenue, combined with proximity to surrounding neighborhoods and the downtown core, position it as a prime candidate for a new mixed-use district. Select portions of the site, including existing office space in the northeast corner, may be retained and integrated, but the majority of the property is envisioned for a complete redevelopment that reflects contemporary market realities and community aspirations.

Uptown Plaza Existing Condition



### Existing Conditions



## Observations

- Support adaptive reuse of aging commercial buildings for higher-value uses.
- Redevelop vacant big box sites and excess parking areas.
- Improve limited commercial frontage along Grand River Avenue.
- Enhance walkability where outparcels along Orchard Lake disrupt connectivity.
- Encourage increased residential density to strengthen local vitality.
- Utilize the existing street grid to improve access and integration.

## Community Feedback

### Survey

- Encourage reuse and reinvestment in aging or vacant properties.

### Open House

- Maintain Grand River Avenue improvements as an ongoing priority since the previous plan

### Stakeholders

- Encourage mixed-use revitalization of underutilized sites on Grand River's east end.

## Vision

The Uptown Plaza focus area is envisioned as a transformative mixed-use district that replaces an outdated commercial power center with a vibrant, walkable environment. The Plan introduces a new internal street network and high-quality streetscape that organize the site into a series of connected blocks, creating a cohesive framework for future development. Retail remains but as a secondary use, complemented by new residential options such as upper-story flats and townhomes that bring residents into close proximity to daily needs and amenities. Public spaces are integrated throughout the site in the form of enhanced streetscapes, outdoor dining areas, and small pocket parks that support social activity and create a more engaging public realm.

Structured parking is incorporated into the development and designed for shared use, maximizing efficiency and supporting both new uses and nearby destinations. The result is a reimagined district that creates new opportunities for living and commerce, and positions this site as a major destination and driver of economic activity for Farmington's future.

## Development Principles

### Redevelop for Mixed Use:

Transition the site from a single-use commercial center to a diverse district with retail, residential, and supporting uses that create a vibrant, walkable destination.

### Re-establish a Street Grid:

Improve Mooney Street, introduce new internal streets, pedestrian connections, and a high-quality streetscape to organize development, improve circulation, and create an urban block structure.

### Integrate Housing Options:

Incorporate upper-story flats and townhomes to expand housing choice, bring more residents into the community, and support local businesses.

### Activate the Public Realm:

Design streets, plazas, patios, and pocket parks to foster social activity, enhance walkability, and create a welcoming public environment.

### Incorporate Structured Parking:

Develop shared structured parking facilities that efficiently serve multiple uses while supporting a pedestrian-oriented site design.

### Strengthen Downtown Connectivity:

Ensure the site connects seamlessly to Grand River Avenue, surrounding neighborhoods, and adjacent commercial and civic destinations.



Source: Rose Water Capital



Source: Department of Environmental Protection of Montgomery County



Source: Thrive Companies  
Character Imagery

## Development Details

- A1** 4 stories  
24,000 s.f. ground-level restaurant/  
retail  
145 units (flats)  
395 structured parking spaces
- A2** 4 stories  
30,600 s.f. ground level restaurant/  
retail  
137 units (flats)
- B** 3 stories  
12,000 s.f. ground level restaurant/  
retail  
24 units (flats)
- C1** 466 structured parking spaces (3  
levels)
- C2** 56 surface parking spaces
- C3** 293 surface parking spaces (+  
adjacent on-street and shared mixed  
use parking)
- C4** 259 surface parking spaces (74  
adjacent on-street parking spaces or  
shared from mixed-use)
- D1** Existing 2-story office, 40,000 s.f.
- D2** 3 story office, 43,200 s.f.
- E** 4 stories  
101 ground-level podium parking  
spaces  
120 units (flats)
- F1** 3 story townhomes (8 units)
- F2** 3 story townhomes (30 units)
- G** Detached single family  
(26 units, 30' wide lots)

Uptown Plaza Proposed Concept



*Uptown Plaza Proposed Development*



## Next Steps & Implementation

### 1. Leverage the Corridor Improvement Authority

Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers and advance the Grand River Vision Plan.

### 2. Enhance Public Realm Features

Improve pedestrian infrastructure and identify opportunities for pocket parks that serve both residents and employees in the area.

### 3. Update Zoning Regulations

Review and amend zoning districts (particularly setback requirements) to encourage street-scale, pedestrian-friendly development.

### 4. Establish Incentive Policies

Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.

### 5. Explore Project-Specific TIF Options

Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.

### 6. Utilize Act 381 TIF for Housing

Apply Act 381 TIF when appropriate to support new infill housing and strengthen residential opportunities within the corridor.

## WINERY / DANBOISE

### Overview

The Winery/Danboise focus area occupies a prominent stretch of Grand River Avenue and is defined by a mix of legacy uses, historic character, and underutilized land. The most distinctive feature of the site is a former winery building, a unique historic structure that provides significant cultural and architectural value, but is currently underused and in need of reinvestment. Alongside it, Danboise Mechanical remains an active business, contributing economic activity but operating within a larger site layout that is fragmented and auto-oriented. Several small commercial buildings and surface parking areas adjacent further contribute to an inconsistent development pattern that lacks cohesion and does not maximize the area's high-visibility frontage or its adjacency to wooded open space at the rear.

The result is a site with significant potential but unrealized opportunity. Its combination of historic character, active commercial use, and natural features makes it well positioned for redevelopment that balances preservation with new investment, enhances site organization, and better connects this block to the evolving Grand River corridor.

Winery / Danboise Existing Condition



### Existing Conditions



## Observations

- Currently vacant and underutilized
- Serves as a key community landmark and point of local identity.
- Site has been the subject of previous redevelopment concepts, including commercial, event and entertainment, office, and residential uses.

## Community Feedback

### Survey

- Support adaptive reuse of aging and vacant properties.

### Open House

- Maintain Grand River Avenue improvements as an ongoing priority since the previous plan

### Stakeholders

- Support mixed-use redevelopment of underutilized sites on Grand River's east end.

## Vision

The Winery/Danboise focus area is envisioned as a distinctive destination district that blends historic character, hospitality, and recreation into a one-of-a-kind gathering place for Farmington. Anchored by the adaptive reuse of the former winery building, the plan transforms this site into a vibrant mixed-use environment featuring new retail, outdoor patios and recreation areas, and flexible public spaces that support year-round activity. The historic structure becomes the centerpiece of the site, repurposed for restaurant, event, or maker or market uses, while complementary retail and recreation amenities extend its draw and create a lively setting for both residents and visitors.

Enhanced landscaping, outdoor dining, and multi-purpose open space establish a seamless relationship between built and natural environments, while improved site circulation and parking support both daily use and special events.

## Development Principles

### Preserve and Reuse Historic Assets:

Adaptively reuse the former winery as a central feature of the development, celebrating its heritage while introducing new economic value.

### Create a Destination Anchor:

Integrate new retail, dining, and event space that establishes the site as a regional draw.

### Activate the Public Realm:

Design patios, plazas, and outdoor gathering areas to encourage social interaction, community events, and year-round use.

### Leverage Natural Features:

Incorporate landscaping, tree canopy, and views of the adjacent wooded area to enhance the site's character and visitor experience.

### Support Recreation and Flexibility:

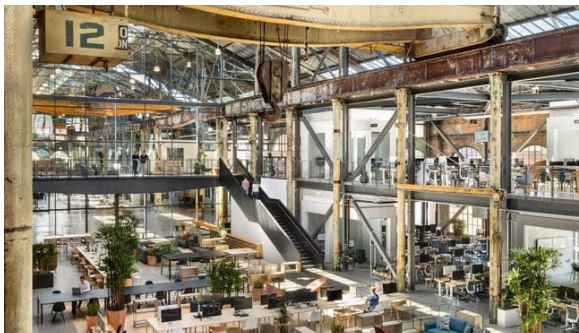
Provide multi-purpose outdoor spaces for markets, performances, or recreation that complement surrounding uses and broaden the site's appeal.



Source: Northpoint Ohio



Source: Chicken N Pickle - Grapevine



Source: Imgur  
Character Imagery

### Winery / Danboise Proposed Concept



#### Development Details

- A** 24,000 s.f. floorplate of former winery
- B** 8,000 s.f. of retail (1-story)

- C** 223 Surface Parking Spaces (total)
- D** Wrapped Patio
- E** Outdoor multi-purpose recreation

## Next Steps & Implementation

### 1. **Leverage the Corridor Improvement Authority**

Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers and advance the Grand River Vision Plan.

### 2. **Update Zoning Regulations**

Review and amend zoning districts to encourage street-scale, pedestrian-friendly development.

### 3. **Establish Incentive Policies**

Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.

### 4. **Explore Project-Specific TIF Options**

Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.

### 5. **Enhance Public Realm Features**

Improve pedestrian infrastructure and identify opportunities for outdoor recreation facilities.

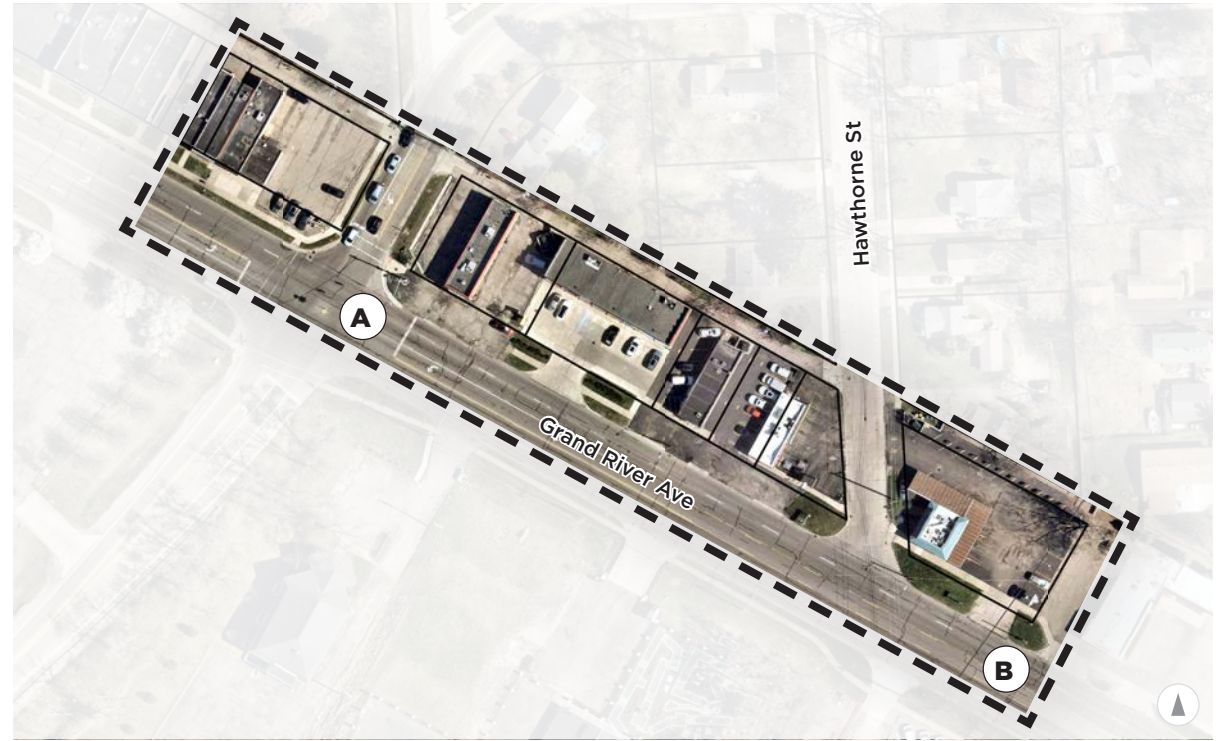
## EAST GATEWAY

### Overview

The East Gateway area is a small stretch of neighborhood-scale commercial properties along Grand River Avenue. The corridor is defined by a mix of older single-story buildings, small parking lots, and auto-oriented site layouts, serving a range of local businesses and services. The built environment is simple and utilitarian, with limited streetscape features and little in the way of cohesive identity or public space.

While none of the uses or buildings stand out individually, the location is significant. As one of the primary entry points into downtown, this corridor shapes first impressions of the community. Its proximity to surrounding neighborhoods and regional traffic routes also makes it a strategic area for reinvestment that could better support both local needs and broader corridor vitality.

East Gateway Existing Development



### Existing Conditions



## Observations

- Serves as the primary eastern gateway to Farmington.
- Limited building frontage and lack of architectural continuity along the corridor.
- Inconsistent sidewalk connectivity reduces pedestrian accessibility
- Opportunities exist to strengthen the community's sense of arrival and identity.

## Community Feedback

### Survey

- Support cleanup and redevelopment of properties east of downtown.

### Open House

- Enhance walkability and pedestrian safety while implementing effective wayfinding strategies.

### Stakeholders

- Promote consistent signage and wayfinding design standards for property owners and users.

## Vision

The East Gateway concepts aim to transform the corridor from a modest commercial strip into a welcoming and dynamic entrance to downtown. This vision will be implemented in phases to ensure thoughtful and effective execution. The first phase focuses on short-term solutions designed to make immediate improvements in the area. Key initiatives include limiting curb cuts to streamline traffic flow and enhance safety for pedestrians. Additionally, beautification efforts will create an inviting atmosphere through landscaping, a gateway feature, and upgraded signage, all contributing to a visually appealing environment. These initial steps are crucial for laying the groundwork for further developments and attracting attention to the corridor.

In the second phase of the East Gateway concept, the focus shifts to modest-scale infill development that encourages new dining options and commercial spaces. This phase aims to improve pedestrian amenities, contributing to a vibrant streetscape that better serves the surrounding neighborhood. By incorporating streetscape enhancements, such as wider sidewalks and on-street parking, along with a more defined gateway feature, the area will cultivate a stronger sense of place and arrival. New public spaces and thoughtfully designed landscaping will further enhance the everyday experiences of both residents and visitors, making the East Gateway a lively and enjoyable hub that attracts people and fosters community engagement.

## Development Principles

### Create a Distinct Sense of Arrival

Use site design, landscaping, and a dedicated gateway feature to clearly signal entry into the downtown district and set a positive first impression.

### Reinforce Corridor Character with Infill Development

Introduce small-scale commercial and restaurant uses that add vibrancy and contribute to a more continuous and engaging streetscape.

### Enhance the Public Realm

Invest in wider sidewalks, street trees, and pedestrian-scale lighting to create a safer, more attractive, and more comfortable environment for people on foot.

### Activate the Street Edge

Orient new buildings toward Grand River Avenue with entrances, patios, and storefronts that bring energy to the sidewalk and encourage pedestrian activity.

### Support Local Business and Neighborhood Needs

Provide opportunities for small businesses and dining options that serve nearby residents and complement downtown's commercial mix.

### Improve Accessibility and Parking Choice

Add on-street and shared surface parking to support new uses, improve access, and balance the needs of drivers, cyclists, and pedestrians.



Source: Terrain.org

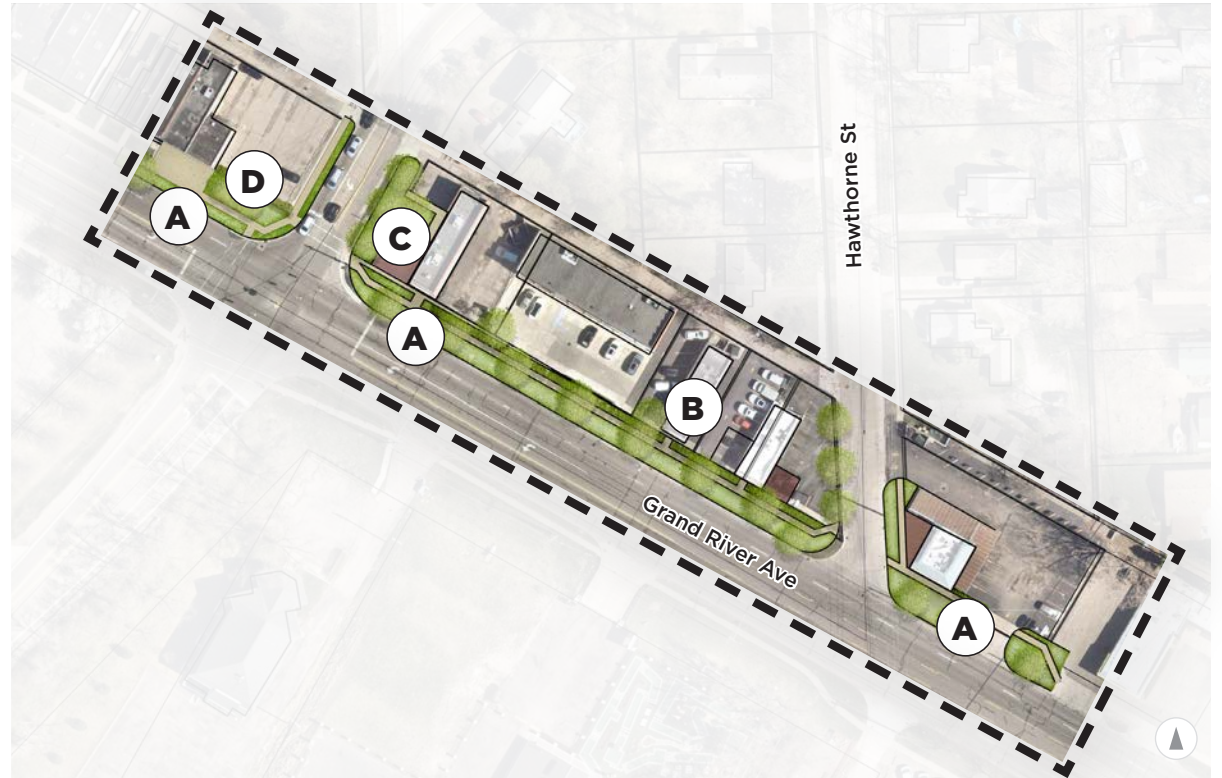


Source: HRG



Source: Keck & Wood  
Character Imagery

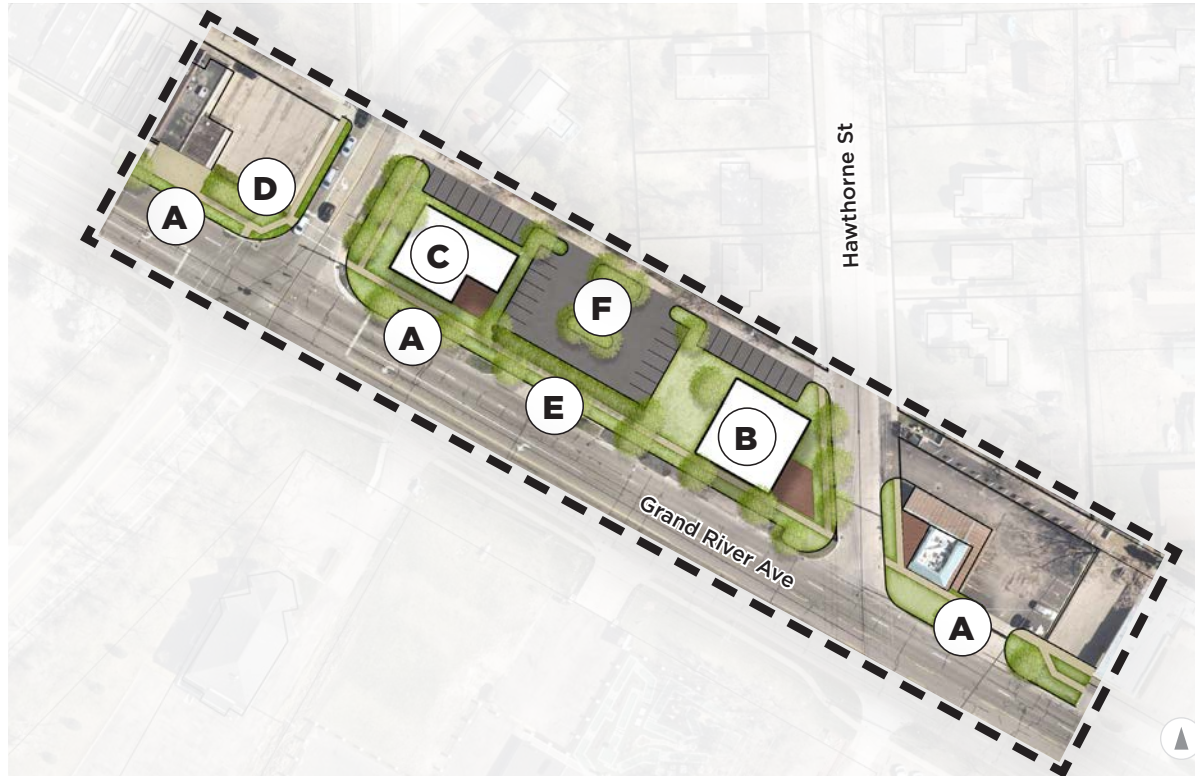
East Gateway Proposed Concept - Phase One



Development Details

- A** Sidewalk Improvements
- B** Patio Expansion
- C** Gateway Feature
- D** Curb Cut Elimination (alley access only)

East Gateway Proposed Concept - Phase Two



Development Details

- |   |                                      |
|---|--------------------------------------|
| <b>A</b> Sidewalk Improvements              | <b>D</b> Gateway Feature             |
| <b>B</b> 3,500 s.f. of restaurant (1-story) | <b>E</b> 14 on-street parking spaces |
| <b>C</b> 3,000 s.f. of restaurant (1-story) | <b>F</b> 40 surface parking spaces   |

Next Steps & Implementation

- Enhance Public Realm Features**  
 Improve pedestrian infrastructure and identify opportunities for landscaping and gateway signage.
- Leverage the Corridor Improvement Authority**  
 Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers and advance the Grand River Vision Plan.
- Establish Incentive Policies**  
 Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.
- Explore Project-Specific TIF Options**  
 Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.

## DRAKE & GRAND RIVER

### Overview

The Drake Road & Grand River Avenue area is a stretch of older commercial and office properties that mark the transition between Farmington and Farmington Hills. The corridor is characterized by single-story office buildings, small parking lots, and a plaza-style retail center, all arranged in a traditional suburban, auto-oriented pattern with limited pedestrian connectivity. The built form is functional but disconnected, offering few streetscape elements or design features that support walkability or visual cohesion.

Despite its modest appearance, the location plays an important role. As a key entry point into Farmington from the north, this area strongly shapes first impressions for residents, workers, and visitors. Its visibility and proximity to major roads make it a strategic focus area for reinvestment—one where updated site design, improved circulation, and enhanced gateway features could elevate both corridor identity and overall community character.

Drake and Grand River Existing Development



### Existing Conditions



## Observations

- Serves as the primary northern gateway to Farmington.
- Limited building frontage and lack of architectural continuity along the corridor.
- Inconsistent sidewalk connectivity reduces pedestrian accessibility
- Sporadic vacancy in older commercial spaces
- Support opportunities to increase residential density.
- Opportunities exist to strengthen the community's sense of arrival and identity.

## Vision

The illustrative vision below reimagines this area as a mixed-use gateway anchored by updated office and retail development. New green spaces, coordinated gateway features, and enhanced site design work together to establish a strong sense of arrival and reinforce the identity of Farmington. Along Grand River Avenue, improved crosswalks, pedestrian-scale lighting, and other safety enhancements help create a safer and more comfortable experience for people moving through the corridor.

Future streetscape improvements should prioritize walkability with the addition of street trees, landscape screening, and cohesive signage that brings visual continuity to the corridor. As redevelopment occurs, access management strategies—such as shared driveways, consolidated curb cuts, and clearer circulation—will be essential for improving both pedestrian and vehicular safety within the focus area.

## Development Principles

### **Establish a Strong Northern Gateway**

Use cohesive signage, landscaping, and dedicated gateway features to signal entry into Farmington and create a memorable sense of arrival along Grand River Avenue.

### **Reimagine Drakeshire Plaza as a Mixed-Use Anchor**

Redevelop the aging plaza with updated architecture, improved site design, and a stronger street presence that supports office, retail, and integrated green space.

### **Elevate Corridor Design and Identity**

Apply high-quality design standards, coordinated materials, and consistent property maintenance to reinforce a unified corridor character and enhance visual appeal.

### **Improve Walkability and Pedestrian Safety**

Invest in wider sidewalks, enhanced crosswalks, street trees, and pedestrian-scale lighting to create a safer, more connected environment along this five-lane corridor.

### **Activate the Street Edge with Pedestrian-Oriented Development**

Encourage new buildings to front Grand River Avenue with storefronts, patios, and defined entrances, creating a continuous and engaging streetscape.

### **Balance Access and Mobility for All Users**

Implement coordinated access management, shared driveways, and multimodal improvements to enhance safety, reduce conflicts, and support smoother movement through the area.



Source: Loopnet.com

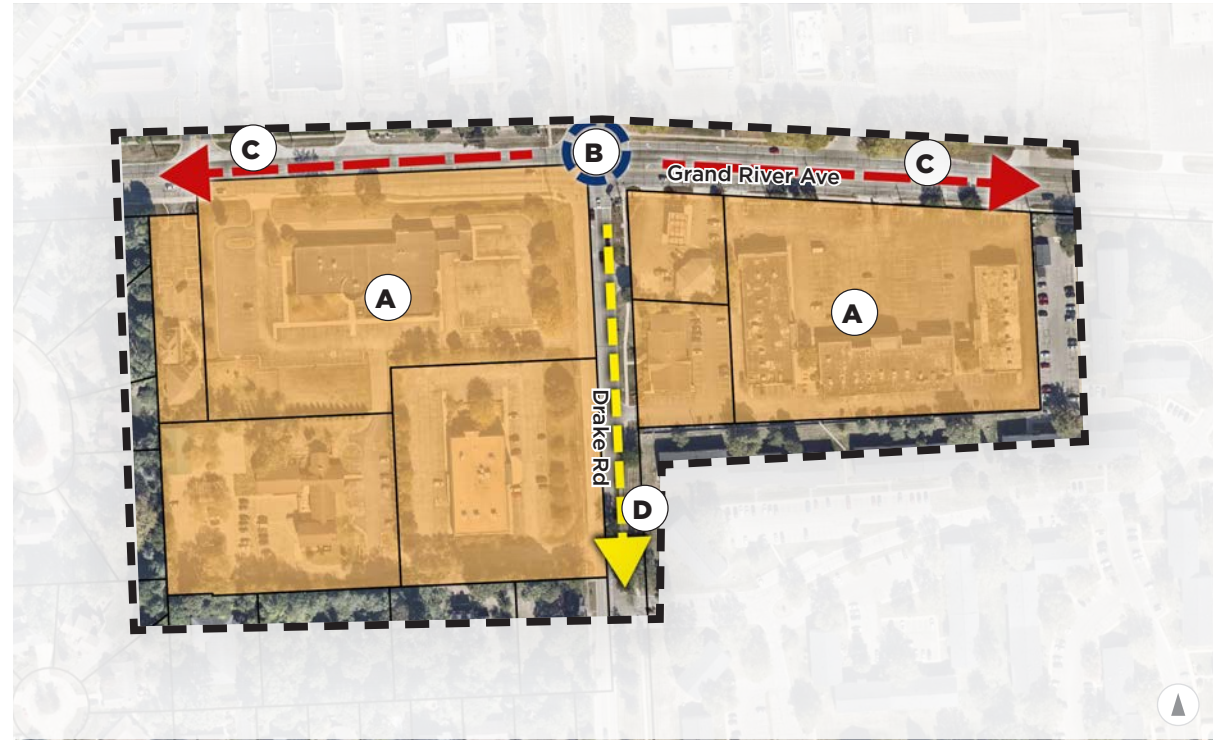


Source: OHM Advisors



Source: Greenridge Realty, Inc

### Drake and Grand River Framework



#### Framework Details

**A** Mixed Use Development - Integrated development with a mix of office, green space, and retail options.

**B** Crosswalk Enhancements

**C** Streetscape Enhancements (*primary*)

**D** Streetscape Enhancements (*secondary*)

## Next Steps & Implementation

### 1. Create a Coordinated Gateway Strategy

Establish a joint gateway committee with Farmington Hills to develop a cohesive secondary gateway plan that strengthens corridor identity and reinforces entry into the City of Farmington.

### 2. Advance a Safer, More Walkable Grand River Corridor

Adopt a Complete Streets policy and implement targeted pedestrian safety enhancements—such as improved crossings, sidewalk upgrades, and traffic-calming features—along this five-lane segment of Grand River Avenue.

### 3. Reposition Drakeshire Plaza as a Catalyst Redevelopment Site

Prioritize the transformation of the aging, underutilized plaza into a mixed-use anchor with buildings brought closer to the street, multi-story forms, and stacked uses ranging from commercial and office to residential.

### 4. Modernize Zoning to Support Urban-Style Development

Review and update zoning regulations—including setbacks, design standards, signage, and allowable densities—to enable the more compact, street-oriented development envisioned for the corridor.

### 5. Leverage Redevelopment Incentives

Position Drakeshire Plaza and similar properties as candidates for the Commercial Rehabilitation Act and other incentive tools that can support reinvestment and reduce redevelopment barriers.

### 6. Strengthen Long-Term Corridor Revitalization Partnerships

Continue engaging regional partners and local stakeholders to coordinate redevelopment efforts, align design themes, and support a more unified corridor experience.

## IMPLEMENTATION

Land Use		
<p><b>Goal Statement:</b> <i>A community with a mix of historical districts and neighborhoods, a thriving downtown, and economically rich commercial corridors with a mixture of uses.</i></p>		
<p><b>Land Use Objective 1 — Revitalize underutilized commercial corridors through strategic infill and mixed-use development in areas such as the intersections of Grand River Avenue and Power Road, Grand River Avenue and Orchard Lake Road, and Grand River Avenue and Nine Mile Road.</b></p>		
Action Items	Time Frame	Project Partners
<p><b>Action LU 1.1</b> Continue leveraging the Grand River Corridor Improvement Authority as a key resource for engaging developers and implementing key plan recommendations.</p>	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Corridor Improvement Authority</li> </ul>
<p><b>Action LU 1.2</b> Review and update existing zoning regulations, focusing on density, public space and sidewalk standards, setbacks, and building height requirements, to promote street-scale development that provides a smooth transition between downtown and surrounding lower-density areas.</p>	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<p><b>Action LU 1.3</b> Pursue infrastructure upgrades that create public spaces and enhance the pedestrian experience in revitalized and redeveloped areas along the eastern portion of Grand River Avenue.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Corridor Improvement Authority</li> </ul>
<p><b>Action LU 1.4</b> Complete a residential market analysis.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>

<b>Land Use Objective 2 — Continue to grow and reinvest in the downtown.</b>		
Action Items	Time Frame	Project Partners
<b>Action LU 2.1</b> Conduct a downtown retail and office market analysis to assess demand, identify growth opportunities, and provide a strategic resource and information to attract developers and businesses to the area.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 2.2</b> Expand facade improvement grant program to encourage downtown building rehabilitation.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 2.3</b> Strengthen connections to the downtown core by introducing pedestrian-focused improvements, such as new alleys, promenades, and community spaces that promote walkability to downtown.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Pathways Committee</li> </ul>
<b>Land Use Objective 3 — Promote redevelopment of community gateways with unified design standards, beautification, and public infrastructure to create attractive and welcoming entrances.</b>		
<b>Action LU 3.1</b> Create unified design standards for gateway signage, landscaping, and lighting.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning Commission</li> </ul>
<b>Action LU 3.2</b> Partner with local businesses for corridor beautification initiatives, public art, and wayfinding elements at major entry points.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Land Use Objective 4 — Use incentives such as Tax Increment Financing (TIF) and Brownfield Redevelopment Authority (BRA) to support private investment for catalytic redevelopment sites.</b>		
<b>Action LU 4.1</b> Identify high-impact sites and launch an RFP or RFQ for the sites.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 4.2</b> Market the incentives to regional and national developers.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>

## Grand River Corridor Focus Areas

### Uptown Plaza

Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Apply Act 381 TIF when appropriate to support new infill housing and strengthen residential opportunities within the corridor.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

<b>Winery + Danboise</b>		
Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

<b>East Gateway</b>		
Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

Drake Road and Grand River		
Action Items	Time Frame	Project Partners
Establish a joint gateway committee with Farmington Hills to develop a cohesive secondary gateway plan that strengthens corridor identity and reinforces entry into the City of Farmington.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Corridor Improvement Authority</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Adopt a Complete Streets policy and implement targeted pedestrian safety enhancements, such as improved crossings, sidewalk upgrades, and traffic-calming features.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Position Drakeshire Plaza and similar properties as candidates for the Commercial Rehabilitation Act and other incentive tools that can support reinvestment and reduce redevelopment barriers.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Continue engaging regional partners and local stakeholders to coordinate redevelopment efforts, align design themes, and support a more unified corridor experience.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>

# Housing

**Goal Statement:** *A community with diverse, affordable, and inclusive housing options that support residents of all ages, incomes, and household types.*

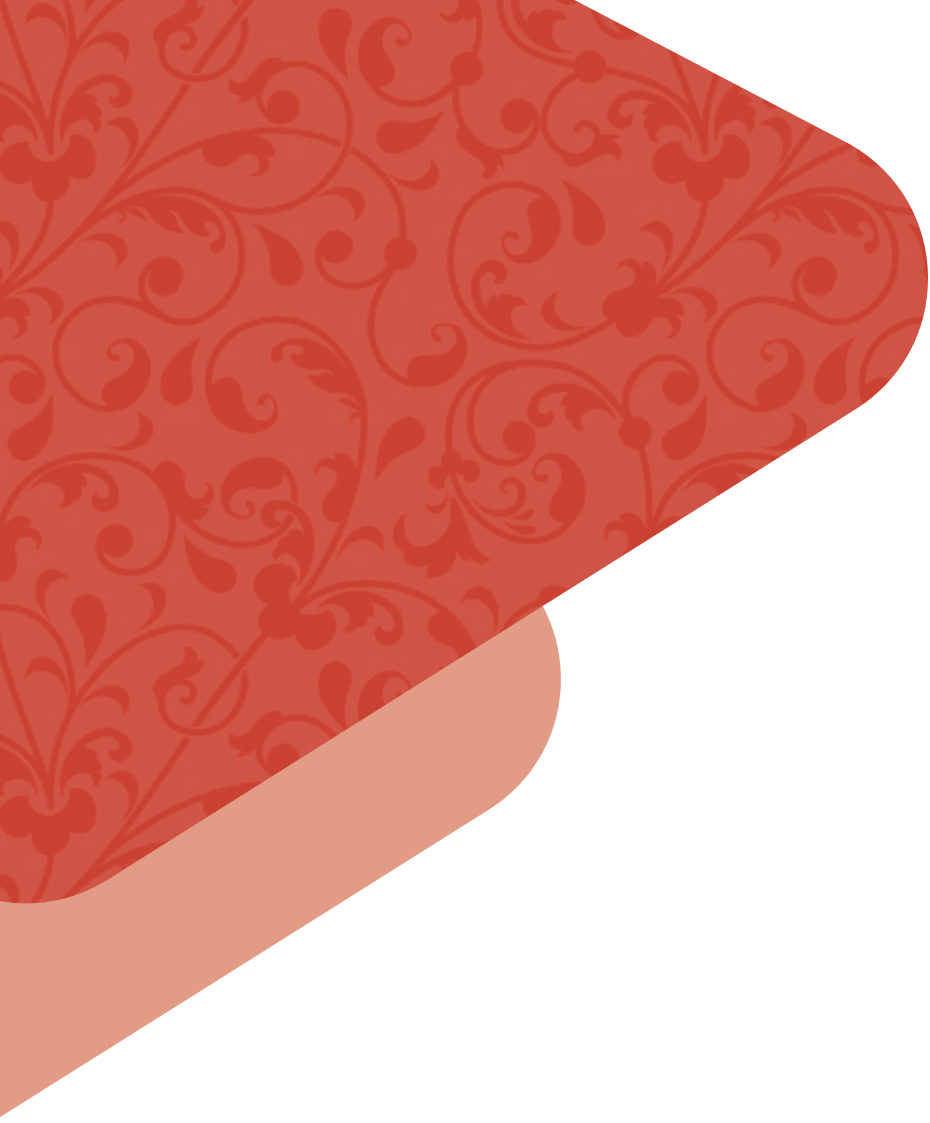
## Housing Objective 1 — Review and update zoning standards to encourage housing development while preserving the character of the community.

Action Items		Time Frame	Project Partners
<b>Action H 1.1</b>	Revise parking standards to enable more flexible land use and support the adaptive reuse of sites as community needs and development patterns evolve.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• City Council</li> </ul>
<b>Action H 1.3</b>	Revise zoning codes to allow smaller lot sizes, accessory dwelling units (ADUs), duplexes, triplexes, and quadplex housing.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

## Housing Objective 2 — Encourage a range of housing types including attainable, senior, multi-family, and multi-generational units that aligns with demographic conditions and trends within the community.

<b>Action H 2.1</b>	Develop a housing or target market analysis to align policy with demographic trends.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
<b>Action H 2.2</b>	Create incentives for missing-middle housing (e.g., density bonuses, reduced parking requirements).	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>Housing Objective 3 — Support mixed-use residential development in the downtown and along key corridors (Grand River Avenue and Power Road, Grand River Avenue and Orchard Lake Road, and Grand River Avenue and Nine Mile Road).</b>		
Action Items	Time Frame	Project Partners
<b>Action H 3.1</b> Encourage residential infill and redevelopment in targeted focus areas to strengthen neighborhoods, optimize land use, and support sustainable growth.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<b>Action H 3.2</b> Encourage the development and continued expansion of missing-middle housing to provide diverse, attainable housing options that bridge the gap between single-family homes and higher-density developments.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<b>Housing Objective 4 — Continue to work with Michigan Economic Development Corporation (MEDC) to promote private investment on targeted redevelopment sites.</b>		
<b>Action H 4.1</b> Prepare redevelopment site profiles for MEDC marketing and apply for MEDC programs.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
<b>Housing Objective 5 — Balance private investment and increased residential density with the preservation of Farmington’s natural assets.</b>		
<b>Action H. 5.1</b> Encourage developers to utilize the Michigan Natural Features Inventory (MFNI) data during the early stages of site selection and design.	Ongoing	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>



05

Downtown  
Plan



# 05

## Downtown Plan

### OVERVIEW

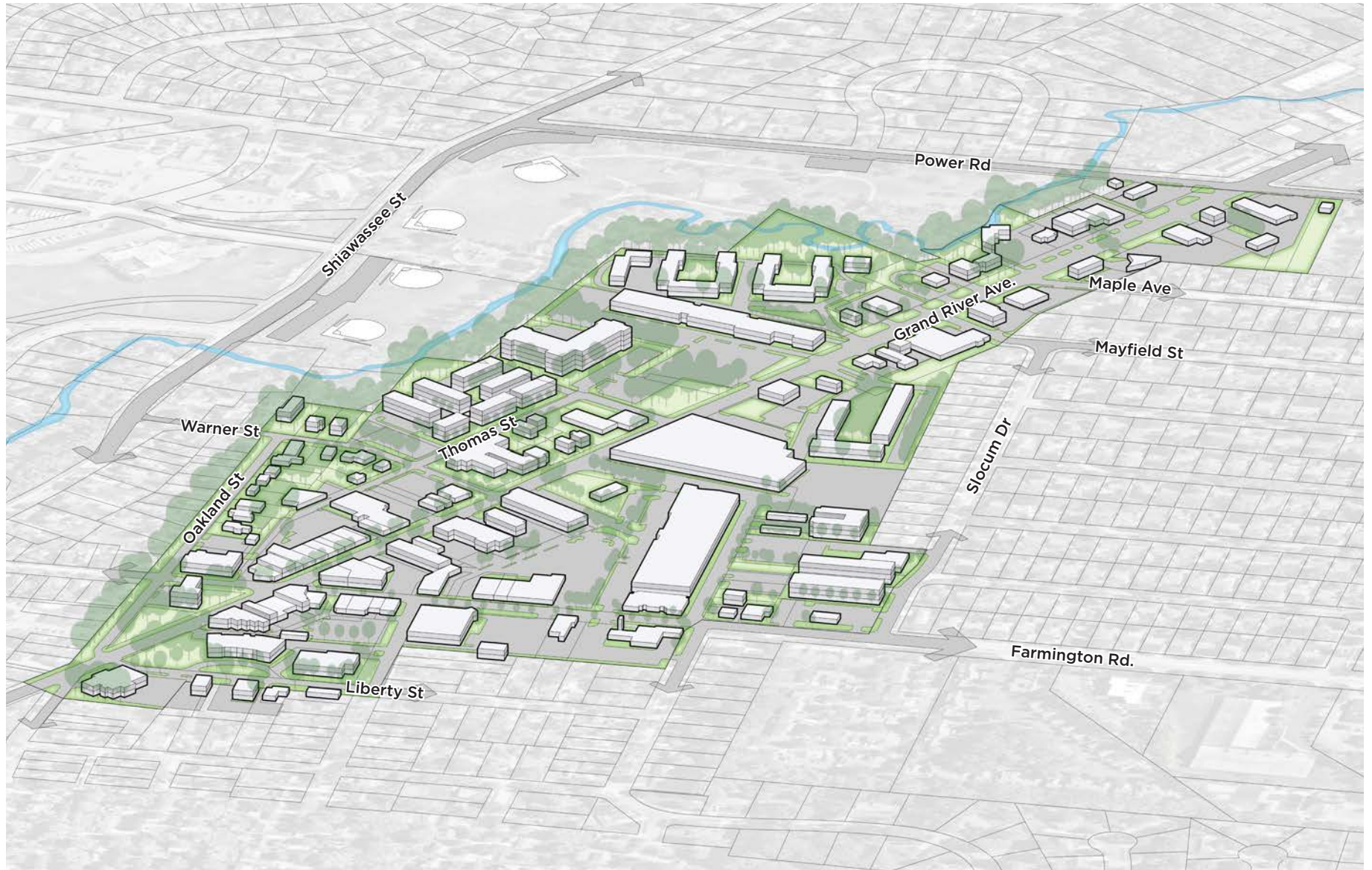
Downtown Farmington serves as the City's central gathering place and commercial core, providing a mix of shops, services, housing, civic spaces, and community events that define Farmington's identity. Maintaining its vitality and relevance will require careful planning, targeted investment, and a coordinated approach to redevelopment that responds to evolving needs while reinforcing the downtown's character and walkable scale.

This Plan organizes the future of downtown around a series of focus areas, each identified for its potential to accommodate infill development, adaptive reuse, or public realm improvements. These sites present opportunities for civic investment, public space enhancements, and destination-oriented development. Together, these targeted efforts establish a clear framework for growth, guiding decisions and investments that will shape downtown Farmington's role in the community for decades to come.



*Downtown Farmington's vibrant commercial core*  
Source: Wikipedia

Downtown Farmington Study Area



## DOWNTOWN FOCUS AREAS

A central component of this chapter is the identification and planning of key focus areas within downtown Farmington. These locations were selected through a comprehensive process that combined stakeholder discussions, technical analysis, public engagement, and best practices in downtown revitalization. Each site represents a unique opportunity to build on downtown's strengths, address existing challenges, and guide future investment in ways that align with the community's shared vision.

Through the steering committee, surveys, interviews, and public meetings, community members shared their priorities for the future of downtown. These ideas were further infused with market considerations, land use analysis, and an understanding of local development trends to ensure that each concept is both aspirational and achievable. For each focus area, a conceptual redevelopment framework illustrates how the site could evolve over time.

*They are not prescriptive site plans or final designs, but rather guiding visions intended to shape future conversations, public investments, and private development decisions. The intent is to communicate the spirit and direction of change — creating a shared understanding of how each site can contribute to a vibrant, resilient, and thriving downtown.*

1

### LIBERTY STREET

Missing middle housing infill that complements the downtown form.

2

### MUNICIPAL CAMPUS

A dynamic mixed-use civic campus at the gateway to downtown.

3

### FARMINGTON ROAD

Strategic infill that 'bookends' the downtown and strengthens the streetscape.

4

### ORCHARD STREET

Missing-middle infill housing that complements and connects to adjacent developments.

5

### T.J. MAXX PARKING LOT

Shared parking with infill housing that connect to and complements the surrounding commercial.

6

### FARMINGTON CENTER

This site is envisioned as a mixed-use infill project with ground-floor retail, upper-story housing, and integrated structured parking that strengthens the heart of downtown.

7

### THOMAS + WARNER

Strategic downtown infill site with residential over street front commercial.

8

### VILLAGE COMMONS

Large mixed-use redevelopment with enhanced parking and public spaces.

9

### GRAND RIVER & POWER

Small residential infill with complementary commercial uses.

Downtown Focus Area Concepts



**Legend**

- 1** Liberty Street
- 2** Municipal Campus
- 3** Farmington Road
- 4** Orchard Street
- 5** T.J. Maxx Parking Lot
- 6** Farmington Center
- 7** Thomas + Warner
- 8** Village Commons
- 9** Grand River and Power Road

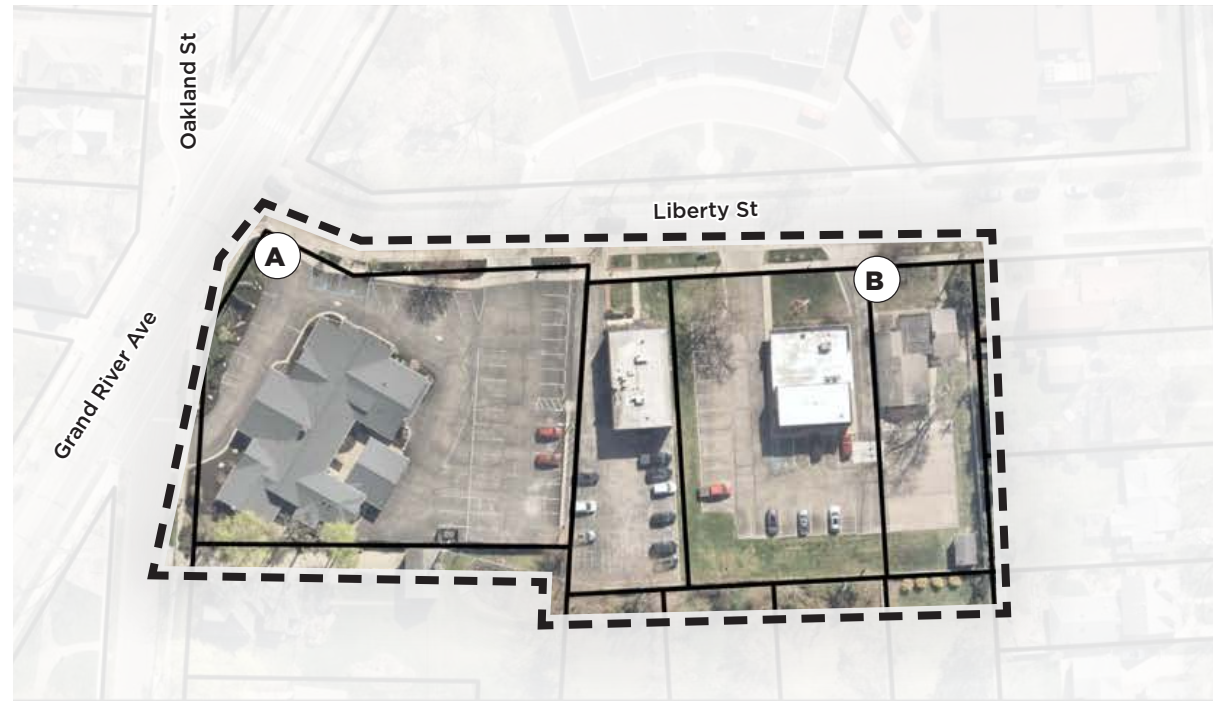


## LIBERTY STREET

### Overview

The Liberty Street focus area is located directly across from City Hall and serves as a key transition between the civic core and the surrounding commercial and residential neighborhoods. The area today is characterized by lower-intensity land uses, including small office buildings which are aging, a funeral home, and a mix of surface parking lots. While it is centrally located and highly visible, the current pattern of development does not make full use of its strategic position within the downtown fabric. The area also is bordered by residential uses, making it a transitional area from older residential to the downtown core.

*Liberty Street Existing Condition*



### Existing Conditions



## Observations

- Existing buildings present opportunities to increase density and enhance property value.
- Abundance of surface parking offers potential for redevelopment or infill.
- Opportunities exist to integrate residential uses within the area.
- Proximity to downtown civic areas supports connectivity and mixed-use development.

## Community Feedback

### SURVEY

- Promote a diverse mix of housing types to address the community's varied housing needs.

### OPEN HOUSE

- Enhance pedestrian connectivity to and through the downtown area.

### STAKEHOLDERS

- Encourage revitalization of underutilized sites to provide a range of housing options.

## Vision

The Liberty Street focus area is envisioned as a high-quality residential infill development consisting of approximately 15 townhomes. This project will contribute to Farmington's "missing middle" housing stock by introducing a housing type that supports a range of household needs and income levels. The addition of new residents in close proximity to downtown will enhance its vitality, support local businesses, and promote walkability. The development should demonstrate a high standard of design that complements the architectural character of the surrounding area. Its scale, form, and orientation should provide a smooth transition between the more intensive civic and commercial uses of downtown and the established residential neighborhoods to the north and west.

## Development Principles

### **Deliver Missing Middle Housing:**

Introduce townhomes that diversify downtown housing choices and meet demand for attainable, walkable living options.

### **Create a Transitional Edge:**

Use scale, massing, and site design to ensure compatibility with adjacent single-family neighborhoods while enhancing the Liberty Street streetscape.

### **Support Walkability:**

Design units with pedestrian-oriented frontages, sidewalks, and connections to downtown.

### **Prioritize Quality and Design:**

Emphasize durable materials, architectural detail, and landscaping that complement the character of downtown and surrounding neighborhoods.

### **Integrate with the Civic Core:**

Leverage proximity to City Hall and nearby civic uses by connecting naturally into the broader downtown street network.



Source: Movoto



Source: D.R. Horton



Source: Trulia  
Character Imagery

### Liberty Street Redevelopment Concept



### Development Details

- A** 15 townhomes total, 2 stories
- B** 2-car, alley-loaded, garages

## Next Steps & Implementation

### 1. **Adopt a Housing Pattern Book**

Develop and implement a pattern book that supports a mix of housing typologies. This will guide infill development to respect the existing community fabric while creating a smooth transition between adjacent areas.

### 2. **Activate Financial Tools for Redevelopment**

Identify and leverage available financial programs, incentives, and resources to support high-quality improvements and redevelopment projects aligned with the focus area's mission and vision.

### 3. **Support Property Owner Improvements**

Encourage property owners to upgrade their properties where feasible. Provide clear guidance and connect them to resources such as MSHDA Mi Neighborhood to help offset improvement costs.



## MUNICIPAL CAMPUS

### Overview

The Municipal Campus focus area encompasses the existing City Hall, public library, and associated surface parking areas and the prominent corner of Liberty Street and Grand River Avenue. As a centrally located civic anchor and primary gateway into downtown, the site plays an important functional and symbolic role for the community. However, both the City Hall and library facilities are aging and in need of modernization to meet current and future service demands. Additionally, the site's current layout, characterized by large surface parking areas and low-intensity land use, does not maximize its potential in such a visible and strategic location.

Redevelopment of the Municipal Campus offers an opportunity to re-imagine this important civic space. Future improvements can address facility needs, optimize parking to better serve downtown businesses and visitors, and create a more welcoming and active gateway into the downtown core. The site's size and location also allow for enhanced public spaces, improved pedestrian connections, and stronger integration with the surrounding urban fabric.

*Municipal Campus Existing Condition*



### Existing Conditions



## Observations

- Centrally located block contains key civic amenities.
- Community has expressed interest in improving and expanding these facilities.
- Opportunities exist to implement more efficient or higher-capacity parking solutions.

## Community Feedback

### SURVEY

- Preserve the small-town character and charm through carefully planned uses and services.

### OPEN HOUSE

- Support enhanced recreational, cultural, and community activities.

### STAKEHOLDERS

- Explore structured parking solutions to facilitate and support downtown redevelopment.

## Vision

The Municipal Campus is envisioned as a modern, multi-functional civic hub that continues to serve as the institutional heart of Farmington while making more efficient use of a prominent downtown gateway site. The Plan emphasizes reinvestment in City Hall and the Public Library to address current and future service needs, along with targeted site improvements to enhance access, circulation, and overall functionality. A new mixed-use building will bring additional activity and vibrancy to the campus, while a structured parking facility will better support downtown businesses, civic uses, and community events. Collectively, these enhancements aim to strengthen the Municipal Campus as a central gathering place, reinforce Farmington's civic identity, and support a dynamic, connected downtown environment.

## Development Principles

### Invest in Civic Infrastructure:

Expand and modernize City Hall and Library facilities to meet long-term community needs and support efficient service delivery.

### Activate a Key Gateway:

Utilize new development, enhanced public spaces, and improved site design to create a more prominent and welcoming downtown entry at Liberty and Grand River.

### Diversify Site Uses:

Integrate a mixed-use building that introduces new economic activity and complements surrounding downtown development.

### Optimize Parking Resources:

Incorporate a structured parking facility to maximize site efficiency and better serve municipal functions, downtown businesses, and community events.

### Enhance Connectivity and Access:

Improve pedestrian, bicycle, and vehicular circulation within the site and strengthen its integration with adjacent streets and destinations.

### Promote Quality Urban Design:

Ensure new buildings, public spaces, and parking structures contribute to a cohesive, pedestrian-friendly environment that reflects downtown Farmington's character and scale.



Source: City of Franklin, TN



Source: Crexi



Source: Nextdoor  
Character Imagery

### Municipal Campus Redevelopment Concept



#### Development Details

- A** 12,000 s.f. mixed use footprint
- B** 12,000 s.f. City hall addition
- C** 4,200 s.f. library additions
- D** 18,000 s.f. parking structure footprint

\*Note: The basis for this concept was prepared from MCD Architect's concept for the Farmington Community Library

## Next Steps & Implementation

### 1. Adopt the Concept Plan

Formally adopt the concept plan for this site as the long-term redevelopment framework.

### 2. Communicate with the Public

Provide clear messaging about the need for redevelopment and address parking strategies to maintain accessibility.

### 3. Update Zoning Regulations

Implement necessary zoning amendments to enable and support the proposed redevelopment.

### 4. Leverage Financial Tools

Utilize the DDA's Project-Specific TIF tool, where applicable, to help close financial gaps in development projects. Explore additional funding sources and incentives to support redevelopment.

### 5. Position the Site for Mixed-Use Development

Market the site as a prime location for new housing and retail within the downtown area to attract developers and investors.

### 6. Enhance Connectivity and Wayfinding

Incorporate pedestrian improvements and wayfinding strategies that align with the redevelopment concept.



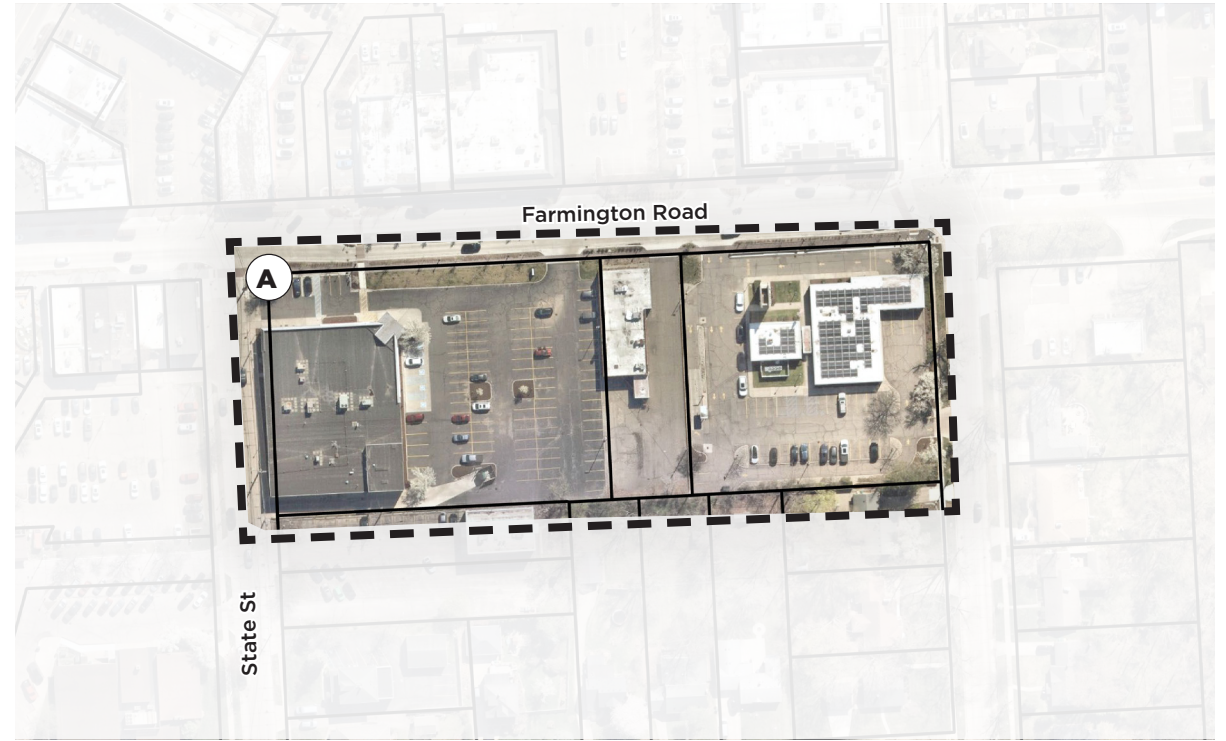
## FARMINGTON ROAD

### Overview

The Farmington Road focus area occupies a prominent stretch of frontage just south of State Street and represents one of the most significant redevelopment opportunities within the downtown. The site is currently developed with a mix of low-intensity commercial uses, including a bank, a pharmacy, and associated surface parking lots. While these uses provide basic services, the overall development pattern is automobile-oriented, underutilizing a highly visible and strategically located site along one of downtown’s primary corridors.

Its proximity to the heart of downtown and adjacency to residential neighborhoods make this focus area well positioned for reinvestment. The scale, visibility, and access provided by Farmington Road present opportunities to introduce new development that better supports a vibrant, walkable downtown environment while meeting market demand for a broader mix of uses and amenities.

*Farmington Road Existing Condition*



### Existing Conditions



## Observations

- Existing low-density, aging commercial structures present opportunities for redevelopment.
- Abundant surface parking provides potential for infill or more efficient site use.
- Opportunities exist to increase mixed-use density to support a vibrant, active corridor.
- Close proximity to downtown amenities enhances connectivity and development potential.

## Community Feedback

### SURVEY

- Encourage mixed-use redevelopment to revitalize underutilized areas.

### OPEN HOUSE

- Support expanded retail and dining opportunities within the focus area.

### STAKEHOLDERS

- Enhance commercial diversity while preserving historic character and promoting walkability.

## Vision

The Farmington Road focus area is envisioned as a mixed-use gateway corridor that strengthens the southern edge of downtown with a vibrant blend of housing, retail, and employment uses. Redevelopment of this site will transform an auto-oriented commercial area into a walkable, human-scaled node in the downtown that supports daily life and expands the range of downtown amenities. A two-story office anchor, new ground-level retail, and upper-story residential units will bring consistent activity to the site throughout the day, while improved site design and shared parking will better serve both new development and the broader downtown.

By introducing a mix of uses and integrating high-quality building design with improved pedestrian connections and public realm enhancements, this site will reinforce Farmington Road as a key commercial corridor and create a more seamless transition between downtown and surrounding neighborhoods.

## Development Principles

### Promote Mixed-Use Development:

Incorporate a combination of office, retail, and residential uses that activate the site and support a dynamic downtown environment.

### Add Housing Choice:

Provide new residential flats and upper-story units that expand housing options and bring additional population density within walking distance of downtown amenities.

### Strengthen the Street Edge:

Orient new buildings toward Farmington Road and State Street with active ground-floor uses that engage the public realm and support a pedestrian-friendly experience.

### Create a Cohesive Site Framework:

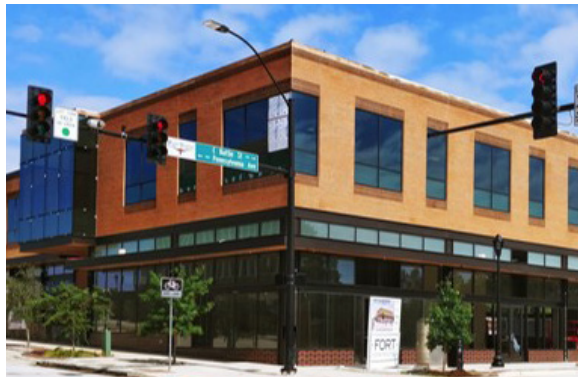
Design internal circulation, shared parking, and building placement to maximize site efficiency and improve connectivity to adjacent properties and streets.

### Enhance Urban Design Quality:

Use high-quality architecture, landscaping, and site materials to establish a strong visual identity and reinforce the character of the downtown district.



Source: Magnolia Hall Franklin

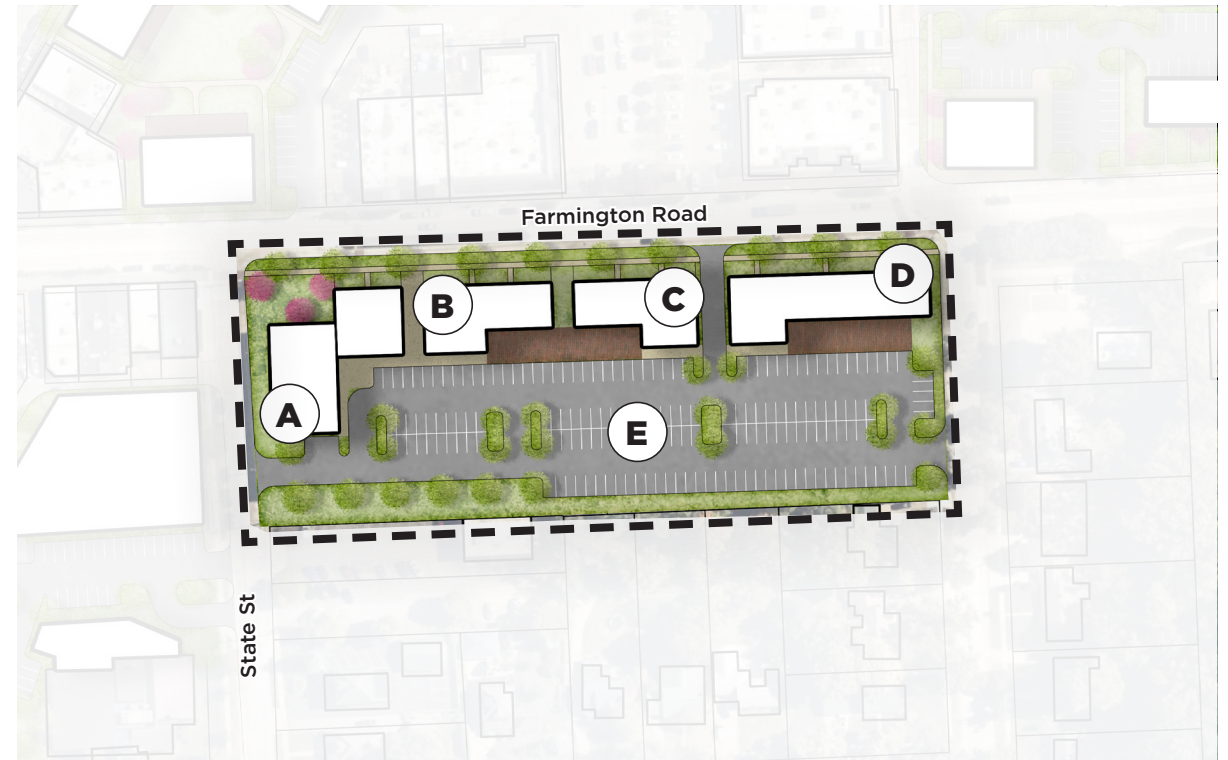


Source: Fort Worth Architecture



Source: Werk | Building Modern  
Character Imagery

### Farmington Road Redevelopment Concept



#### Development Details

- A** 17,000 s.f. Office, 2 story
- B** 5,700 s.f. ground-level retail, 10 units (flats, 2 stories)

- C** 5,400 s.f. ground-level retail, 10 units (flats, 2 stories)
- D** 8,200 s.f. ground-level retail, 18 units (flats, 2 stories)

\*Note: this concept was unchanged from the previous City Master Plan, 2020

- E** 149 surface parking spaces total

## Next Steps & Implementation

### 1. Adopt the Concept Plan

Formally adopt the Farmington Road concept plan as the guiding framework for long-term redevelopment of these properties.

### 2. Position the Site for Housing Development

Market the site as a prime location for new housing within the downtown area to attract developers and investors.

### 3. Engage Property Owners

Collaborate with existing property owners to clearly communicate the City's and DDA's redevelopment goals and intentions for these sites.

### 4. Conduct a Residential Market Analysis

Complete a market study to demonstrate housing demand and growth potential, providing data-driven support for redevelopment opportunities.

### 5. Leverage Financial Tools

Utilize the DDA's Project-Specific TIF tool, where applicable, to help close financial gaps in development projects. Explore additional funding sources and incentives to support redevelopment.

### 6. Adopt Design Guidelines

Establish or recommend design standards to ensure appropriate development form, functionality, and compatibility with the downtown character.

### 7. Update Zoning Regulations

Implement necessary zoning amendments to enable and support the desired redevelopment outcomes.

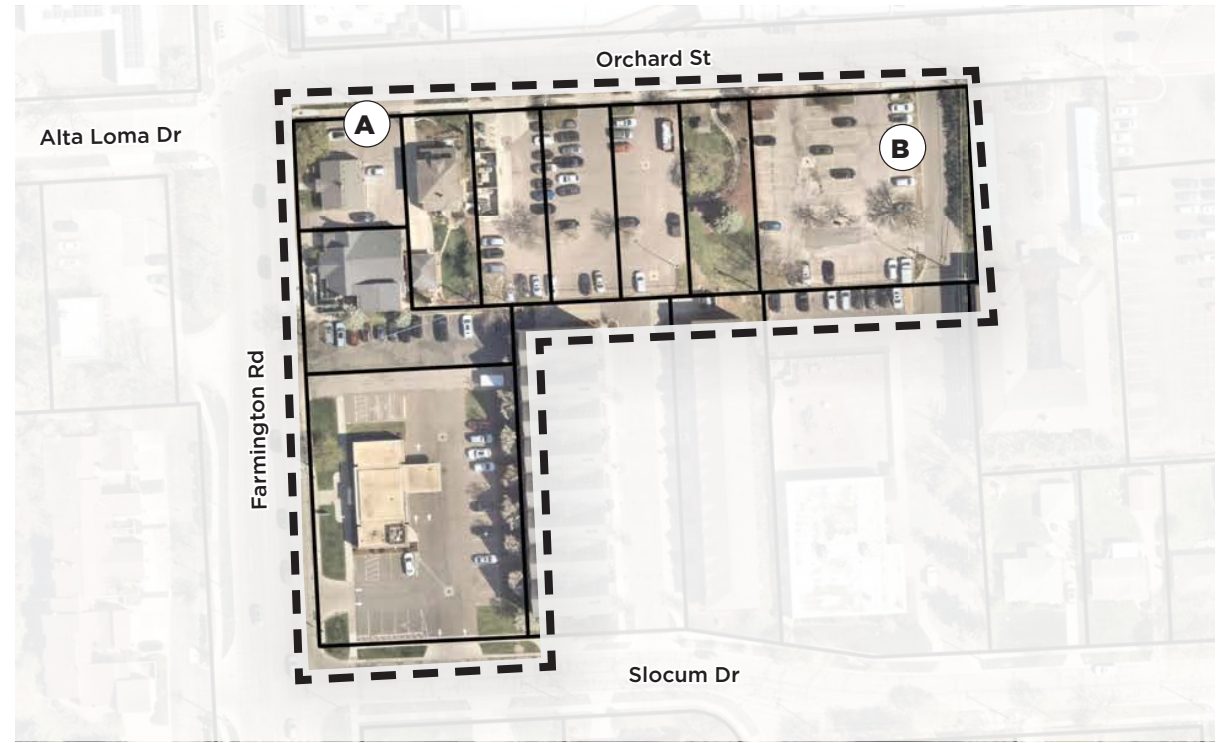
## ORCHARD STREET

### Overview

The Orchard Street focus area is a small but strategic site located near the intersection of Farmington Road and Orchard Street. The area today is characterized by surface parking lots, several older homes that have been converted into commercial uses, and a standalone bank with associated parking. While these uses provide basic services, the existing development pattern is low-intensity and auto-oriented, leaving significant opportunities for reinvestment in a highly visible and walkable part of downtown.

Given its proximity to key corridors and adjacent mixed-use areas, this site is well suited for redevelopment that complements nearby activity and strengthens the transition between downtown’s commercial core and surrounding residential neighborhoods. Its size and location make it an ideal candidate for smaller-scale infill development.

Orchard Street Existing Condition



### Existing Conditions



## Observations

- Abundant surface parking offers potential for redevelopment or infill.
- Opportunities exist to increase residential density to support downtown vitality.
- Close proximity to downtown amenities enhances connectivity and livability.
- Recent adjacent townhouse development has been positively received, indicating market support for new residential projects.

## Community Feedback

### SURVEY

- Promote housing types that reflect the community's small-town character while addressing future needs.

### OPEN HOUSE

- New housing development as a key community priority

### STAKEHOLDERS

- Encourage revitalization of underutilized sites to provide a diverse range of housing options.

## Vision

The Orchard Street focus area is envisioned as a compact, walkable mixed-use district that extends downtown's residential offerings while adding small-scale retail and neighborhood-serving amenities. The Plan calls for the introduction of new townhome-style housing, with a mix of units designed to broaden housing choice and strengthen the City's missing middle supply. Ground-level retail with residential flats above will contribute to a more active and pedestrian-oriented street edge, while also supporting nearby businesses and residents. The combination of townhomes, small-format retail, and upper-story residential units will create a strong transition between downtown's commercial activity and adjacent neighborhoods while adding new life, density, and walkability to the area. Additionally, upper story office or live/work units would also be an appropriate option for this site.

## Development Principles

### Expand Housing Options:

Introduce new townhome-style units to diversify the housing stock and provide attainable options within walking distance of downtown amenities.

### Activate the Street Edge:

Incorporate small-scale ground-floor retail and upper-story residential or live-work/small office uses to create a more vibrant and pedestrian-friendly environment.

### Promote Human-Scaled Design:

Use building forms, heights, and architectural character that reflect the surrounding residential context while enhancing downtown's urban fabric.

### Enhance Connectivity:

Strengthen pedestrian and bicycle links to adjacent neighborhoods, Farmington Road, and nearby downtown destinations.

### Create a Smooth Transition:

Design the site to serve as a bridge between commercial areas and existing residential development, using landscaping, building placement, and scale to ensure compatibility.



Source: Movoto

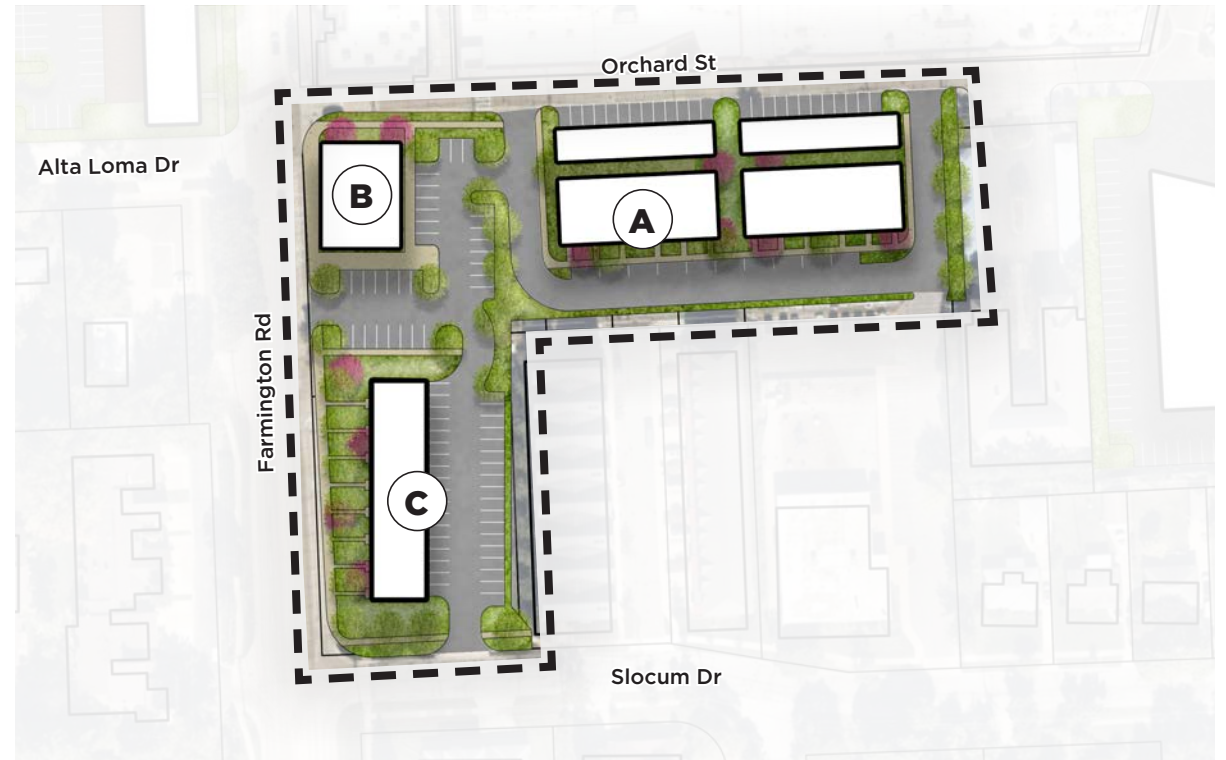


Source: D.R. Horton



Source: Maeve Architecture  
Character Imagery

### Orchard Street Redevelopment Concept



### Development Details

- A** 12 townhomes total, 3 stories  
(2-car detached garages plus 10 new on-street spaces)
- B** 5,000 S.F. Ground-level retail  
with 8 units (flats, 2nd and 3rd floor)

- C** 6,600 S.F. Footprint  
Ground-level retail with 8 units  
(flats, 2nd and 3rd floor)  
OR 8 townhomes total, 3 stories  
(2-car tuck under garages)

## Next Steps & Implementation

### 1. Adopt a Housing Pattern Book

Implement a pattern book that supports a mix of housing typologies to guide infill development. This ensures redevelopment respects the existing community fabric and reinforces the area's role as a transitional zone.

### 2. Leverage Financial Resources

Identify and apply financial tools, incentives, and grants to support high-quality improvements and redevelopment projects aligned with the focus area's mission and vision.

### 3. Support Property Owner Improvements

Encourage property owners to upgrade their properties where feasible. Provide clear guidance and connect them to resources such as MSHDA Mi Neighborhood to help offset improvement costs.

### 4. Adopt Design Guidelines

Establish or recommend design standards to ensure appropriate development form, functionality, and compatibility with the downtown character.

### 5. Update Zoning Regulations

Implement necessary zoning amendments to enable and support the desired redevelopment outcomes.



## T.J. MAXX PARKING LOT

### Overview

The T.J. Maxx Parking Lot site is a large surface parking lot located in the center of downtown. It serves surrounding retail, residential, and service uses but contributes little to the character or activity of the area. The lot is bordered by established storefronts, apartment buildings, and walkable neighborhood streets, making its central location a valuable opportunity for change.

While the site currently lacks any meaningful structure or public space, its position within the downtown fabric makes it a clear candidate for redevelopment. Its size, accessibility, and proximity to amenities create potential for new uses that could better support surrounding activity and strengthen the walkable environment.

T.J. Maxx Parking Lot Existing Condition



### Existing Conditions



## Observations

- Abundant surface parking provides potential for redevelopment or infill.
- Opportunities exist to increase residential density to support a vibrant downtown.
- Close proximity to downtown amenities enhances connectivity and convenience for residents.

## Community Feedback

### SURVEY

- Support the introduction of additional high-density housing options.

### OPEN HOUSE

- Encourage a more pedestrian-friendly environment throughout the downtown.

### STAKEHOLDERS

- Promote a variety of housing types that enhance affordability and meet diverse community needs.

## Vision

This concept envisions transforming the underutilized parking lot into a new four-story residential community with 116 apartment flats. The building is designed with podium parking below, providing 177 total spaces to serve residents while maintaining efficient land use.

The project strengthens the downtown neighborhood by replacing surface parking with housing that supports local businesses and contributes to a more active, walkable environment. Ground-level design elements, landscaping, and new pedestrian connections enhance the site's relationship to the surrounding streets and create a more cohesive urban fabric.

## Development Principles

### Reclaim Underutilized Land

Transform a surface parking lot into a productive urban asset that helps diversify the housing stock.

### Support a Mixed-Use Core

Add residential density within steps of downtown retail, services, and amenities, creating a built-in customer base and supporting the local economy.

### Balance Parking and Land Use Efficiency

Utilize podium parking to meet residential needs without consuming valuable ground-level space, allowing more of the site to be devoted to housing and public realm improvements.

### Enhance Public Realm and Connectivity

Incorporate landscaping, sidewalks, and pedestrian connections that knit the project into the surrounding neighborhood and improve the overall experience of the downtown environment.



Source: Barrett Realty Investments

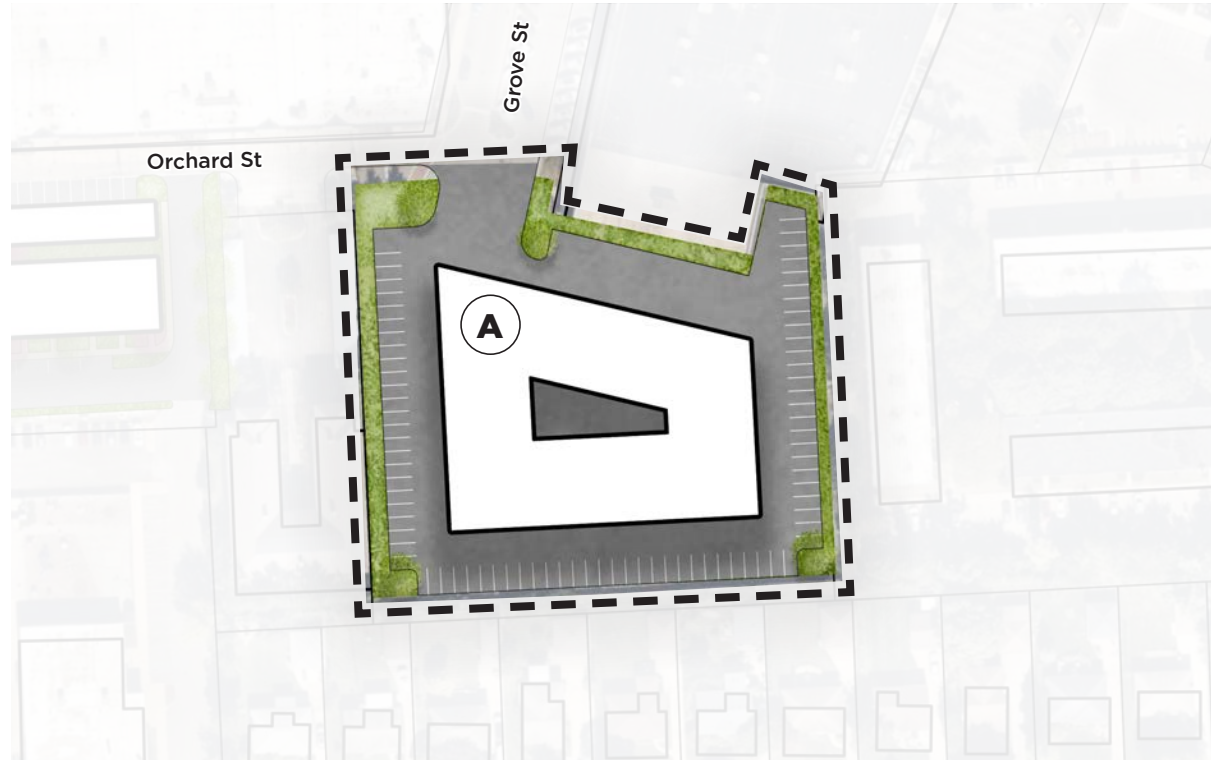


Source: Rent.com



Source: Studio JCI  
Character Imagery

### T.J. Maxx Parking Lot Redevelopment Concept



**Development Details**

**A** 116 units (flats, 4 stories)  
(podium parking with 177 parking spaces total)

## Next Steps & Implementation

### 1. Adopt the Concept Plan

Formally adopt the concept plan for this site as the long-term redevelopment framework.

### 2. Position the Site for Housing Development

Market the property as a prime location for housing within the downtown area to attract developers and investors.

### 3. Engage the Property Owner

Collaborate with the T.J. Maxx owner to clearly communicate the City's and DDA's redevelopment goals and explore opportunities that benefit both the retailer and the community.

### 4. Complete a Residential Market Analysis

Conduct a market study to demonstrate housing demand and growth potential, providing data-driven support for redevelopment.

### 5. Communicate with the Public

Provide clear messaging about the need for redevelopment and address parking strategies to maintain accessibility.

### 6. Update Zoning Regulations

Implement necessary zoning amendments to enable and support the proposed redevelopment.

### 7. Enhance Connectivity and Wayfinding

Incorporate pedestrian improvements and wayfinding strategies that align with the redevelopment concept.



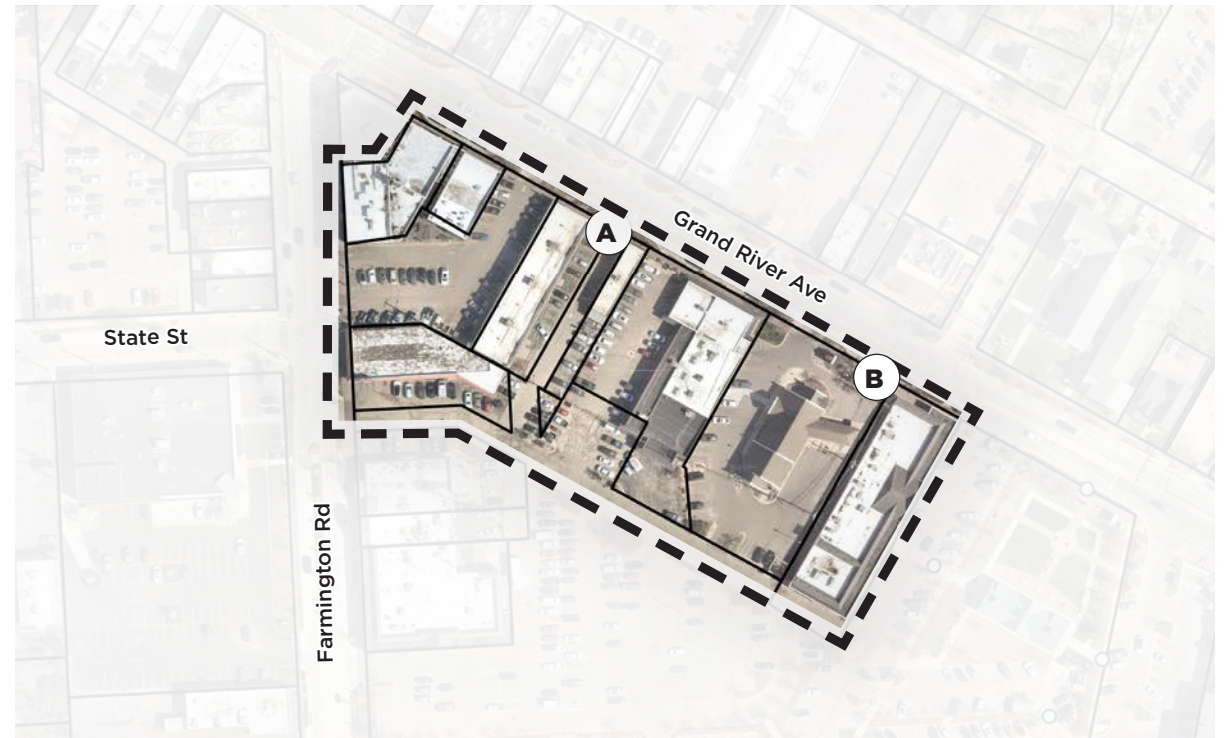
## DOWNTOWN FARMINGTON CENTER

### Overview

The Downtown Farmington Center focus area occupies one of the most strategic and visible redevelopment opportunities in the downtown. Situated directly along Grand River Avenue, the site provides prime frontage within the heart of downtown and sits adjacent to key destinations including Riley Park, the downtown pavilion, and the retail center. Today, the area consists of older single-story commercial buildings, surface parking lots, and a fragmented site layout that does not maximize the potential of its location.

Its central position, visibility, and adjacency to major public spaces and retail anchors make this a critical opportunity for transformative infill development. Reinvestment here can strengthen the core of downtown, enhance the relationship between public spaces and private development, and establish a more vibrant, walkable environment that supports expanded retail, housing, and community activity. With thoughtful design and integration, redevelopment of this site can knit together the existing downtown fabric and serve as a major catalyst for continued growth and revitalization.

*Downtown Farmington Center Existing Condition*



### Existing Conditions



## Observations

- Existing buildings are disconnected and are limiting the overall development potential of the site(s)
- Opportunity for increased residential and commercial density
- Numerous curb cuts that disrupt continued frontage

## Community Feedback

### SURVEY

- Introduce affordable, high-density, and mixed-use housing that fits the small-town charm while meeting future needs

### OPEN HOUSE

- Create mixed-use and Complete Street connection from the Library to Riley Park

### STAKEHOLDERS

- Boost commercial diversity while enhancing walkability

## Vision

The Downtown Farmington Center focus area is envisioned as a transformative mixed-use development that serves as the centerpiece of downtown Farmington’s continued evolution. Redevelopment of this high-visibility site will deliver a significant infill project of up to four stories, integrating ground-floor retail and restaurants with upper-story residential units to create a vibrant, mixed-use environment. Structured parking will be incorporated within the development footprint to support new uses while maintaining a walkable, pedestrian-oriented streetscape. With the addition of structured parking in Phase 2, the anticipated net gain is 213 parking spots. This project will redefine one of downtown’s most prominent frontages and serve as a vital connector between Riley Park, the downtown retail core, and the adjacent shopping center.

*The renderings are not prescriptive site plans or final designs, but rather guiding visions intended to shape future conversations, public investments, and private development decisions. The intent is to communicate the spirit and direction of change — creating a shared understanding of how each site can contribute to a vibrant, resilient, and thriving downtown.*

## Development Principles

### Deliver a Signature Mixed-Use Project:

Develop a high-quality, multi-story infill building with ground-level retail and restaurant space, upper-story residential units, and structured parking to anchor downtown’s growth.

### Support Downtown Living:

Introduce new housing opportunities in the core of downtown to strengthen its residential base and support a vibrant downtown.

### Activate the Street Edge:

Design building frontages and ground-floor uses that create a continuous, pedestrian-oriented streetscape along Grand River Avenue and Farmington Road.

### Integrate Structured Parking:

Incorporate parking within the building footprint to efficiently serve new uses while reducing the need for surface lots and support shared parking in the area.

### Strengthen Key Connections:

Enhance physical and visual connections between Riley Park, adjacent commercial areas to create a seamless, cohesive downtown experience.

### Prioritize High-Quality Urban Design:

Emphasize durable materials, visual definition, and active ground-floor spaces to ensure the project contributes to a distinctive and lasting downtown character.



Source: Gresham Smith

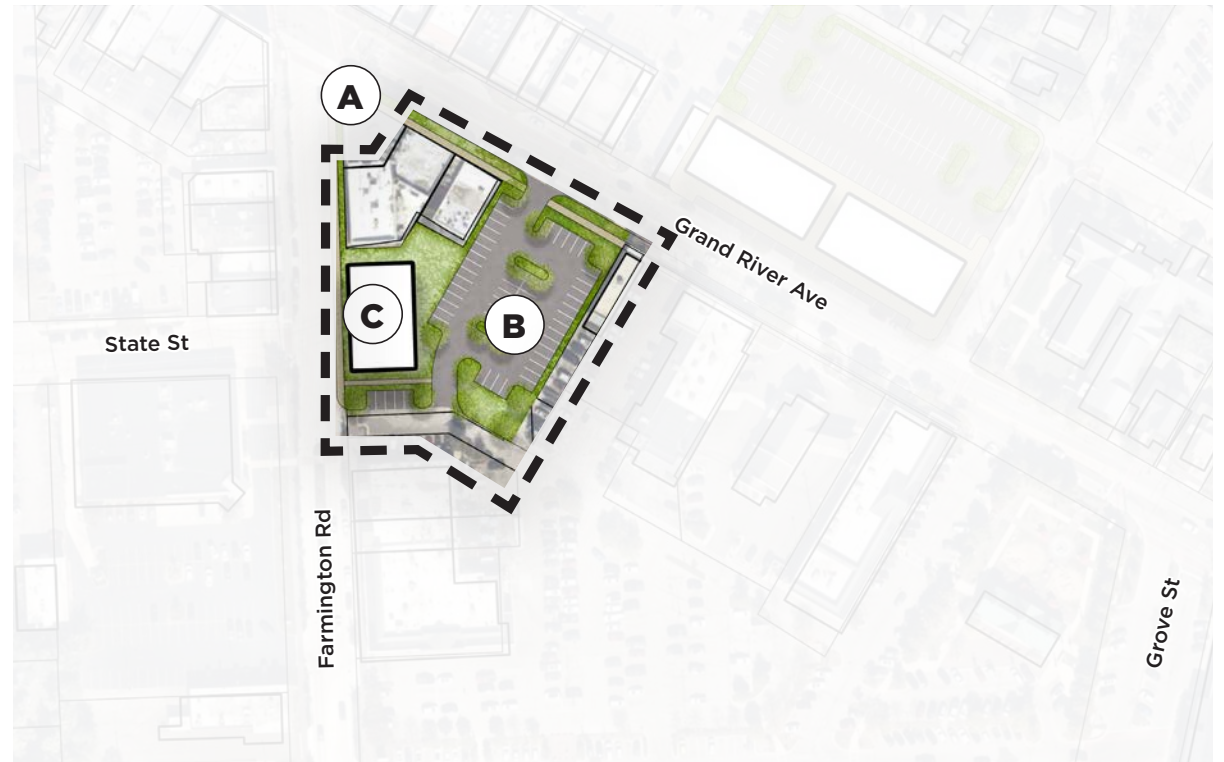


Source: OHM Advisors



Source: TSW  
Character Imagery

### Downtown Farmington Center (Phase 1 Concept)



#### Development Details

- A** Existing Mixed-use
- B** 57 Surface Parking Spaces

- C** 6,600 S.F. Footprint  
Ground-level restaurant/retail  
with 13 units (flats, 2nd  
and 3rd floor)

Downtown Farmington Center (Phase 2 Concept)



Source: Zillow



Source: Wikipedia

Development Details

- D** 6,600 S.F. Footprint  
Ground-level restaurant/retail with 13 units (flats, 2nd and 3rd floor)
- E** Park/Plaza space
- F** 24,300 S.F. Footprint  
Ground-level restaurant/retail with 49 units (flats, 2nd, 3rd, and 4th floor)
- G** 300 Parking Spaces (263 structured; 37 on-street)



Source: VisitIndy  
 Character Imagery



*Downtown Farmington Center Concept Plan (Full Build Out Scenario)*



## Next Steps & Implementation

- 1. Phase Development Strategically**  
Plan redevelopment in two phases, prioritizing corner sites at Grand River Avenue and Farmington Road first.
- 2. Adopt the Concept Plan Framework**  
Use the rendered concept as the guiding vision for redevelopment, while allowing flexibility for future developer proposals that align with the overall framework.
- 3. Update Zoning Regulations**  
Implement necessary zoning amendments to enable and support the proposed redevelopment.
- 4. Leverage Financial Tools**  
Utilize Project-Specific TIF for major transformational phases and explore additional housing-related funding resources to close financial gaps.
- 5. Launch Public Communication Campaign**  
Provide clear messaging about redevelopment goals, timelines, and parking strategies to keep residents informed and engaged.
- 6. Enhance Connectivity and Wayfinding**  
Incorporate pedestrian-scale design elements and wayfinding improvements into all redevelopment plans to strengthen walkability.

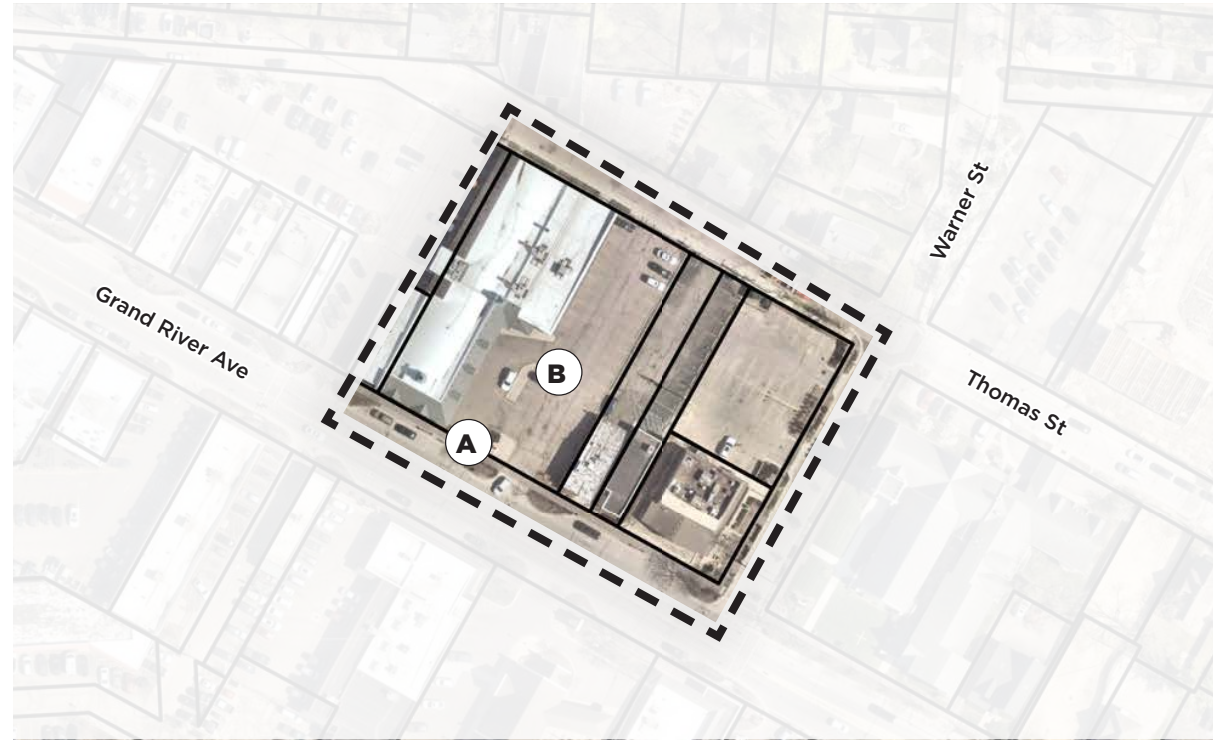
## THOMAS & WARNER

### Overview

The Thomas & Warner focus area occupies a highly visible site along Grand River Avenue, extending north toward Thomas Street and south toward Warner Street. Today, the site is characterized by a mix of older, single-story commercial buildings, including the long-standing Village Shoe Inn, along with some more recent one-story retail investment to the south. While these uses contribute to downtown’s retail mix, the overall development pattern remains low-density and auto-oriented relative to the site’s potential. Parking is limited and often insufficient, creating circulation and access challenges for businesses and visitors.

Given its prominent frontage, proximity to other key downtown destinations, and existing commercial character, the site presents a significant opportunity for reinvestment. Redevelopment can address long-term parking needs, introduce additional density and activity, and better align this block with the scale and energy of the broader downtown core.

Thomas & Warner Existing Condition



### Existing Conditions



## Observations

- Encourage higher and better uses for aging commercial structures.
- Support opportunities to increase both residential and commercial density.
- Address large surface parking areas that interrupt continuous building frontage and streetscape cohesion.

## Community Feedback

### SURVEY

- Encourage revitalization or adaptive reuse of areas to improve appearance and functionality.

### OPEN HOUSE

- Transform underutilized sites into mixed-use and community-oriented spaces.

### STAKEHOLDERS

- Enhance commercial diversity while promoting walkability and a vibrant streetscape.

## Vision

The Village Shoe Inn focus area is envisioned as a straightforward yet impactful mixed-use redevelopment that strengthens downtown’s retail corridor and improves site functionality. The Plan introduces two new mixed-use buildings with ground-floor restaurant and retail space and upper-story residential units, helping diversify housing options and bring additional activity to this part of Grand River Avenue. Parking is consolidated to the rear of the site, simplifying access, improving circulation, and supporting shared use across the district. The result is a more coherent, pedestrian-oriented streetscape that contributes to downtown’s overall vibrancy walkability.

## Development Principles

### Add Mixed-Use Density:

Introduce new buildings with retail and restaurant space with upper-story residential units to support downtown living and local business vitality.

### Enhance Site Functionality:

Relocate parking to the rear to improve access, circulation, and efficiency while supporting shared parking strategies across the district.

### Strengthen the Streetscape:

Create a consistent and engaging frontage along Grand River Avenue with pedestrian-oriented building design and public realm features.

### Support Housing Diversity:

Incorporate new residential units that contribute to Farmington’s missing middle housing supply and bring new residents within walking distance of downtown amenities.

### Foster Connectivity:

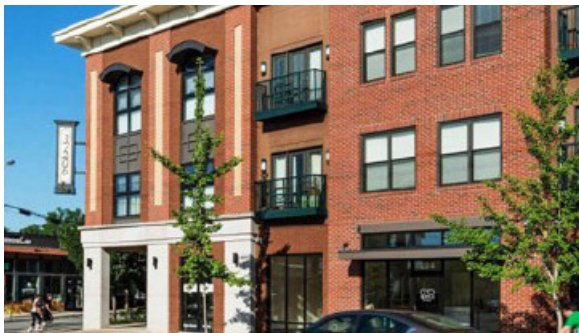
Ensure site design integrates seamlessly with surrounding streets, adjacent developments, and the broader downtown pedestrian network.



Source: ForRent.com

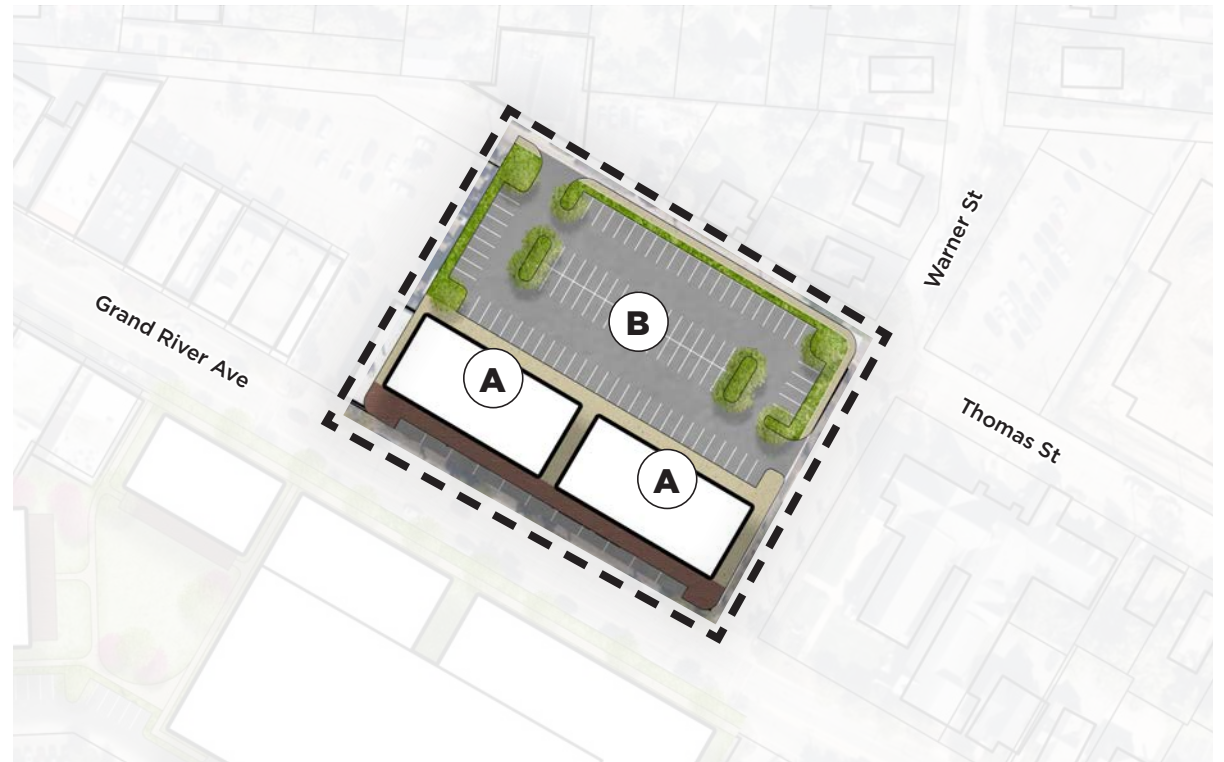


Source: Crawford Hoying



Source: Gresham Smith  
Character Imagery

### Thomas & Warner Concept Plan



### Development Details

**A** 15,000 s.f. ground-level restaurant/  
retail, 28 units total  
(flats, 2nd, 3rd, and 4th floor)

**B** 110 Parking spaces  
(99 surface, 11 on-street)

## Next Steps & Implementation

- 1. Adopt the Concept Plan Framework**  
Formally adopt the Farmington Road concept plan as the guiding vision for long-term redevelopment.
- 2. Position the Site for Mixed-Use Development**  
Market the property as an ideal location for retail and housing within the downtown area to attract developers and investors.
- 3. Engage Property Owners**  
Collaborate with existing property owners to clearly communicate the City's and DDA's redevelopment goals and explore opportunities that align with both parties' interests.
- 4. Adopt Design Guidelines**  
Establish or recommend design standards to ensure appropriate development form, functionality, and compatibility with the downtown character.
- 5. Leverage Financial Tools**  
Identify and utilize available financial resources and incentives to support redevelopment, including housing-related programs and TIF options where applicable.



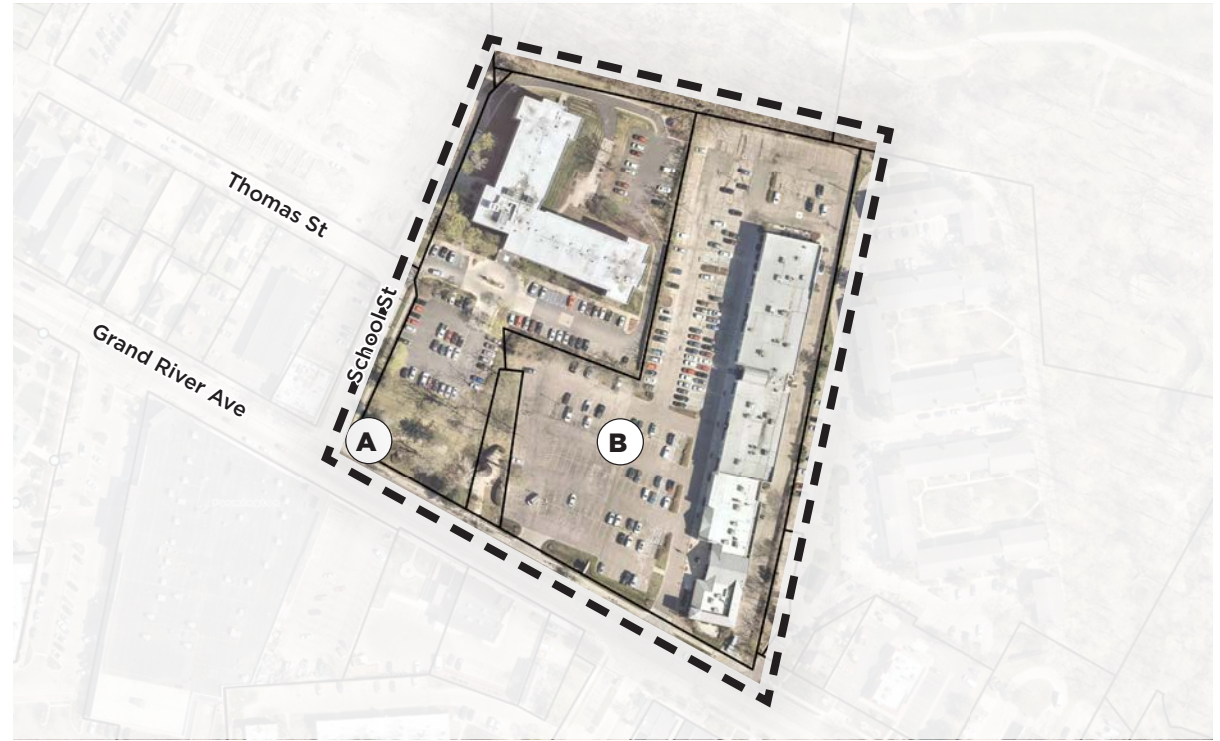
## VILLAGE COMMONS

### Overview

The Village Commons focus area is one of the largest and most complex redevelopment opportunities within downtown Farmington. The site includes a mix of uses — an underutilized public park, a senior housing tower, and a series of inline commercial buildings, but the overall layout is fragmented and does not fully capitalize on its prime location along Grand River Avenue. Large areas of surface parking are disconnected and inefficient, with some portions potentially over-parked, while the existing site design interrupts the continuity of the downtown streetscape and limits pedestrian connectivity.

Despite these challenges, the site presents a significant opportunity to reimagine how public space, housing, and commercial uses can come together in a cohesive and active urban environment. With its size, visibility, and proximity to key destinations, Village Commons can evolve into a vibrant, mixed-use district that integrates open space, residential density, and commercial activity into a stronger, more walkable downtown fabric.

*Village Commons Existing Condition*



### Existing Conditions



## Observations

- Encourage higher and better uses for aging commercial structures.
- Support opportunities to increase both residential and commercial density.
- Enhance public spaces to serve as prominent gateways and wayfinding nodes.

## Community Feedback

### SURVEY

- Support high-density, mixed-use housing that complements the community's small-town character while addressing future needs.

### OPEN HOUSE

- Encourage expansion of retail and dining opportunities alongside increased residential density.

### STAKEHOLDERS

- Enhance commercial diversity while promoting walkability and a vibrant downtown environment.

## Vision

The Village Commons focus area is envisioned as a transformative, multi-phase redevelopment that repositions an important node in downtown Farmington into a cohesive, mixed-use district integrated with the heart of downtown. The Plan calls for new buildings with active ground-floor retail and restaurant space, upper-story residential units, and enhanced public spaces that support daily activity and community gathering. Existing uses, including affordable housing, can be retained and integrated into a more connected site framework, while strategic infill development strengthens the streetscape and brings new housing density into the downtown core.

The reconfiguration of parking and circulation will create a more efficient, accessible, and shared system that supports future development and simplifies movement throughout the site. At the same time, underutilized open space will evolve into a more intentional and functional amenity, creating a stronger relationship between public space, housing, and retail. Together, these improvements will transform Village Commons into an active, people-focused destination.

## Development Principles

### Create a Mixed-Use Destination:

Introduce new retail, restaurant, and residential uses that bring energy and daily activity to the site.

### Add Housing Density:

Deliver a significant number of new residential units to diversify housing options and strengthen the downtown population base.

### Reimagine Public Space:

Replace underutilized open space with intentional gathering areas that support community events, daily use, and adjacent businesses.

### Improve Site Functionality:

Consolidate and reorganize parking to improve access, circulation, and shared use across the site while reducing visual impacts.

### Enhance Connectivity:

Strengthen pedestrian and bicycle connections between this site, Grand River Avenue, and surrounding downtown blocks.

### Integrate Existing Uses:

Retain and connect existing buildings, including senior housing, within a new urban framework that improves walkability and supports future development potential.

### Promote Urban Design Excellence:

Ensure new construction and public realm improvements contribute to a cohesive, high-quality environment that complements downtown's character and scale.



Source: LanCarte Commercial

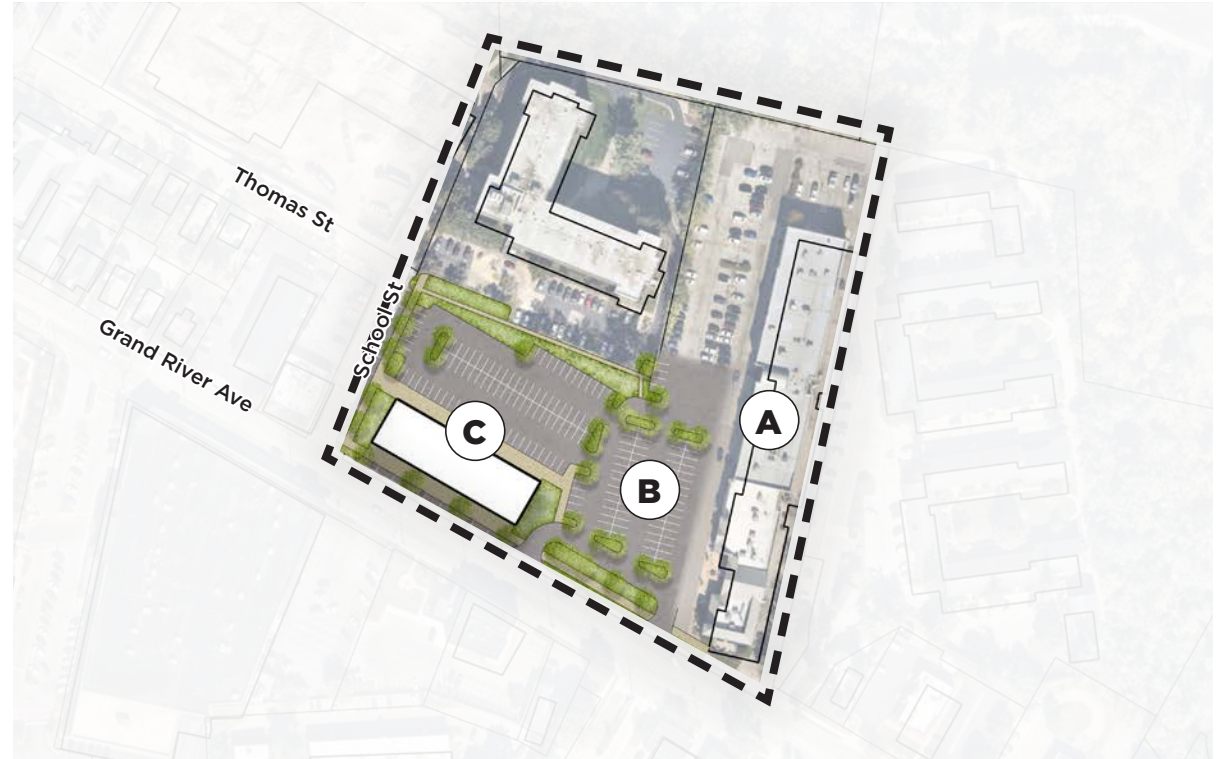


Source: LoopNet



Source: Eley Barkley Dale Architects  
Character Imagery

Village Commons (Phase 1 Concept Plan)



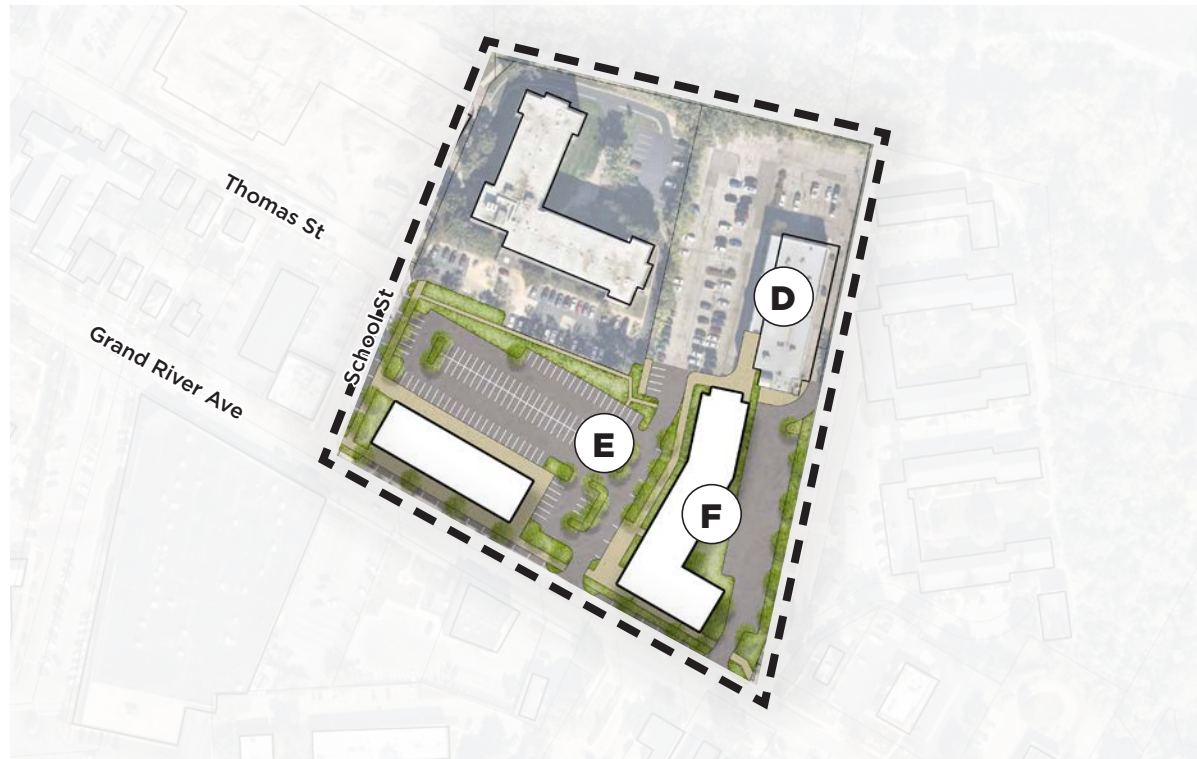
Development Details

**A** Existing Commercial

**B** 318 Parking spaces  
(304 surface, 14 on-street)

**C** 12,000 s.f. ground-level restaurant/  
retail, 24 units total  
(flats, 2nd and 3rd floor)

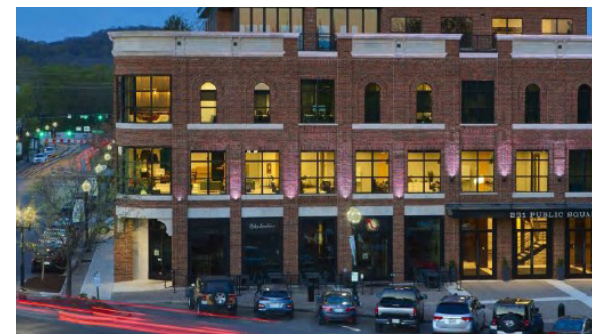
Village Commons (Phase 2 Concept Plan)



Source: KammArchitecture



Source: Public Square: A CNU Journal



Source: Studio Eight Design  
 Character Imagery

Development Details

**D** Remaining Commercial

**F** 7,500 s.f. ground-level restaurant/  
 retail, 53 units total  
 (flats, 1st, 2nd, and 3rd floor)

**E** 327 Parking spaces  
 (300 surface, 27 on-street)



Source: Redfin

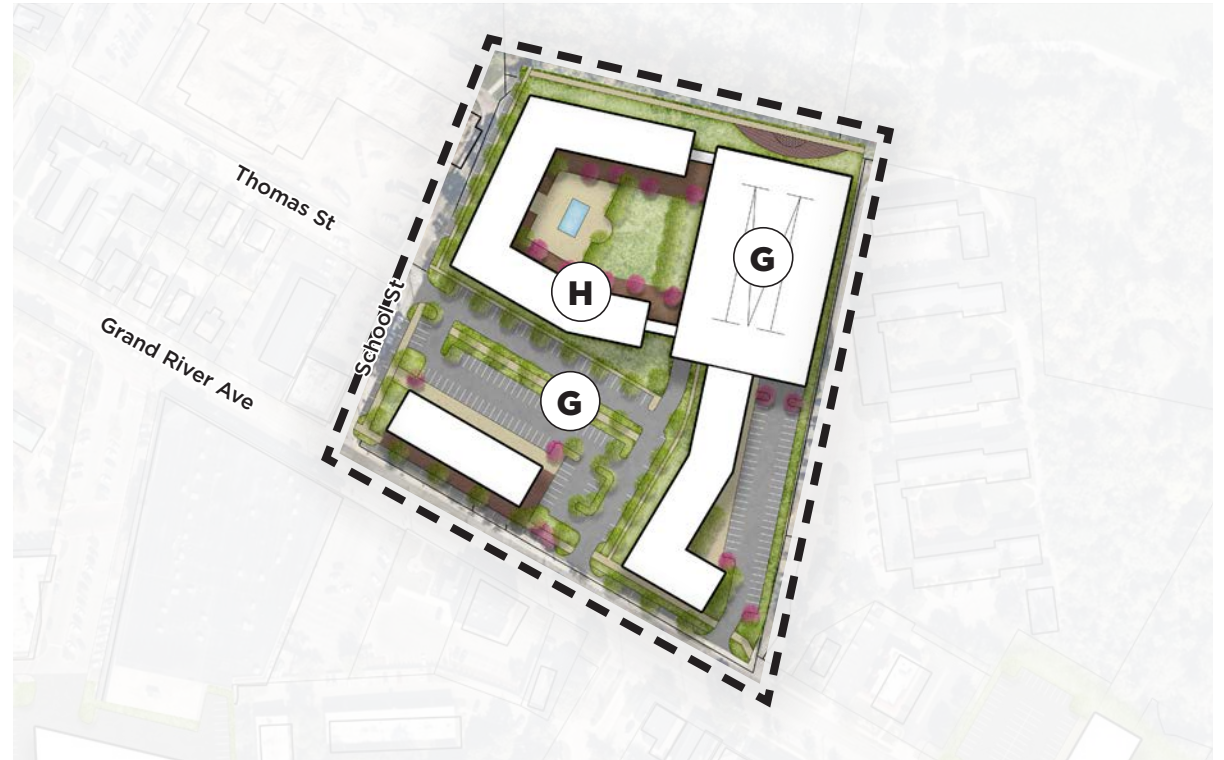


Source: Urban Field



Source: The Columbus Architecture Studio  
Character Imagery

Village Commons (Phase 3 Concept Plan)



Development Details

**G** 622 Parking spaces total  
(112 surface, 44 on-street,  
430 structured)

**H** 148 units (flats, 2nd,  
3rd, and 4th floor)

## Next Steps & Implementation

1. **Phase Development Strategically**  
 Plan redevelopment in two phases, prioritizing the corner sites at Grand River Avenue and Farmington Road first.
2. **Adopt the Concept Plan Framework**  
 Use the rendered concept as the guiding vision for redevelopment, while allowing flexibility for future developer proposals that follow the same framework.
3. **Update Zoning Regulations**  
 Implement necessary zoning amendments to enable and support the proposed redevelopment.
4. **Leverage Financial Tools**  
 Utilize Project-Specific TIF for major transformational phases and explore additional housing-related funding resources to assist with redevelopment.
5. **Launch Public Communication Campaign**  
 Provide clear messaging about redevelopment goals, timelines, parking strategies, and community benefits to keep residents informed and engaged.
6. **Enhance Connectivity and Wayfinding**  
 Incorporate pedestrian-scale design elements and wayfinding improvements into all redevelopment plans to strengthen walkability and connectivity.
7. **Capitalize on Riverfront Access**  
 Ensure redevelopment opportunities maximize views of the riverfront and maintain strong connections to the riverwalk and Shiawassee Park.
8. **Plan for Affordable Housing Needs**  
 Maintain a focus on affordable housing in future redevelopment scenarios, ensuring continuity if the existing affordable housing tower is replaced.



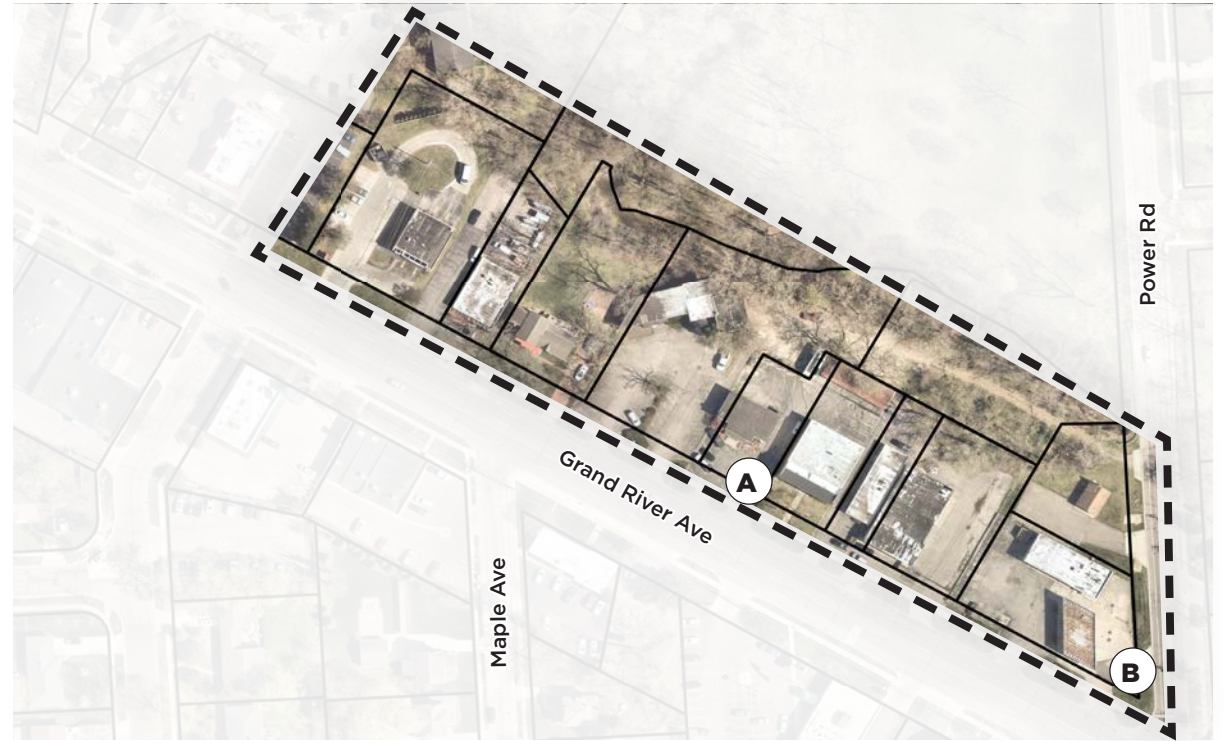
## GRAND RIVER & POWER

### Overview

The Grand River & Power focus area is located along the northern edge of downtown near Maple Avenue and Power Road. Today, the site is characterized by older single-story commercial and office buildings on shallow lots, with multiple curb cuts and fragmented site access that create circulation and safety challenges. The existing development pattern is low-intensity and auto-oriented, failing to capitalize on its strategic location along a major corridor or the natural amenity provided by the adjacent park and wooded area to the north.

Despite its constraints, the site presents a valuable opportunity for reinvestment. Its visibility, proximity to key intersections, and adjacency to green space make it a prime candidate for redevelopment that introduces new uses, improves site design, and enhances the connection between downtown and nearby open space.

Grand River & Power Existing Condition



### Existing Conditions



## Observations

- Encourage higher and better uses for aging commercial structures.
- Support opportunities to increase residential density.
- Enhance the key intersection to function as a prominent gateway and wayfinding node.

## Community Feedback

### SURVEY

- Support expansion of downtown east and west along Grand River through increased residential density, while improving connections to surrounding neighborhoods and parks.

### OPEN HOUSE

- Encourage expansion of retail and dining opportunities alongside increased residential development.

### STAKEHOLDERS

- Transform underutilized lots into mixed-use and residential developments to strengthen downtown vitality.

## Vision

The Grand River and Power Road focus area is envisioned as a residential-led mixed-use area that brings new housing options, walkability, and public space connections to the edge of downtown. The Plan calls for multiple two-story residential buildings with tucked-under podium parking, creating a compact, efficient development pattern while maintaining a neighborhood scale. A small amount of restaurant or retail space activates the corridor frontage, while new site design enhances circulation, consolidates access points, and introduces stronger connections to the adjacent park and wooded open space.

This redevelopment will transform a low-intensity corridor segment into a cohesive extension of downtown, offering high-quality housing choices, neighborhood-serving amenities, and an improved relationship between the built environment and surrounding natural landscape.

## Development Principles

### **Introduce Residential Density:**

Develop new multi-family housing that diversifies housing options and supports downtown vitality.

### **Support a Mixed-Use Edge:**

Incorporate ground-level retail or restaurant space to activate Grand River Avenue and provide neighborhood-serving amenities.

### **Enhance Site Design and Circulation:**

Consolidate curb cuts, improve access, and design internal circulation to create a safer, more functional development pattern.

### **Leverage Natural Assets:**

Strengthen physical and visual connections to adjacent parkland and wooded areas, integrating green space into the development design.

### **Provide Efficient Parking Solutions:**

Utilize podium and tucked-under parking to maximize site efficiency while maintaining an attractive, pedestrian-oriented streetscape.

### **Promote a Cohesive Urban Form:**

Ensure building placement, scale, and design contribute to a continuous, walkable corridor and reinforce the character of the downtown edge.



Source: Harbor Group Management

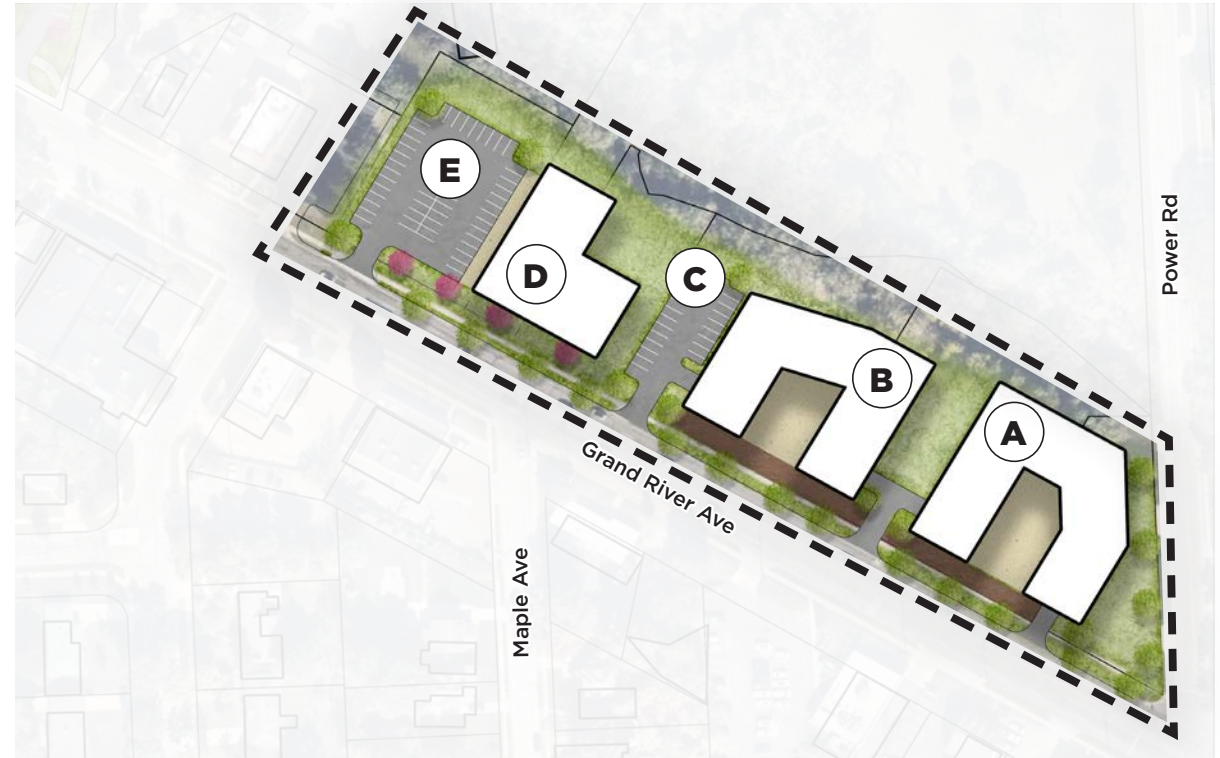


Source: Summit Contracting Group



Source: Furnished Finder  
Character Imagery

### Grand River and Power Proposed Concept



### Development Details

- A** 42 units (flats, 2 stories)  
66 podium parking spaces (tucked under, level 1)
- B** 44 units (flats, 2 stories)  
69 podium parking spaces (tucked under, level 1)

- C** 23 surface parking spaces
- D** 12,000 s.f. of restaurant retail space (1 story)
- E** 54 surface parking spaces

\*Note: this concept was unchanged from the previous City Master Plan, 2020

## Next Steps & Implementation

- 1. Adopt the Concept Plan Framework**  
Use the rendered concept as the guiding vision for redevelopment, while allowing flexibility for future developer proposals that follow the same framework.
- 2. Update Zoning Regulations**  
Implement zoning amendments to allow the desired residential density and building height.
- 3. Engage Property Owners**  
Collaborate with existing property owners to clearly communicate the redevelopment goals of the City, DDA, and CIA, and explore opportunities that align with both parties' interests.
- 4. Position the Site for Residential Development**  
Market the property as an ideal location for retail and housing within the downtown area to attract developers and investors.
- 5. Adopt Design Guidelines**  
Establish or recommend design standards to ensure appropriate development form, functionality, and compatibility with the downtown character.
- 6. Enhance Connectivity and Wayfinding**  
Incorporate pedestrian-scale design elements and wayfinding improvements into all redevelopment plans to strengthen walkability and connectivity.



## IMPLEMENTATION

<b>Downtown</b>		
<i><b>Goal Statement:</b> A strong and vibrant downtown that acts as Farmington’s cultural, social, and economic heart by cultivating a diverse mix of businesses, housing options, attractions, and public spaces.</i>		
<b>Downtown Objective 1 — Continue to promote infill development that adds missing middle and multifamily housing options in and around the downtown.</b>		
Action Items	Time Frame	Project Partners
<b>Action D 1.1</b> Utilize Title Act 381 TIF for redevelopment and housing infill sites.	Ongoing	<ul style="list-style-type: none"> <li>Downtown Development Authority</li> <li>Planning and Building</li> </ul>
<b>Action D 1.2</b> Develop and adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>Planning and Building</li> </ul>
<b>Downtown Objective 2 — Attract diverse dining, entertainment, nightlife, and retail offerings to support a vibrant, active downtown.</b>		
<b>Action D 2.1</b> Market vacant sites for mixed-use development.	Ongoing	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> <li>Downtown Development Authority</li> </ul>
<b>Action D 2.2</b> Identify, design, and implement retail incubator to activate underutilized storefronts and support new businesses.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> <li>Downtown Development Authority</li> </ul>

<b>Downtown Objective 3 — Transform vacant and blighted areas into green spaces, plazas, or public art installations that enhance entry corridors and neighborhoods.</b>			
<b>Action Items</b>		<b>Time Frame</b>	<b>Project Partners</b>
<b>Action D 3.1</b>	Identify sites for pocket parks.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action D 3.2</b>	Integrate public art installations as outlined in Downtown’s Public Art Blueprint.	Ongoing	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> <li>• Arts Commission</li> </ul>
<b>Downtown Objective 4 — Enhance downtown’s pedestrian environment by improving crossings, sidewalks, lighting, and streetscape elements.</b>			
<b>Action D 4.1</b>	Design streetscapes that enhance pedestrian access and support anticipated downtown development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>
<b>Action D 4.2</b>	Refresh and replace plantings along the Grand River Avenue streetscape.	Short Term	<ul style="list-style-type: none"> <li>• Department of Public Works</li> <li>• Downtown Development Authority</li> </ul>
<b>Action D 4.3</b>	Improve pedestrian experience along Grand River Avenue sidewalk, east of Grove Street.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>
<b>Action D 4.4</b>	Inventory downtown sidewalks, streetlights, furnishings, irrigation, and other assets.	Mid Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.5</b>	Complete street connection from Farmington Road to Riley Park through Downtown Farmington Center parking lot.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>



<b>Downtown Objective 4 — Enhance downtown’s pedestrian environment by improving crossings, sidewalks, lighting, and streetscape elements.</b>		
Action Items	Time Frame	Project Partners
<b>Action D 4.6</b> Continue to convert decorative streetlights to LED.	Long Term	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.7</b> Thomas Street improvements from Warner Street to Farmington Road.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
<b>Action D 4.8</b> North Lot connection from Grand River Avenue to Road Less Traveled.	Long Term	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> </ul>
<b>Downtown Objective 5 — Modernize parking to support future growth while maintaining a pedestrian-oriented downtown, emphasizing shared lots, structured parking, and efficient on-street options.</b>		
<b>Action D 5.1</b> Assess the feasibility of shared parking arrangements and future structured parking.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>

## Downtown Focus Areas

### Liberty Street

Action Items	Time Frame	Project Partners
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> <li>• Downtown Development Authority</li> </ul>
Encourage property owners to upgrade their properties where feasible using available resources such as MSHDA Mi Neighborhood.	Short Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>



Municipal Campus		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> <li>• Downtown Development Authority</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Market the site as a prime location for new housing and retail within the downtown area.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• City Council</li> </ul>

<b>Farmington Road</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Engage and collaborate with property owners to communicate redevelopment goals for these sites.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Complete a residential market study to demonstrate housing demand and growth potential.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• City Council</li> </ul>



Orchard Street		
Action Items	Time Frame	Project Partners
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
Adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Encourage property owners to upgrade their properties where feasible using available resources such as MSHDA Mi Neighborhood.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>T.J. Maxx Parking Lot</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of this property.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> <li>• Downtown Development Authority</li> </ul>
Engage the T.J. Maxx property owner to communicate redevelopment goals for the site.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Complete a residential market study to demonstrate housing demand and growth potential.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>



<b>Farmington Center</b>		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>Planning and Building</li> <li>Planning Commission</li> <li>City Council</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> <li>Planning Commission</li> <li>City Council</li> </ul>
Phase development strategically in two phases, prioritizing the corner sites at Grand River Avenue and Farmington Road first.	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>Planning and Building</li> <li>Planning Commission</li> <li>City Council</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>Planning and Building</li> <li>Department of Public Works</li> </ul>

<b>Thomas and Warner</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Engage the property owners to communicate redevelopment goals and explore opportunities that align with all parties interests.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>



Village Commons		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Phase development strategically in three phases.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Ensure redevelopment opportunities maximize views of the riverfront and maintain strong connections to the riverwalk and Shiawassee Park.	Long Term	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Maintain a focus on housing affordability in future redevelopment scenarios.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>Grand River and Power</b>		
<b>Action Items</b>	<b>Time Frame</b>	<b>Project Partners</b>
Identify and leverage available financial programs, incentives, and resources to support improvements and development.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Corridor Improvement Authority</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> <li>• Corridor Improvement Authority</li> </ul>
Engage the property owners to communicate redevelopment goals and explore opportunities that align with all parties interests.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Market the site as a prime location for new housing and retail within the downtown area.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Corridor Improvement Authority</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority Design Committee</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>



## CROSS-CHAPTER INTEGRATION

### Connections and Walkability

**Goal Statement:** *A community with safe and efficient connections, creating a walkable and accessible network of streets, trails, and pathways.*

Action Items	Time Frame	Project Partners
<p><b>Action CW 2.1</b> Install controlled pedestrian crossings (signage, traffic signals, and/or flashing beacons) at Grand River Avenue mid-block crossings.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> <li>• Pathways Committee</li> </ul>
<p><b>Action CW 2.2</b> Enhance lighting at crossings and along downtown sidewalks for increased visibility.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> <li>• Pathways Committee</li> </ul>
<p><b>Action CW 3.1</b> Add wayfinding signage to link Downtown, parks, and the 9 Line.</p>	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>
<p><b>Action CW 3.4</b> Redesign circulation patterns through parking lots and around Riley Park to improve pedestrian flow and reduce conflicts with vehicles.</p>	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> <li>• Pathways Committee</li> </ul>

## Parks and Recreation

**Goal Statement:** *A community with active, inclusive, and accessible parks and recreation opportunities that enhance quality of life, support community gathering, and promote health and wellness.*

Action Items	Time Frame	Project Partners
<b>Action PR 1.1</b> Regularly seek and apply for grants to implement the park-specific action plan, programming, and other facility improvements.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action PR 3.1</b> Evaluate programming annually to ensure alignment with community interests and facility capacity.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>GEORGE F. RILEY PARK AND SUNDQUIST PAVILION</b>		
Complete routine bench maintenance.	Short Term	<ul style="list-style-type: none"> <li>• Department of Public Works</li> </ul>
Upgrade electric to better support food vendors, lighting, and other event needs.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Add at least two restrooms to the pavilion or the park.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Dedicate space to a shipping container storage space that could also function as a pop-up space.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Add roll-up glass garage doors to the pavilion.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Explore curbless design on the south side of the park.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Consider adding a covered parking area on the south side of the park that can also function as a vendor shed during events.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>



# 06

Connections and  
Walkability



# 06

## Connections and Walkability

### OVERVIEW

Farmington recognizes the importance of non-motorized transportation in enhancing quality of life, safety, and community identity. While this plan is not a comprehensive non-motorized transportation plan, it outlines key opportunities and priorities to strengthen walkability and connectivity across the city. Investments in non-motorized transportation result in a more balanced transportation system – one that is more accessible, efficient, and cost-effective in terms of infrastructure investments. There are also significant economic, health, safety, and quality of life benefits associated with investing in non-motorized transportation.



Source: The Perna Team.

*Community feedback highlights a strong desire to improve connectivity and walkability throughout Farmington, reinforcing the importance of investing in pedestrian-friendly infrastructure and park access.*

## GLOSSARY

- » **Non-Motorized Transportation** – Includes any form of human-powered transportation.
- » **Facilities** – Street amenities that are used by non-motorized travelers.
- » **Shared-Use Path** – A wide, paved path (typically a maximum of 8–10 feet) separated from the road and used by pedestrians, cyclists, and other non-motorized users.
- » **Sidewalk** – Typically 6’ wide, concrete, brick, or asphalt surface for non-motorized use. Can be 8’ - 10’ wide in downtown.
- » **Bike Lane** – A designated lane on the street for cyclists, marked and separated from vehicle traffic.
- » **Controlled Pedestrian Crossing** – A pedestrian crossing with traffic signals, flashing beacons, or other control devices.
- » **Uncontrolled Pedestrian Crossing** – A crossing identified by pavement markings or signs but without active control devices.

## INSIGHTS AND ANALYSIS

### Relevant Plans and Policies

#### Nine Mile Corridor Plan

The Nine Line is a planned amenity that envisions connecting the 10 communities along Nine Mile Road in Oakland County, from South Lyon to Hazel Park. Downtown Farmington is a centrally located destination in this network. Integrating this corridor with downtown Farmington and the broader active transportation network presents a significant opportunity to support both local connectivity and regional trail access.

#### Oakland County Community Transit Plan (2026)

In 2022, Oakland County voters approved a countywide transit millage (0.95 mills) to maintain and expand public transportation services. This landmark funding replaces previous ‘opt-in’ models and ensures dedicated support for the Suburban Mobility Authority for Regional Transportation (SMART) through 2032.

Consistent with the Oakland County Community Transit Plan, Farmington continues to be served by SMART fixed-routes, including Route 305 (Grand River) and Route 805 (Grand River Park & Ride), which provide essential regional connections along Farmington Road, Grand River Avenue, and Nine Mile Road. Additionally, the millage supports the expansion of SMART Flex—an on-demand, app-based transit service that provides ‘last-mile’ connectivity within the Farmington and Farmington Hills area. While this Master Plan emphasizes walkability and micro-mobility as primary community goals, it recognizes these regional bus services as a baseline component of the City’s multi-modal network.

## Existing Non-Motorized Network

Farmington has a well built-out sidewalk network, particularly in the central and southern areas of the City. However, outside of the central core, there are gaps within the sidewalk network in neighborhoods to the west and along Freedom Road.

Currently, there are two designated bike lanes within the City, one on Grand River Avenue and one on Power Road between Grand River Avenue and Shiawassee Road. There is a bike lane on Farmington Road that terminates at 10 Mile Road just outside the City boundary. A bike lane on Grand River begins just west of Farmington Road and terminates at Shiawassee Road. While the planned Nine Line path would provide a centrally-located east-west connection consisting of shared use paths, sidewalk improvements, and bike lanes, there are also opportunities to improve north-south mobility along Farmington Road, Orchard Lake Road, and Drake Road.

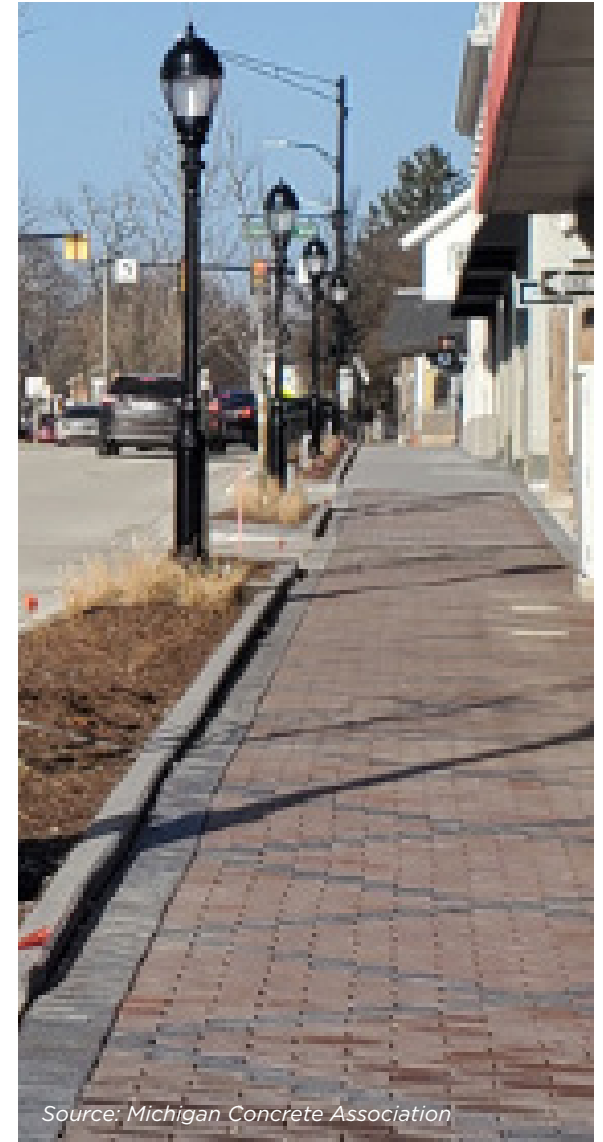
Outside of downtown, there aren't any wider sidewalks or shared-use paths. A shared-use path on Orchard Lake Road terminates north of the City boundary at 10 Mile Road. There is an opportunity, where there is significantly more right-of-way, to replace sidewalks with shared-use paths to establish safer, more comfortable north-south connections.

## Key Findings

Throughout the public engagement process, Farmington residents expressed strong interest in enhancing non-motorized connectivity and walkability. Feedback collected across the engagement process revealed a clear desire to link neighborhoods with downtown and local parks through improved pedestrian and bicycle infrastructure.

In the citywide survey, more than 40% of respondents identified upgrades to sidewalks, trails, and multi-use paths as a top priority. Similarly, participants highlighted downtown Farmington and the park system as key areas in need of better walking and biking access.

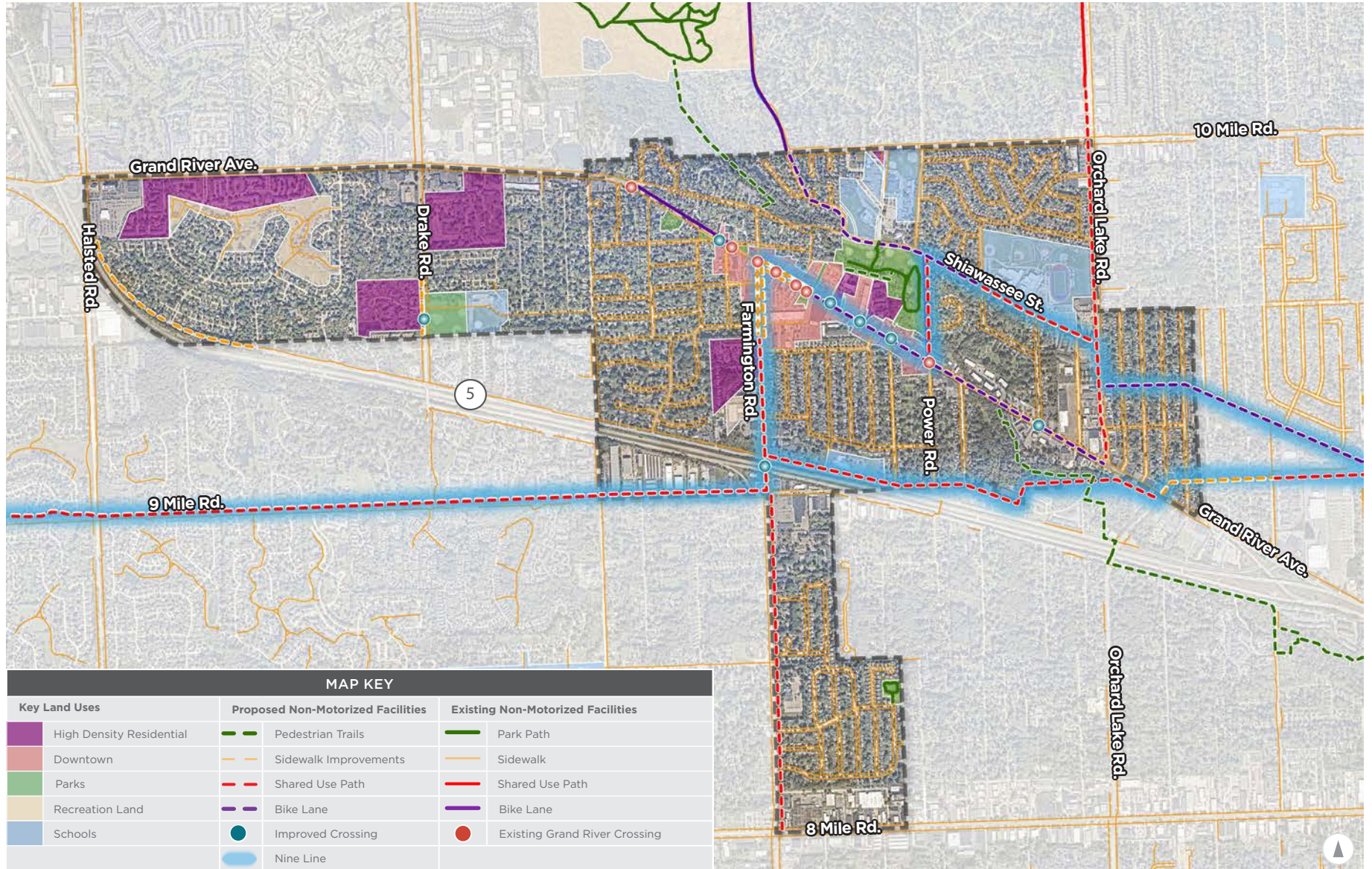
At the first community open house held during the Farmers Market, attendees selected “sidewalks, trails, and multi-use paths” as the top priority for the Master Plan. Comments emphasized the need to improve walkability through auto-oriented areas, particularly west along Grand River Avenue. Suggestions also included better pedestrian connections to key destinations like the Farmers Market and the library. Improving pedestrian safety within downtown was another recurring theme. Residents recommended enhancements such as crosswalk signals, improved signage, flashing beacons, lighting, and protected bike lanes and paths.



Source: Michigan Concrete Association

*The Farmington Streetscape Project transformed the corridor with improved pedestrian crossings, landscaping, and reduced lanes.*

Proposed Non-Motorized Network Map



## IMPLEMENTATION

### Connections and Walkability

**Goal Statement:** *A community with safe and efficient connections, creating a walkable and accessible network of streets, trails, and pathways.*

**Connections and Walkability Objective 1 — Enhance sidewalk network and expand bike paths to close non-motorized gaps and improve access to downtown, parks, and neighborhoods.**

Action Items	Time Frame	Project Partners
<b>Action CW 1.1</b> Coordinate with Oakland County and Farmington Hills for 9 Line implementation and regional trail connectivity.	Ongoing	<ul style="list-style-type: none"> <li>• Oakland County</li> <li>• City Manager</li> <li>• Pathways Committee</li> <li>• Farmington Hills</li> </ul>
<b>Action CW 1.2</b> Inventory and map gaps in sidewalks and shared-use path facilities.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>

<b>Connections and Walkability Objective 2 — Implement safety improvements at key intersections, including crosswalk signals, improved pedestrian lighting, and traffic calming measures.</b>			
Action Items		Time Frame	Project Partners
<b>Action CW 2.1</b>	Install controlled pedestrian crossings (signage, traffic signals, and/or flashing beacons) at Grand River Avenue mid-block crossings.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> </ul>
<b>Action CW 2.2</b>	Enhance lighting at crossings and along downtown sidewalks for increased pedestrian visibility.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• MDOT</li> </ul>
<b>Action CW 2.3</b>	Pilot traffic calming measures (road diets, mid-block crossings, and curb extensions) on Grand River Avenue.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Public Safety</li> <li>• MDOT</li> </ul>
<b>Connections and Walkability Objective 3 — Improve pedestrian and bicycle infrastructure citywide through road diets, protected lanes, and wayfinding signage.</b>			
<b>Action CW 3.1</b>	Add wayfinding signage to link Downtown, parks, and the 9 Line.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action CW 3.2</b>	Replace narrow sidewalks with shared-use paths where right-of-way allows (Orchard Lake Road, Farmington Road).	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>
<b>Action CW 3.3</b>	Implement protected bike lanes on Grand River Avenue and Shiawassee Road.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>
<b>Action CW 3.4</b>	Redesign circulation patterns through parking lots and around Riley Park to improve pedestrian flow and reduce conflicts with vehicles.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> </ul>

## IMPLEMENTATION

Connections and Walkability Objective 4 — Ensure all mobility improvements follow universal design principles to support residents with disabilities and mobility challenges.		
Action Items	Time Frame	Project Partners
<b>Action CW 4.1</b> Audit existing facilities for accessibility gaps and prioritize ADA compliance in new design.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• DPW</li> </ul>
Connections and Walkability Objective 5 — Connect regional trails and mobility networks, such as the 9 Line Corridor, I-275 Metro Trail, and the ITC Corridor Trail, into Farmington’s local system to support active lifestyles and tourism.		
<b>Action CW 5.1</b> Engage regional partners to promote the 9 Line as a tourism and economic development asset.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• DDA</li> <li>• Pathways Committee</li> <li>• Oakland County</li> <li>• MDOT</li> </ul>
Connections and Walkability Objective 6 — Coordinate with Farmington Hills to create a seamless non-motorized network between communities.		
<b>Action CW 6.1</b> Work with Farmington Hills to align bike lane and shared-use path projects for seamless north-south connectivity.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Farmington Hills</li> </ul>

## Enhancing the Multimodal Experience in Farmington

### Transit Supportive Infrastructure

While Farmington’s primary focus remains on the development of safe, comfortable non-motorized pathways, the quality of the “waiting environment” is a critical component of a functional streetscape. High-quality transit stops do more than just serve bus riders; they contribute to the overall safety and aesthetic of a corridor.

Future improvements to existing transit stops, particularly along Grand River Avenue, Nine Mile Road, and Farmington Road, should prioritize universal design amenities. This includes:

- » **Shelter & Seating:** Providing protection from the elements and resting points for pedestrians of all ages and abilities.
- » **Pedestrian-Scale Lighting:** Increasing visibility and safety for those walking to and from stops during evening hours.
- » **Level Landing Pads:** Ensuring all stops are ADA-compliant and seamlessly integrated into the sidewalk network.
- » **Real-Time Information:** Incorporating digital or static wayfinding to help users navigate both local transit and the broader trail network.

### The Role of Mobility Hubs

To better integrate various modes of travel, there is potential for “mobility hubs” at key intersections where SMART transit routes intersect with the non-motorized network. A mobility hub is a centralized point where the “connections” outlined in this plan chapter converge.

By co-locating SMART bus stops with bike repair stations, secure bicycle parking, and clear pedestrian wayfinding, these hubs serve as the “connective tissue” of the transportation network. These locations should be treated as priority areas for green stormwater infrastructure and enhanced landscaping, transforming a standard transit stop into a community asset that supports a vibrant, walkable public realm.

### Strategic Growth and Transit-Oriented Development

Transit-oriented development (TOD) is a planning strategy that focuses higher-density housing, office space, and retail within a comfortable walking distance (typically 1/4 to 1/2 mile) of high-frequency transit stops and mobility hubs. By aligning Farmington’s goals with existing and future SMART bus routes, Farmington can create a “transit-ready” environment. There is an opportunity for the city to evaluate its zoning and development standards and to incorporate these design principles which support better connections:








- » **Prioritizing Infill:** Encouraging mixed-use infill projects at designated Mobility Hubs to create a seamless transition between the sidewalk and the front door.
- » **Pedestrian-First Design:** Ensuring that new developments along Grand River and Nine Mile provide direct, safe, and attractive pedestrian connections to the nearest transit stop.
- » **Flexible Parking:** Exploring “Maximum Parking” limits or shared parking agreements for developments that provide enhanced transit amenities or bike-share facilities.




## IMPLEMENTATION









To ensure successful implementation, recommended projects must be both achievable and realistic. A set of objective criteria was developed to help manage and prioritize the full list of proposed improvements. Each project was assigned a time frame for implementation based on factors such as:



















- Proximity to community anchors (e.g., schools, parks, downtown, high-density residential areas)
- Ability to fill gaps in the non-motorized network
- Inclusion in other adopted plans
- Public input identifying it as a priority








As new construction, reconstruction, and maintenance projects occur across the city, this plan will serve as a reference to ensure that pedestrian and bicycle infrastructure is considered and integrated into road and sidewalk improvements. It's important to note that some recommended projects may prove infeasible due to site constraints, funding limitations, or changing conditions. In such cases, the type of facility may need to be adjusted. Additionally, the City may identify and pursue new non-motorized projects not currently included in this plan, as opportunities and needs evolve.















EVALUATION CRITERIA	SYMBOL
Located near a school	
Located near downtown or a commercial district	
Located near a park or recreational area(s)	
Located near a compact residential area	
Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Project has been listed in Farmington or Oakland County Plan	
Noted by the public as a priority project	








TIME FRAME EVALUATION		
Long Term	Meets 1 criteria	
Mid Term	Meets between 2 - 3 criteria	
Short Term	Meets 4 or more criteria	

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>CROSSINGS</b>				
Drake Road Mid-Block Crossing	Heritage Lane		Short Term	--
M-5 Crossing Improvement	Farmington Road		Long Term	--
Grand River Avenue Mid-Block Crossing	Cass Street		Mid Term	--
Grand River Avenue Mid-Block Crossing	School Street		Short Term	--
Grand River Avenue Mid-Block Crossing	River Glen Court/Orchard Court		Short Term	--
Grand River Avenue Mid-Block Crossing	Maple Avenue		Mid Term	--
Grand River Avenue Mid-Block Crossing	Lake Way		Long Term	--
Grand River Avenue Crossing Improvement	Orchard Lake Road		Long Term	--

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>SIDEWALK PROJECTS</b>				
Freedom Road	--	  	Mid Term	--
Drake Road	Heritage Court to Lark Harbor	   	Short Term	--
Farmington Road	Slocum to Grand River Avenue	   	Completed	Yes
W. Nine Mile Road	Grand River Avenue to Cora Avenue	  	Long Term	Yes
Grand River Avenue	Farmington Road to Grove Street	   	Short Term	Yes




<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
		Noted by the public as a priority project	








STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>BIKE LANES</b>				
Grand River Avenue	Grove Street to Power Road	   	Short Term	Yes
Grand River Avenue	Power Road to Orchard Lake Road	 	Long Term	--
Shiawassee Street	10 Mile Road to Prospect Street	    	Short Term	Yes
Shiawassee Street	Orchard Lake Road to Cora Avenue	  	Mid Term	Yes

<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
Noted by the public as a priority project			

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>SHARED USE PATHS</b>				
Farmington Road	8 Mile Road to 9 Mile Road		Long Term	--
Farmington Road	9 Mile Road to Slocum		Short Term	Yes
Shiawassee Street	Prospect Street to Orchard Lake Road		Short Term	Yes
Orchard Lake Road	10 Mile Road to Shiawassee Street		Long Term	--
Orchard Lake Road	Shiawassee Street to Grand River Avenue		Mid Term	Yes
9 Line	Farmington Road to Grand River Avenue		Mid Term	Yes

<b>EVALUATION KEY</b>							
Located near a school		Located near a park or recreational area(s)		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities		Noted by the public as a priority project	
Located near downtown or a commercial district		Located near a high-density residential area		Project has been listed in Farmington or Oakland County Plan			

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>PEDESTRIAN TRAILS</b>				
Downtown to Shiawassee Park	--		Long Term	--
To Heritage Park	--		Long Term	--
Rouge River Trail	--		Long Term	--

<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
		Noted by the public as a priority project	



07

Parks and  
Recreation



# 07

## Parks and Recreation

### OVERVIEW

To guide decision making, the City of Farmington developed a goal statement, objectives, and action items based on the results of the technical analysis and public input. This section provides an operational framework for future decisions related to parks and recreation in Farmington.

The goal, objectives, and action items should be reviewed annually by City staff and adjusted to respond to updated findings and identification of funding opportunities.

### INSIGHTS AND ANALYSIS

Farmington's parks and recreation system is evolving to meet the needs of a changing community. Recent investments, including fitness courts at Flanders and Shiawassee Parks, resurfaced tennis courts with added pickleball lines, and the planned Promenade, demonstrate the City's commitment to enhancing public spaces through targeted, high-impact improvements.

Nearly 700 residents participated in community engagement for the Plan. Their feedback emphasized the importance of passive use areas, improved connectivity, and inclusive programming. Survey results revealed strong support for walking paths, shaded seating, and nature-based amenities, while open house comments highlighted the need for better ADA access, safer crossings, and more programming for older children and seniors.

Demographic trends reinforce these priorities. Farmington's population is projected to remain stable, but its age composition is shifting. By 2030, seniors will make up 25% of the population, while youth numbers decline. This underscores the need for multigenerational design and flexible recreation spaces.

While Farmington falls below national benchmarks for parkland acreage and certain amenities, regional partnerships help fill the gap. Shared services with Farmington Hills, access to school facilities, and proximity to county and state parks expand recreational opportunities beyond city limits.

The findings point to a clear path forward: invest in age-inclusive amenities, improve walkability and access, and leverage partnerships to deliver a resilient, equitable parks system.

## Relevant Plans and Policies

### Invasive Species Management

Farmington recognizes the ecological and economic threat posed by invasive species to local parks and non-motorized trail systems. Farmington actively collaborates with the Oakland County Cooperative Invasive Species Management Area (CISMA). By leveraging CISMA's regional monitoring data and best management practices, the City aims to prioritize the removal of high-priority invasive plants and the restoration of native landscapes along public rights-of-way and within parks.



*Removing invasive species in Farmington Hills.  
Source: The Detroit Free Press.*

## IMPLEMENTATION

<h3>Parks and Recreation</h3> <p><b>Goal Statement:</b> <i>A community with active, inclusive, and accessible parks and recreation opportunities that enhance quality of life, support community gathering, and promote health and wellness.</i></p>		
<p><b>Parks and Recreation Objective 1 — Ensure that recreation facilities are well-maintained and offer appropriate facilities to meet changing community needs.</b></p>		
Action Items	Time Frame	Project Partners
<p><b>Action PR 1.1</b> Regularly seek and apply for grants to implement the park-specific action plan, programming, and other facility improvements.</p>	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<p><b>Action PR 1.2</b> Establish a preventative maintenance schedule for all existing park facilities and infrastructure, including regular inspections and a clearly defined process for addressing deferred maintenance.</p>	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<p><b>Action PR 1.3</b> Identify a standardized asset management system to track the condition, repair history, and remaining useful life of major park assets and forecast capital improvement costs accurately.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>
<p><b>Action PR 1.4</b> Establish free, reliable WiFi in all parks in the system.</p>	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>





<b>Parks and Recreation Objective 2 — Improve park accessibility and walkability.</b>		
Action Items	Time Frame	Project Partners
<b>Action PR 2.1</b> Formalize support for the Pathways Committee and pursue funding through TAP and Safe Routes to Parks grants.	Mid Term	• City Manager
<b>Parks and Recreation Objective 3 — Deliver inclusive and evolving recreation programming.</b>		
<b>Action PR 3.1</b> Evaluate programming annually to ensure alignment with community interests and facility capacity.	Ongoing	• City Manager • Downtown Development Authority
<b>Action PR 3.2</b> Track staff hours and volunteer needs for special events to optimize resource allocation.	Ongoing	• City Manager • Downtown Development Authority
<b>Parks and Recreation Objective 4 — Strengthen organizational capacity, fiscal responsiveness, and strategic alignment to ensure effective delivery and stewardship of parks and recreation services.</b>		
<b>Action PR 4.1</b> Stabilize funding for Governor Warner Mansion improvements through a dedicated fund or endowment.	Short Term	• City Manager
<b>Action PR 4.2</b> Integrate invasive species management and deer culling as recurring line items in the operational budget to support long-term ecological stewardship.	Short Term	• City Manager

<b>Parks and Recreation Objective 5 — Enhance visibility, engagement, and communication through strategic marketing.</b>		
<b>Action PR 5.1</b>	Update the Parks and Recreation page on Farmgov.com website to include the entire parks system, current amenities, and programming.	Short Term • City Manager • IT
<b>Action PR 5.2</b>	Ensure that all parks receive consistent park signage.	Mid Term • City Manager • Department of Public Works
<b>Action PR 5.3</b>	Leverage relationships with partners (DDA, athletic organizations, Farmington Hills) to enhance marketing efforts through cross-promotion.	Mid Term • City Manager • DDA

## PARK-SPECIFIC ACTION PLAN

ACTION	SUPPORTING OBJECTIVE(S)	TIME FRAME	RESPONSIBLE PARTY
<b>CIVIC THEATER</b>			
Conduct focused public input to gather feedback on preferred facility improvements, programming, and special events.	1 2 3 4 5	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> </ul>
Establish a committee to evaluate potential updates and modifications to the second floor, including functionality, accessibility, and design improvements.	1 2 3 4 5	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> </ul>
Complete a comprehensive facility needs assessment and conceptual design based on the community input and priority improvements.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> </ul>
<b>DRAKE PARK</b>			
Establish ADA pathways to ball field bleachers.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Explore converting one ball field into a cricket pitch.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> </ul>
Add a small pavilion.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
<b>FLANDERS PARK</b>			
Plant trees throughout.	1 2 3 4 5	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Add a shade structure.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Install low-height, LED bollard-style lighting near primary pathway and entrance.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Upgrade the play equipment surfacing and introduce toddler-friendly equipment.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>

ACTION	SUPPORTING OBJECTIVE(S)	PRIORITY LEVEL	RESPONSIBLE PARTY
<b>GAZEBO PARK</b>			
Transition out of the park system to support the development of Downtown Focus Area #8.		Long Term	• City Manager
<b>GEORGE F. RILEY PARK AND SUNDQUIST PAVILION</b>			
Upgrade electric to better support food vendors, lighting, and other event needs.	1 2 3 4 5	Short Term	• City Manager • Downtown Development Authority
Add at least two restrooms to the pavilion or the park.	1 2 3 4 5	Mid Term	• City Manager • Downtown Development Authority
Add roll-up glass garage doors to the pavilion.	1 2 3 4 5	Mid Term	• City Manager • Downtown Development Authority
Explore curbless design on the south side of the park.	1 2 3 4 5	Long Term	• City Manager • Downtown Development Authority
Consider adding a covered parking area on the south side of the park that can also function as a vendor shed during events.	1 2 3 4 5	Long Term	• City Manager • Downtown Development Authority
<b>PROMENADE PARK</b>			
Create strong pedestrian connections to Grand River Avenue and Thomas Street.	1 2 3 4 5	Ongoing	• City Manager • Downtown Development Authority
Develop a calendar of events and programming.	1 2 3 4 5	Long Term	• City Manager • Downtown Development Authority

ACTION	SUPPORTING OBJECTIVE(S)	PRIORITY LEVEL	RESPONSIBLE PARTY
<b>SHIAWASSEE PARK</b>			
Connect park to downtown with an ADA accessible path. » Remove staircase along southern border and western pedestrian bridge. » Upgrade eastern pedestrian bridge.		Ongoing	• City Manager
Explore the following in a master plan for Shiawassee Park: » Add entrance points on the north and east sides of the park. » Replace or remove bocce ball court. » Replace the playground and add play elements suitable for older children (10 years and up). » Add an off-leash dog park. » Add a bicycle pump track.		Short Term	• City Manager
<b>WARNER MANSION</b>			
Develop a calendar of lectures, events, and programming.		Short Term	• City Manager
Explore the feasibility of the Warner Mansion concept plan.		Mid Term	• City Manager



08

Implementation



# 08

## Implementation

### OVERVIEW

Bringing the Farmington Forward 2025 Plan to life will require sustained collaboration among City staff, the County, local organizations, community stakeholders, engaged residents, and other partners over the coming decade. To guide this effort, implementation matrices have been developed for each plan chapter. While specific time frames and project partners may evolve, the matrix serves as a flexible tool to track progress and adapt as local priorities, resources, and leadership shift. Regular review and updates to the matrix are essential to ensure alignment with emerging opportunities and challenges.

The Implementation section outlines the actions necessary to achieve the objectives identified in each chapter of the Plan. Organized by topic area, it provides a clear roadmap for decision-makers, identifying actionable steps, suggested time frames, and potential implementation partners. This framework is intended to support transparent, informed decision-making that advances the community's long-term vision for Farmington.

### TIME FRAMES

Short Term - 1 to 3 years      Long Term - 7+ years  
Mid Term - 4 to 7 years      Ongoing Projects

### POTENTIAL PROJECT PARTNERS

- Farnington Leadership
- City Council
- Planning Commission
- Corridor Improvement Authority (CIA)
- Pathways Committee
- City Manager
- Downtown Development Authority (DDA)
- Department of Public Works (DPW)
- Planning and Building
- Oakland County
- MDOT
- Neighboring Communities
- Real Estate Developers

## Land Use

**Goal Statement:** *A community with a mix of historical districts and neighborhoods, a thriving downtown, and economically rich commercial corridors with a mixture of uses.*

**Land Use Objective 1 — Revitalize underutilized commercial corridors through strategic infill and mixed-use development in areas such as the intersections of Grand River Avenue and Power Road, Grand River Avenue and Orchard Lake Road, and Grand River Avenue and Nine Mile Road.**

Action Items	Time Frame	Project Partners
<p><b>Action LU 1.1</b> Continue leveraging the Grand River Corridor Improvement Authority as a key resource for engaging developers and implementing key plan recommendations.</p>	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
<p><b>Action LU 1.2</b> Review and update existing zoning regulations, focusing on density, public space and sidewalk standards, setbacks, and building height requirements, to promote street-scale development that provides a smooth transition between downtown and surrounding lower-density areas.</p>	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<p><b>Action LU 1.3</b> Pursue infrastructure upgrades that create public spaces and enhance the pedestrian experience in revitalized and redeveloped areas along the eastern portion of Grand River Avenue.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Corridor Improvement Authority</li> </ul>
<p><b>Action LU 1.4</b> Complete a residential market analysis.</p>	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>

<b>Land Use Objective 2 — Continue to grow and reinvest in the downtown.</b>			
Action Items		Time Frame	Project Partners
<b>Action LU 2.1</b>	Conduct a downtown retail and office market analysis to assess demand, identify growth opportunities, and provide a strategic resource and information to attract developers and businesses to the area.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 2.2</b>	Expand facade improvement grant program to encourage downtown building rehabilitation.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 2.3</b>	Strengthen connections to the downtown core by introducing pedestrian-focused improvements, such as new alleys, promenades, and community spaces that promote walkability to downtown.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Pathways Committee</li> </ul>
<b>Land Use Objective 3 — Promote redevelopment of community gateways with unified design standards, beautification, and public infrastructure to create attractive and welcoming entrances.</b>			
<b>Action LU 3.1</b>	Create unified design standards for gateway signage, landscaping, and lighting.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning Commission</li> </ul>
<b>Action LU 3.2</b>	Partner with local businesses for corridor beautification initiatives, public art, and wayfinding elements at major entry points.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Land Use Objective 4 — Use incentives such as Tax Increment Financing (TIF) and Brownfield Redevelopment Authority (BRA) to support private investment for catalytic redevelopment sites.</b>			
<b>Action LU 4.1</b>	Identify high-impact sites and launch an RFP or RFQ for the sites.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
<b>Action LU 4.2</b>	Market the incentives to regional and national developers.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>

## Grand River Corridor Focus Areas

### Uptown Plaza

Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Apply Act 381 TIF when appropriate to support new infill housing and strengthen residential opportunities within the corridor.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

<b>Winery + Danboise</b>		
Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

East Gateway		
Action Items	Time Frame	Project Partners
Continue using the Grand River Corridor Improvement Authority as a key partner to engage developers.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Develop a formal incentive policy with clear criteria to support redevelopment and investment in the corridor.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Consider creating a project-specific TIF tool for the Corridor Improvement Authority, modeled after the DDA's approach, to help close financial gaps.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

Drake Road and Grand River		
Action Items	Time Frame	Project Partners
Establish a joint gateway committee with Farmington Hills to develop a cohesive secondary gateway plan that strengthens corridor identity and reinforces entry into the City of Farmington.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Corridor Improvement Authority</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Adopt a Complete Streets policy and implement targeted pedestrian safety enhancements, such as improved crossings, sidewalk upgrades, and traffic-calming features.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Position Drakeshire Plaza and similar properties as candidates for the Commercial Rehabilitation Act and other incentive tools that can support reinvestment and reduce redevelopment barriers.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Continue engaging regional partners and local stakeholders to coordinate redevelopment efforts, align design themes, and support a more unified corridor experience.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>

# Housing

**Goal Statement:** *A community with diverse, affordable, and inclusive housing options that support residents of all ages, incomes, and household types.*

## Housing Objective 1 — Review and update zoning standards to encourage housing development while preserving the character of the community.

Action Items		Time Frame	Project Partners
<b>Action H 1.1</b>	Revise parking standards to enable more flexible land use and support the adaptive reuse of sites as community needs and development patterns evolve.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• City Council</li> </ul>
<b>Action H 1.3</b>	Revise zoning codes to allow smaller lot sizes, accessory dwelling units (ADUs), duplexes, triplexes, and quadplex housing.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

## Housing Objective 2 — Encourage a range of housing types including attainable, senior, multi-family, and multi-generational units that aligns with demographic conditions and trends within the community.

<b>Action H 2.1</b>	Develop a housing or target market analysis to align policy with demographic trends.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
<b>Action H 2.2</b>	Create incentives for missing-middle housing (e.g., density bonuses, reduced parking requirements).	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>Housing Objective 3 — Support mixed-use residential development in the downtown and along key corridors (Grand River Avenue and Power Road, Grand River Avenue and Orchard Lake Road, and Grand River Avenue and Nine Mile Road).</b>		
Action Items	Time Frame	Project Partners
<b>Action H 3.1</b> Encourage residential infill and redevelopment in targeted focus areas to strengthen neighborhoods, optimize land use, and support sustainable growth.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<b>Action H 3.2</b> Encourage the development and continued expansion of missing-middle housing to provide diverse, attainable housing options that bridge the gap between single-family homes and higher-density developments.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
<b>Housing Objective 4 — Continue to work with Michigan Economic Development Corporation (MEDC) to promote private investment on targeted redevelopment sites.</b>		
<b>Action H 4.1</b> Prepare redevelopment site profiles for MEDC marketing and apply for MEDC programs.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
<b>Housing Objective 5 — Balance private investment and increased residential density with the preservation of Farmington's natural assets.</b>		
<b>Action H. 5.1</b> Encourage developers to utilize the Michigan Natural Features Inventory (MFNI) data during the early stages of site selection and design.	Ongoing	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>

## HOUSING PROGRAMS

It is recognized that funding support is needed to improve and revitalize existing housing stock within established residential neighborhoods. The following strategies could help to assist with closing the financing gap. It should be noted that these are a spectrum of support tools that vary based on state and federal policy decisions.

### MSHDA Michigan Housing and Community Development Program

These funds are available now for project gap financing, specifically for projects tied to the Housing Action Plan which calls out new construction, adaptive reuse, and rehab projects needed to increase Housing Stock.

Communities could create a housing development assistance program (HDAP) in partnership with the local Brownfield Redevelopment Authority (MCL Act 381) and the Land Bank as the applicant.

The purpose of the HDAP is to provide financing assistance to developers who are interested in building new housing (attached or detached formats) for buyers that are within the HUD defined range of 80% to 120% of local Area Median Income (AMI). This would translate to a sales price range of \$150,000 -\$225,000.

For a builder to build a new housing structure in this sales price range, there is almost always a financial gap that exists between the final sales cost and the final construction cost. The HDAP program utilizes Tax Increment Finance established by a TIF district to assist with closing that financial gap.

<https://www.michigan.gov/mshda/developers/housing-andcommunity-development-fund-hcdf>

### MSHDA MI Neighborhood 3.0

This is another opportunity for project gap financing for both non-profit and for-profit housing developers – it is funded out of the MHCDF. MSHDA Multifamily Direct Lending: MSHDA offers direct lending to eligible borrowers in the form of loans from both tax-exempt and taxable bonds, as well as MSHDA gap funding loans and equity bridge loans in certain situations, for the development of affordable rental housing. MSHDA direct lending programs are available for both new construction and acquisition and rehabilitation of affordable or conventionally financed rental housing, mixed use buildings, or the adaptive re-use of other structures.

<https://www.michigan.gov/mshda/developers/multifamily-directlending-pgrms>

### Community Development Block Grant

The Community Development Block Grant (CDBG) program offers funding for municipalities in HUD non-entitlement communities to assist in projects that benefit their community. Eligible applicants include units of general local government (UGLG) like cities, townships, villages, counties, land banks; ineligible applicants include Brownfield Authorities, private developers, DDAs, individuals; and multiple entities in an area can apply. It covers up to \$1.5 million including an 18% request for administration. CDBG activities serve a community where at least 51% of residents have incomes at or below 80% of the AMI. At least 51% of the housing units developed or rehabilitated must be occupied by households with incomes at or below 80% AMI.

## MSHDA Neighborhood Enhancement Program

The NEP program's primary goals are to identify and fund innovative activities to address specific needs; assist and showcase where people are engaged and facilitating change; and provide funding to facilitate and implement additional activities.

The NEP program can financially assist high-impact, innovative, neighborhood housing-oriented activities that benefit low- and moderate-income areas and residents. All components are designed to fund tangible housing-oriented activities that are: implementation ready; highly visible; impactful to the communities and residents quality of life; holistically focused; and where there is buy-in and demonstrated local support.

The NEP program is made available statewide through a yearly competitive funding round to applicants consisting of local non-profit agencies (501c3) and local units of government.

<https://www.michigan.gov/mshda/neighborhoods/neighborhoodenhancement>

## MEDC Community Revitalization Program

The Michigan Community Revitalization Program (MCRP) is an incentive program available from the Michigan Strategic Fund (MSF), in cooperation with the Michigan Economic Development Corporation (MEDC). The program is designed to provide grants, loans, or other economic assistance for eligible investment projects in Michigan and promote community revitalization that will accelerate private investment in the following categories:

- » Areas of historical disinvestment.
- » Contribute to Michigan's reinvention as a vital, job generating state.
- » Foster redevelopment of functionally obsolete or historic properties.
- » Reduce blight.
- » Protect the natural resources of this state.

<https://www.miplace.org/programs/michigan-community-revitalizationprogram/>

## New Market Tax Credits

Historically, low-income communities experience a lack of investment, as evidenced by vacant commercial properties, outdated manufacturing facilities, and inadequate access to education and healthcare service providers. The New Market Tax Credit Program (NMTC Program) aims to break this cycle of disinvestment by attracting the private investment necessary to reinvigorate struggling local economies.

The NMTC Program attracts private capital into low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax in exchange for making equity investments in specialized financial intermediaries called Community Development Entities (CDEs). The credit totals 39% of the original investment amount and is claimed over a period of seven years.

<https://www.cdfifund.gov/programs-training/programs/new-marketstax-credit>

## Low Income Housing Tax Credit

The Low-Income Housing Tax Credit (LIHTC) is the most important resource for creating affordable housing in the United States today. The LIHTC database, created by HUD and available to the public since 1997, contains information on 45,905 projects and 2.97 million housing units placed in service between 1987 and 2015.

<https://www.michigan.gov/mshda/developers/lihtc/lihtc/low-incomehousing-tax-credit-lihtc>

## Obsolete Property Rehabilitation Credit

The Obsolete Property Rehabilitation Act (OPRA), Public Act 146 of 2000, provides for a tax incentive to encourage the redevelopment of obsolete buildings. A new exemption will not be granted after December 31, 2026, but an exemption then in effect will continue until the certificate expires.

The tax incentive is designed to assist in the redevelopment of older buildings in which a facility is contaminated, blighted or functionally obsolete. The goal is to rehabilitate older buildings into vibrant commercial and mixed-use projects.

<https://www.michigan.gov/taxes/property/exemptions/obsolete/obsolete-property-rehabilitation-act-opra>

## Brownfield Redevelopment Authority (Act 381)

Once created, a BRA reviews proposal for the redevelopment of eligible property and determines what financial incentives are necessary to enable success. The authority prepares a plan that identifies the brownfield projects. Each project section of the plan includes the description of the eligible property, the eligible activities, the TIF approach to be taken and other issues related to the subject parcels.

The authority then recommends to the governing body of the municipality (city or village council, township board, or county commission) that the decision-making body holds a public hearing regarding the plan and subsequently acts to approve with modifications or deny the plan. The authority would recommend revisions to the plan as new projects are submitted or revisions are requested on existing plan projects.

The act has been recently amended to include housing projects as eligible for TIF capture funding. The projects can either be administered through MSHDA or through a local authority. If the project is market rate and administered through a local authority, the state education tax may also be captured.

More information: <https://www.michigan.gov/egle/about/organization/remediation-and-redevelopment/brownfields>

Link to Act: <https://www.michigan.gov/egle/about/organization/remediation-and-redevelopment/brownfields/act-381-tax-incrementfinancing>

## Municipal/Non-profit Public Private Partnerships (P3)

This opportunity would allow a municipality or non-profit agency the ability to partner with a for-profit builder to develop new housing options across the region. By partnering, it is possible for the developers/builders to get land at a lower cost, thereby reducing total construction costs.

In theory, the municipality/non-profit could hold the land, reducing holding costs and taxes while the project is under construction. The P3 could also be instrumental with infrastructure development on the property and eventually recuperate initial costs upon final sale of property.

## Neighborhood Improvement Authority

Through the provisions of Public Act 57 of 2018, a Neighborhood Improvement Authority (NIA) may be established. An NIA may use its funds, including tax increment financing, to fund residential and economic growth in residential neighborhoods. An authority may also issue bonds to finance these improvements.

Once established, the NIA prepares a development plan and a tax increment financing plan to submit for approval to the local municipality. A development plan describes the costs, location, and resources for the implementation of the public improvements that are projected to take place in the NIA district.

A tax increment financing plan includes the development plan and details the tax increment procedure, the amount of bonded indebtedness to be incurred, and the duration of the program. After adoption of the two plans, the development plan is implemented and the tax increments, which occur because of improvements in the eligible property, accrue to the NIA to be used as required by the development plan. The activities of the NIA may be financed by a) donations to the authority; b) revenue bonds; c) revenues from buildings or property owned or leased by the NIA; d) tax increments; e) special assessments; and f) grants.

It is recommended to utilize NIA's in areas of disinvestment or areas in need of infrastructure or structural improvements, predominantly in older neighborhoods.

<https://www.miplace.org/4a73da/globalassets/documents/fact-sheets/neighborhood-improvement-authority-pa-61.pdf>

## Federal Home Loan Bank

Serving Michigan, the Federal Home Loan Bank (FHLB) of Indianapolis is one of 11 Regional FHLB offices that support mortgage lending and community investment through their member organizations. (Note, there are no known members financial institution locations of a FHLBI member in the City of Farmington, but there are locations in surrounding counties).

FHLB primary objectives are to support housing finance and community development and provide direct support of affordable housing.

Products and services include forgivable grants and loans in support of home repairs, down payment assistance to increase affordability, new housing development and much more.

<https://fhlbanks.com/>

\*Specifically note their AHP funding for new construction or rehabilitation.

## Residential Facilities Exemption

The Residential Housing Facilities Act (known as the Residential Housing Exemption), 2022 PA 237, provides a tax incentive to owners of rental housing property of more than four units to enable renovation and expansion of aging facilities and assist in the building of new facilities.

A Residential Housing Exemption Certificate (RHEC) entitles the facility to exemption from ad valorem real property taxes for a term of one to twelve (1-12) years as determined by the local governmental unit. Applications are filed, reviewed, and approved by the local governmental unit. The State Tax Commission (STC) must also approve the application and issue the exemption certificate.

<https://www.michigan.gov/taxes/property/exemptions/residentialhousing-exemption>

## Attainable Housing Exemption

The Attainable Housing Facilities Act (known as the Attainable Housing Exemption), 2022 PA 236, provides a tax incentive to owners of rental housing property of not more than four units to enable renovation and expansion of aging facilities and assist in the building of new facilities. An Attainable Housing Exemption Certificate (AHEC) entitles the facility to exemption from ad valorem real property taxes for a term of one to twelve (1-12) years as determined by the local governmental unit. Applications are filed, reviewed, and approved by the local governmental unit. The State Tax Commission (STC) must also approve the application and issue the exemption certificate.

<https://www.michigan.gov/taxes/property/exemptions/attainablehousing-exemption>

## Community Capital

Community capital is defined as capital sourced from a broad cross section of the community and invested in the community. It is more than a legal and financial strategy as at its core, it's about equity, inclusivity, empowerment, and shared prosperity. Community capital has been empowered itself by recent legislation, policy, and management tools that now enable virtually any/ every member of any community to invest in community-based projects, including housing.

There are now also community investment fund structures that can raise local investment into a fund that can help build or renovate housing. For more information, contact [www.nc3now.org](http://www.nc3now.org)

## Philanthropic Capital

The philanthropic world is more and more frequently engaged in “impact investing”; notably looking to solve local problems by partnering with traditional sources of capital. There are a growing number of housing projects in Michigan and nationwide, where capital is provided as seed or match money from community and family foundations, most often from program income funds but now also from corpus funds. Philanthropic capital is most often seen as part of the capital required for low-income or affordable housing, as well as workforce housing; generally where there is a social good tied to a housing project. For information about foundation impact investing in Michigan, contact local foundations or the Council of Michigan Foundations.

[www.michiganfoundations.org](http://www.michiganfoundations.org)

## Downtown

**Goal Statement:** *A strong and vibrant downtown that acts as Farmington's cultural, social, and economic heart by cultivating a diverse mix of businesses, housing options, attractions, and public spaces.*

### Downtown Objective 1 — Continue to promote infill development that adds missing middle and multifamily housing options in and around the downtown.

Action Items	Time Frame	Project Partners
<b>Action D 1.1</b> Utilize Act 381 TIF for redevelopment and housing infill sites.	Ongoing	<ul style="list-style-type: none"> <li>Downtown Development Authority</li> <li>Planning and Building</li> </ul>
<b>Action D 1.2</b> Develop and adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> <li>Planning and Building</li> </ul>

### Downtown Objective 2 — Attract diverse dining, entertainment, nightlife, and retail offerings to support a vibrant, active downtown.

<b>Action D 2.1</b> Market vacant sites for mixed-use development.	Ongoing	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> <li>Downtown Development Authority</li> </ul>
<b>Action D 2.2</b> Identify, design, and implement retail incubator to activate underutilized storefronts and support new businesses.	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Planning and Building</li> <li>Downtown Development Authority</li> </ul>

<b>Downtown Objective 3 — Transform vacant and blighted areas into green spaces, plazas, or public art installations that enhance entry corridors and neighborhoods.</b>			
<b>Action Items</b>		<b>Time Frame</b>	<b>Project Partners</b>
<b>Action D 3.1</b>	Identify sites for pocket parks.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action D 3.2</b>	Integrate public art installations.	Ongoing	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> <li>• Arts Commission</li> </ul>
<b>Downtown Objective 4 — Enhance downtown’s pedestrian environment by improving crossings, sidewalks, lighting, and streetscape elements.</b>			
<b>Action D 4.1</b>	Design streetscapes that enhance pedestrian access and support anticipated downtown development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.2</b>	Refresh and replace plantings along the Grand River Avenue streetscape.	Short Term	<ul style="list-style-type: none"> <li>• Department of Public Works</li> </ul>
<b>Action D 4.3</b>	Improve pedestrian experience along Grand River Avenue sidewalk, east of Grove Street.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.4</b>	Inventory downtown sidewalks, streetlights, furnishings, irrigation, and other assets.	Mid Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.5</b>	Complete street connection from Farmington Road to Riley Park through Downtown Farmington Center parking lot.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>

<b>Downtown Objective 4 — Enhance downtown’s pedestrian environment by improving crossings, sidewalks, lighting, and streetscape elements.</b>		
Action Items	Time Frame	Project Partners
<b>Action D 4.6</b> Continue to convert decorative streetlights to LED.	Long Term	<ul style="list-style-type: none"> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action D 4.7</b> Thomas Street improvements from Warner Street to Farmington Road.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
<b>Action D 4.8</b> North Lot connection from Grand River Avenue to Road Less Traveled.	Long Term	
<b>Downtown Objective 5 — Modernize parking to support future growth while maintaining a pedestrian-oriented downtown, emphasizing shared lots, structured parking, and efficient on-street options.</b>		
<b>Action D 5.1</b> Assess the feasibility of shared parking arrangements and future structured parking.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>

## Downtown Focus Areas

### Liberty Street

Action Items	Time Frame	Project Partners
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
Adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Encourage property owners to upgrade their properties where feasible using available resources such as MSHDA Mi Neighborhood.	Short Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> </ul>

Municipal Campus		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Market the site as a prime location for new housing and retail within the downtown area.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• City Council</li> </ul>

<b>Farmington Road</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Engage and collaborate with property owners to communicate redevelopment goals for these sites.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Complete a residential market study to demonstrate housing demand and growth potential.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• City Council</li> </ul>

<b>Orchard Street</b>		
Action Items	Time Frame	Project Partners
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Downtown Development Authority</li> </ul>
Adopt a housing pattern book to guide infill development.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Encourage property owners to upgrade their properties where feasible using available resources such as MSHDA Mi Neighborhood.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>T.J. Maxx Parking Lot</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of this property.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Engage the T.J. Maxx property owner to communicate redevelopment goals for the site.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Complete a residential market study to demonstrate housing demand and growth potential.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

<b>Farmington Center</b>		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Phase development strategically in two phases, prioritizing the corner sites at Grand River Avenue and Farmington Road first.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Utilize the DDA's project-specific TIF tool, where applicable, to help close financial gaps in development projects.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• City Council</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

<b>Thomas and Warner</b>		
Action Items	Time Frame	Project Partners
Market the site as a prime location for new housing within the downtown area.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Engage the property owners to communicate redevelopment goals and explore opportunities that align with all parties interests.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>

Village Commons		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Communicate with the public about redevelopment goals, timelines, community benefits, and parking strategies to keep residents informed and engaged.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Phase development strategically in three phases.	Mid Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Identify and leverage available financial programs, incentives, and resources to support improvements and redevelopment.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>
Ensure redevelopment opportunities maximize views of the riverfront and maintain strong connections to the riverwalk and Shiawassee Park.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Maintain a focus on housing for seniors in future redevelopment scenarios.	Long Term	<ul style="list-style-type: none"> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>

<b>Grand River and Power</b>		
Action Items	Time Frame	Project Partners
Adopt the concept plan as the guiding framework for the long-term redevelopment of these properties.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Engage the property owners to communicate redevelopment goals and explore opportunities that align with all parties interests.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> </ul>
Implement necessary zoning amendments to enable and support the desired development.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Planning Commission</li> <li>• City Council</li> </ul>
Market the site as a prime location for new housing and retail within the downtown area.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> </ul>
Establish or recommend design standards to ensure appropriate building form, function, and compatibility with the downtown character.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Planning and Building</li> <li>• Planning Commission</li> </ul>
Incorporate pedestrian improvements and wayfinding strategies that align with the concept.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Planning and Building</li> <li>• Department of Public Works</li> </ul>

## Connections and Walkability

**Goal Statement:** *A community with safe and efficient connections, creating a walkable and accessible network of streets, trails, and pathways.*

### Connections and Walkability Objective 1 — Enhance sidewalk network and expand bike paths to close non-motorized gaps and improve access to downtown, parks, and neighborhoods.

Action Items	Time Frame	Project Partners
<b>Action CW 1.1</b> Coordinate with Oakland County and Farmington Hills for 9 Line implementation and regional trail connectivity.	Ongoing	<ul style="list-style-type: none"> <li>• Oakland County</li> <li>• City Manager</li> <li>• Pathways Committee</li> <li>• Farmington Hills</li> </ul>
<b>Action CW 1.2</b> Inventory and map gaps in sidewalks and shared-use path facilities.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>

<b>Connections and Walkability Objective 2 — Implement safety improvements at key intersections, including crosswalk signals, improved pedestrian lighting, and traffic calming measures.</b>			
Action Items		Time Frame	Project Partners
<b>Action CW 2.1</b>	Install controlled pedestrian crossings (signage, traffic signals, and/or flashing beacons) at Grand River Avenue mid-block crossings.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> </ul>
<b>Action CW 2.2</b>	Enhance lighting at crossings and along downtown sidewalks for increased pedestrian visibility.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• MDOT</li> </ul>
<b>Action CW 2.3</b>	Pilot traffic calming measures (road diets, mid-block crossings, and curb extensions) on Grand River Avenue.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Public Safety</li> <li>• MDOT</li> </ul>
<b>Connections and Walkability Objective 3 — Improve pedestrian and bicycle infrastructure citywide through road diets, protected lanes, and wayfinding signage.</b>			
<b>Action CW 3.1</b>	Add wayfinding signage to link Downtown, parks, and the 9 Line.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action CW 3.2</b>	Replace narrow sidewalks with shared-use paths where right-of-way allows (Orchard Lake Road, Farmington Road).	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> <li>• Pathways Committee</li> </ul>
<b>Action CW 3.3</b>	Implement protected bike lanes on Grand River Avenue and Shiawassee Road.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>
<b>Action CW 3.4</b>	Redesign circulation patterns through parking lots and around Riley Park to improve pedestrian flow and reduce conflicts with vehicles.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> <li>• Public Safety</li> </ul>








Connections and Walkability Objective 4 — Ensure all mobility improvements follow universal design principles to support residents with disabilities and mobility challenges.		
Action Items	Time Frame	Project Partners
<b>Action CW 4.1</b> Audit existing facilities for accessibility gaps and prioritize ADA compliance in new design.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• DPW</li> </ul>
Connections and Walkability Objective 5 — Connect regional trails and mobility networks, such as the 9 Line Corridor, I-275 Metro Trail, and the ITC Corridor Trail, into Farmington’s local system to support active lifestyles and tourism.		
<b>Action CW 5.1</b> Engage regional partners to promote the 9 Line as a tourism and economic development asset.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Pathways Committee</li> <li>• Oakland County Parks and Recreation</li> <li>• MDOT</li> </ul>
Connections and Walkability Objective 6 — Coordinate with Farmington Hills to create a seamless non-motorized network between communities.		
<b>Action CW 6.1</b> Work with Farmington Hills to align bike lane and shared-use path projects for seamless north-south connectivity.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Farmington Hills</li> </ul>




## IMPLEMENTATION









To ensure successful implementation, recommended projects must be both achievable and realistic. A set of objective criteria was developed to help manage and prioritize the full list of proposed improvements. Each project was assigned a time frame for implementation based on factors such as:



















- Proximity to community anchors (e.g., schools, parks, downtown, high-density residential areas)
- Ability to fill gaps in the non-motorized network
- Inclusion in other adopted plans
- Public input identifying it as a priority








As new construction, reconstruction, and maintenance projects occur across the city, this plan will serve as a reference to ensure that pedestrian and bicycle infrastructure is considered and integrated into road and sidewalk improvements. It's important to note that some recommended projects may prove infeasible due to site constraints, funding limitations, or changing conditions. In such cases, the type of facility may need to be adjusted. Additionally, the City may identify and pursue new non-motorized projects not currently included in this plan, as opportunities and needs evolve.















EVALUATION CRITERIA	SYMBOL
Located near a school	
Located near downtown or a commercial district	
Located near a park or recreational area(s)	
Located near a compact residential area	
Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Project has been listed in Farmington or Oakland County Plan	
Noted by the public as a priority project	








TIME FRAME EVALUATION		
Long Term	Meets 1 criteria	
Mid Term	Meets between 2 - 3 criteria	
Short Term	Meets 4 or more criteria	

















STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>CROSSINGS</b>				
Drake Road Mid-Block Crossing	Heritage Lane		Short Term	--
M-5 Crossing Improvement	Farmington Road		Long Term	--
Grand River Avenue Mid-Block Crossing	Cass Street		Mid Term	--
Grand River Avenue Mid-Block Crossing	School Street		Short Term	--
Grand River Avenue Mid-Block Crossing	River Glen Court/Orchard Court		Short Term	--
Grand River Avenue Mid-Block Crossing	Maple Avenue		Mid Term	--
Grand River Avenue Mid-Block Crossing	Lake Way		Long Term	--
Grand River Avenue Crossing Improvement	Orchard Lake Road		Long Term	--








STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>SIDEWALK PROJECTS</b>				
Freedom Road	--	  	Mid Term	--
Drake Road	Heritage Court to Lark Harbor	   	Short Term	--
Farmington Road	Slocum to Grand River Avenue	   	Completed	Yes
W. Nine Mile Road	Grand River Avenue to Cora Avenue	  	Long Term	Yes
Grand River Avenue	Farmington Road to Grove Street	   	Short Term	Yes




<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
Noted by the public as a priority project			








STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>BIKE LANES</b>				
Grand River Avenue	Grove Street to Power Road	   	Short Term	Yes
Grand River Avenue	Power Road to Orchard Lake Road	 	Long Term	--
Shiawassee Street	10 Mile Road to Prospect Street	    	Short Term	Yes
Shiawassee Street	Orchard Lake Road to Cora Avenue	  	Mid Term	Yes

<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
		Noted by the public as a priority project	

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>SHARED USE PATHS</b>				
Farmington Road	8 Mile Road to 9 Mile Road		Long Term	--
Farmington Road	9 Mile Road to Slocum	   	Short Term	Yes
Shiawassee Street	Prospect Street to Orchard Lake Road	   	Short Term	Yes
Orchard Lake Road	10 Mile Road to Shiawassee Street		Long Term	--
Orchard Lake Road	Shiawassee Street to Grand River Avenue	  	Mid Term	Yes
9 Line	Farmington Road to Grand River Avenue	  	Mid Term	Yes

EVALUATION KEY							
Located near a school		Located near a park or recreational area(s)		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities		Noted by the public as a priority project	
Located near downtown or a commercial district		Located near a high-density residential area		Project has been listed in Farmington or Oakland County Plan			

STREET/LOCATION	BOUNDARY	CRITERIA MET	TIME FRAME	9 LINE SEGMENT
<b>PEDESTRIAN TRAILS</b>				
Downtown to Shiawassee Park	--		Long Term	--
To Heritage Park	--		Long Term	--
Rouge River Trail	--		Long Term	--

<b>EVALUATION KEY</b>			
Located near a school		Located near a high-density residential area	
Located near downtown or a commercial district		Fills gaps in the existing non-motorized network, connects to adjacent communities, and/or links with regional facilities	
Located near a park or recreational area(s)		Project has been listed in Farmington or Oakland County Plan	
		Noted by the public as a priority project	

## Parks and Recreation

**Goal Statement:** A community with active, inclusive, and accessible parks and recreation opportunities that enhance quality of life, support community gathering, and promote health and wellness.

### Parks and Recreation Objective 1 — Ensure that recreation facilities are well-maintained and offer appropriate facilities to meet changing community needs.

Action Items	Time Frame	Project Partners
<b>Action PR 1.1</b> Regularly seek and apply for grants to implement the park-specific action plan, programming, and other facility improvements.	Ongoing	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>
<b>Action PR 1.2</b> Establish a preventative maintenance schedule for all existing park facilities and infrastructure, including regular inspections and a clearly defined process for addressing deferred maintenance.	Short Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> <li>• Department of Public Works</li> </ul>
<b>Action PR 1.3</b> Identify a standardized asset management system to track the condition, repair history, and remaining useful life of major park assets and forecast capital improvement costs accurately.	Mid Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>
<b>Action PR 1.4</b> Establish free, reliable WiFi in all parks in the system.	Long Term	<ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>

<b>Parks and Recreation Objective 2 — Improve park accessibility and walkability.</b>		
Action Items	Time Frame	Project Partners
<b>Action PR 2.1</b> Formalize support for the Pathways Committee and pursue funding through TAP and Safe Routes to Parks grants.	Mid Term	• City Manager
<b>Parks and Recreation Objective 3 — Deliver inclusive and evolving recreation programming.</b>		
<b>Action PR 3.1</b> Evaluate programming annually to ensure alignment with community interests and facility capacity.	Ongoing	• City Manager • Downtown Development Authority
<b>Action PR 3.2</b> Track staff hours and volunteer needs for special events to optimize resource allocation.	Ongoing	• City Manager • Downtown Development Authority
<b>Parks and Recreation Objective 4 — Strengthen organizational capacity, fiscal responsiveness, and strategic alignment to ensure effective delivery and stewardship of parks and recreation services.</b>		
<b>Action PR 4.1</b> Stabilize funding for Governor Warner Mansion improvements through a dedicated fund or endowment.	Short Term	• City Manager
<b>Action PR 4.2</b> Integrate invasive species management and deer culling as recurring line items in the operational budget to support long-term ecological stewardship.	Short Term	• City Manager

<b>Parks and Recreation Objective 5 — Enhance visibility, engagement, and communication through strategic marketing.</b>		
<b>Action PR 5.1</b>	Update the Parks and Recreation page on Farmgov.com website to include the entire parks system, current amenities, and programming.	Short Term <ul style="list-style-type: none"> <li>• City Manager</li> <li>• IT</li> </ul>
<b>Action PR 5.2</b>	Ensure that all parks receive consistent park signage.	Mid Term <ul style="list-style-type: none"> <li>• City Manager</li> <li>• Department of Public Works</li> </ul>
<b>Action PR 5.3</b>	Leverage relationships with partners (DDA, athletic organizations, Farmington Hills) to enhance marketing efforts through cross-promotion.	Mid Term <ul style="list-style-type: none"> <li>• City Manager</li> <li>• Downtown Development Authority</li> </ul>

## PARK-SPECIFIC ACTION PLAN

ACTION	SUPPORTING OBJECTIVE(S)	TIME FRAME	RESPONSIBLE PARTY
<b>THE PROMENADE</b>			
Create strong pedestrian connections to Grand River Avenue and Thomas Street.	1 2 3 4 5	Ongoing	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> </ul>
Develop a calendar of events and programming.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Downtown Development Authority</li> </ul>
<b>DRAKE PARK</b>			
Establish ADA pathways to ball field bleachers.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Explore converting one ball field into a cricket pitch.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> </ul>
Add a small pavilion.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
<b>FLANDERS PARK</b>			
Plant trees throughout.	1 2 3 4 5	Short Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Add a shade structure.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Install low-height, LED bollard-style lighting near primary pathway and entrance.	1 2 3 4 5	Mid Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>
Upgrade the play equipment surfacing and introduce toddler-friendly equipment.	1 2 3 4 5	Long Term	<ul style="list-style-type: none"> <li>City Manager</li> <li>Department of Public Works</li> </ul>

ACTION	SUPPORTING OBJECTIVE(S)	PRIORITY LEVEL	RESPONSIBLE PARTY
<b>GAZEBO PARK</b>			
Transition out of the park system to support the development of Downtown Focus Area #8.		Long Term	• City Manager
<b>GEORGE F. RILEY PARK AND SUNDQUIST PAVILION</b>			
Upgrade electric to better support food vendors, lighting, and other event needs.	1 2 3 4 5	Short Term	• City Manager • Downtown Development Authority
Add at least two restrooms to the pavilion or the park.	1 2 3 4 5	Mid Term	• City Manager • Downtown Development Authority
Add roll-up glass garage doors to the pavilion.	1 2 3 4 5	Mid Term	• City Manager • Downtown Development Authority
Explore curbless design on the south side of the park.	1 2 3 4 5	Long Term	• City Manager • Downtown Development Authority
Consider adding a covered parking area on the south side of the park that can also function as a vendor shed during events.	1 2 3 4 5	Long Term	• City Manager • Downtown Development Authority
<b>SHIAWASSEE PARK</b>			
Connect park to downtown with an ADA accessible path. » Remove staircase along southern border and western pedestrian bridge. » Upgrade eastern pedestrian bridge.	1 2 3 4 5	Ongoing	• City Manager
Explore the following in a master plan for Shiawassee Park: » Add entrance points on the north and east sides of the park. » Replace or remove bocce ball court. » Replace the playground and add play elements suitable for older children (10 years and up). » Add an off-leash dog park. » Add a bicycle pump track.	1 2 3 4 5	Short Term	• City Manager

ACTION	SUPPORTING OBJECTIVE(S)	PRIORITY LEVEL	RESPONSIBLE PARTY
<b>WARNER MANSION</b>			
Develop a calendar of lectures, events, and programming.	1 2 3 4 5	Short Term	• City Manager
Explore the feasibility of the Warner Mansion concept plan.	1 2 3 4 5	Mid Term	• City Manager

# FARMINGTON

●●●●● FORWARD 2025