



Milford Community Master Plan

Adopted February 26, 2009







Statements Recording the Planning Commission's Approval
Of the
Milford Community Master Plan

Pursuant to Section 43, (2) of the Michigan Planning Enabling Act (PA 33 of 2008), the following statements are offered by the Village of Milford Planning Commission and Charter Township of Milford Planning Commission:

Village of Milford, Oakland County
The Milford Community Master Plan, as presented herein, was approved by the Village of Milford Planning Commission at special meeting held on February 26, 2009.

John W. Heidt 05/14/09
Mr. John Heidt, Chairman
Date:

05/14/09
Mr. Gary Goddenow, Secretary
Date:

Charter Township of Milford, Oakland County
The Milford Community Master Plan, as presented herein, was approved by the Charter Township of Milford Planning Commission at a special meeting held on February 26, 2009.

Mr. David Kulp, Chairman
Date: 5/28/09

Mr. Gordon Muir, Secretary
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Table of Contents

E Executive Summary

1 Introduction and Regional Analysis 1
- Introduction
- Regional Analysis

2 Socioeconomic and Market Analysis 9
- Introduction
- Oakland County Economic Outlook
- Demographic Profile
- Housing Profile
- Economic Profile
- Market Assessment
- Land Use Area Requirements

3 Transportation Analysis 35
- Introduction
- Transportation Network
- Road Conditions
- Traffic Safety and Signalization
- Non-Motorized Transportation

4 Community Services and Facilities Assessment 51
- Introduction
- Government Facilities and Emergency Services
- Educational Facilities
- Religious Institutions
- Clubs and Fraternal Organizations
- Cemeteries
- Parks Facilities
- Public Utilities

5 NATURAL FEATURES INVENTORY 59
Introduction
Climate
Geology
Topography
Woodlands
Wetlands
Water Features
Wildlife
Threatened and Endangered Species
Soil Conditions
Oakland County's Natural Area Stewardship Program
Summary

6 EXISTING DEVELOPMENT PATTERN 75
Introduction
Methodology
Existing Land Use Distribution
Village of Milford Land Use
Milford Township Land Use

7 COMMUNITY CHARACTER ANALYSIS 87
Introduction
Milford Township
The Village of Milford
Historic Resources and Opportunities

8 PLANNING FRAMEWORK 109
Introduction
Brand
Guiding Principles
Our Intent: Smart Growth
Previous Planning Studies
Planning Principles Embraced by Leading Organizations
Community Involvement
Goals, Objectives and Strategies Formulation
Future Land Use Plan Formulation

9 GOALS, OBJECTIVES AND STRATEGIES 127
Introduction
Goals, Objectives and Strategies Defined
Goals, Objectives and Strategies

10 MILFORD COMMUNITY FUTURE LAND USE PLAN 137
Introduction
Milford Community Future Land Use Plan
Village Future Land Use Categories
Township Future Land Use Categories

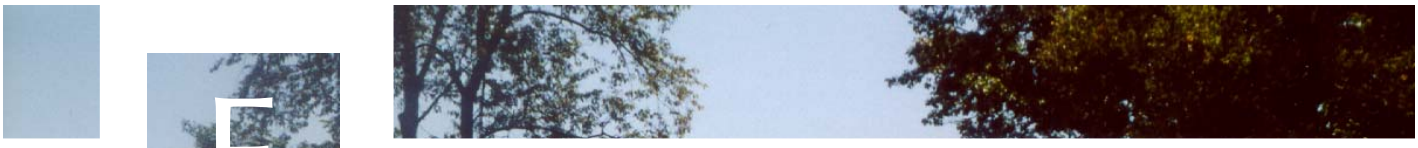
11 BUILDING REGULATING PLAN 147
Introduction
Regulating Plan
Building Placement Standards Plan

12 GREEN INFRASTRUCTURE PLAN 197
Introduction
Components and Terminology
Inventory and Assessment
Green Infrastucture Planning Zones

13 STRATEGIES TO EFFECTUATE CHANGE 211
Introduction
Administrative Capabilities Audit
Land Development Rules Audit
Multi-Jurisdictional Planning

A APPENDIX
Village of Milford Planning Commission Resolution No. 1-2009: Adoption of Milford Community Master Plan

Charter Township of Milford Planning Commission Resolution No. 1-2009: Adoption of Milford Community Master Plan



Executive Summary



Intended for the convenience of the reader, the executive summary presents a brief description of the key concepts, findings and recommendations of the Milford Community Master Plan.

Regional Analysis

The Village of Milford and Milford Township are located in the southwest quarter of Oakland County, in southeast Michigan. Milford is only 41 miles from Detroit, the region's central city.

According to the Southeast Michigan Council of Governments (SEMCOG), moderate population and household growth is forecast for the region through 2030. At the community level, the region's greatest growth will occur at the edges of the urban area, where land is available and jobs are within commuting distance.

The Village of Milford and Milford Township are well positioned to attract growth, given their location along U.S. 23, I-96, and M-59.

Bordering communities include the City of Wixom, Commerce Township, Lyon Township, Highland Township and Brighton Township. They too are developing communities with growth potential.

Chapter 1 of this Master Plan further describes Milford's regional setting.

Socioeconomic Profile

The region has long been dependent on the automobile manufacturing industry. Milford Township is home to the GM Proving Grounds. The automobile industry is currently restructuring. By 2009, the local motor vehicle manufacturing industry is expected to employ half the workforce it did in 2003.

Despite recent economic difficulties, Oakland County remains among the most prominent county economies in the nation, with some of the most promising prospects for future growth in technology, research and health care. Its communities will benefit.

Since 1970, the Village has grown from 4,699 persons to 6,272 persons in 2000, a gain of 33.5 percent. It is expected to reach a population of 7,335 in 2020.

The Township has also increased in population, from 2,557 in 1970 to 8,999 in 2000, a gain of 251.9 percent. By 2020, a population of 10,515 is expected.

The community population is relatively homogenous. Over 97 percent of the combined 2000 population is White. The median age for the Village of Milford and Milford Township are 35.2 years and 37.3 years, respectively. The household size of each community is also similar: 2.55 persons per household for the Village and 2.76 persons per household for the Township. Over 90 percent of the residents of each community have completed high school. Over 30 percent of each community has obtained a bachelor's degree. Most of the population lives in owner occupied, single-family dwelling units.

Market Assessment

Households are the primary consumption unit. The Milford market area is dominated by three household types having the following characteristics:

- "Suburban Splendor". These households consist of two-income, married-couple families with or without children residing in affluent homes with a median value of $408,000. The population is well educated and well employed, with a median age of 40.5 years. Home improvement and remodeling are a main focus of this cohort. Leisure activities include physical fitness, visiting museums, and attending theater.

- "Boomburbs". These households consist of younger families who live a busy, upscale lifestyle. The median age is 33.8 years. This market has the highest population growth. The median home value is $308,700. Most households have two wage earners. This is the top market for home electronics purchases. Leisure pursuits include tennis, golf, and jogging.

- "Sophisticated Squires". These households enjoy cultured country living in low density areas and in housing having a median value of $244,500. These "urban escapees" are primarily married couple families, educated and well employed. The median age is 37.4 years. They do their own yard and home improvement work, and typically own multiple automobiles. Leisure activities are family centered: bicycling, playing board games, and attending baseball or soccer games.

Consumer offerings should be geared to meet the purchasing needs of these existing lifestyle segments.

Spending patterns were examined. The Village is presently the retail center serving Milford area consumers. It imports considerable retail activity from households that reside outside of the Village, particularly for clothing and accessories, electronics and appliances, health and personal care, food and beverage, furniture and furnishings, and petroleum products. Conversely, Village and Township householders depend on vendors located outside their communities for motor vehicles, general merchandise stores, and food service and drinking places.

Planning benchmarks were used to assess the need for additional retail, office and industrial land. The analyses indicate that the Milford community could support a limited amount of new commercial/office development. An adequate supply of industrial land presently exists.

An examination of residential housing units revealed that approximately 986 new dwelling units would be needed to meet the expected demand between 2000 and 2020. Sixty percent of this demand has already been met.

A detailed socioeconomic analysis and market assessment for Milford is presented in Chapter 2.

Transportation Analysis

The Milford community road network is adequate for a rural township and a small urban village. Paved roadways are in good condition. The volume of pass-through traffic (motorists seeking to gain access to M-59 or I-96) that is present on the roadways at peak times and throughout the day tends to overburden the primary roadways.

Opportunities exist for designating certain road segments as Natural Beauty Roads. These roads include Buno, Old Plank and Maple Road.

An active railroad traverses through the easterly quarter of the community. Fourteen train trips occur daily.

The Township and Village are cooperating to develop a planned network of sidewalks, walking/bike paths, and on-road bicycle lanes leading into the Village and to interconnect with an emerging non-motorized regional system.

These and other key transportation findings are discussed in Chapter 3.

Community Services and Facilities Assessment

Many of the Village and Township governmental functions occur at the Atlantic Street municipal complex. Township and Village administrative offices, the Police Department, the Department of Public Works, and the Senior Center are located here. The United States Post Office can be found immediately adjacent to the municipal complex.

The Milford Fire Department operates two fire stations. Fire Station No. 1 is located on Huron Street in the Village. Fire Station No. 2 is located at the intersection of Buno Road and Old Plank Road.

The Milford Library is located adjacent to Hubbell Pond Park, at the intersection of Peters Road and Commerce Road.

Four public schools, which are part of the Huron Valley School District, are located in the Village of Milford. (No public schools are located in the Township.) Three private schools are also present in the community, which include: Christ Lutheran School, Friends Preschool/Kindergarten, and the Milford Montessori School.

Quasi-public institutional uses located in Milford include the American Legion Hall, Milford Masonic Temple, and the recently constructed, 32,000 square foot, Carl's Family YMCA located within the interior of Hubbell Pond Park.

The Milford community enjoys a significant inventory of recreational areas and facilities, including regional and state park land. These include the 12 acre Central Park, the 626 acre Camp Dearborn, the 4,481 acre Kensington Metropark, and portions of the Proud Lake Recreation Area and Highland Recreation Area.

Public water and sewer lines extend throughout the Village. Up to recently, the entire Township of Milford has been served by private wells and septic systems. Today, a special assessment district is established to

provide public sewer and water to the Township's south end. The sewer system has been installed. The water system is presently being designed.

The reader is directed to Chapter 4 for detailed community facilities and services information.

Natural Features Inventory

Milford is an environmentally diverse community advantaged by an abundance of natural resources. Priority Conservation/Natural Areas are proposed based upon a review of the natural assets.

Topography

The topography of the Milford community can be described as a gently rolling terrain at varied elevations. The lowest point is Kent Lake. The highest point can be found in west-central Milford, within the GM Proving Grounds. A second hilly area having higher elevation can be found south of the Village along Old Plank Road.

Woodlands

Woodlands comprise 21 percent of the entire Milford community land area. Approximately 53 percent of this woodland area consists of central hardwood forest.

Wetlands

Wetlands occupy 1,568 acres. Wetland areas are mostly found along Milford's many rivers, creeks, and lakes. The largest variety is scrub-shrub, which covers 900 acres. Forested wetlands cover 350 acres. Emergent wetlands consume 300 acres.

Water Features

Surface water bodies comprise 1,834 acres or 8.2 percent of the Milford community land area. These include the Huron River, Kent Lake and Sears Lake.

Wildlife

The natural setting provides habitat for a variety of sport fish and animals including whitetail deer, coyotes, fox and other small species native to Michigan.

Threatened/Endangered Species

Oakland County features 36 threatened or endangered species. Thus, careful inventory of plant and animal communities must precede construction activity in Milford.

Soil Conditions

Hydric soils (soils that are poorly drained, have a high water table, or are frequently flooded) occupy 2,448 acres or 10.9 percent of the Milford community land area.

Milford's full natural features inventory is outlined in Chapter 5.

Existing Development Pattern

A field survey was completed in July 2006 to document the land development pattern. Twelve different land use classifications were utilized for purposes of documentation.

The Milford community encompasses 22,945.2 acres or approximately 35 square miles. Of this area, the Village comprises 1,608.3 acres or 2.5 square miles.

Single-family residential land occupies the most acreage in each community, (approximately 41 percent of the total land area). Other large land consumers are recreation/conservation areas, multiple-family residential development in the Village, and industrial land in the Township. Only 1 percent of the total land area was found to be in agricultural production.

Further detail, including existing land use maps, are presented in Chapter 6.

Community Character Analysis

Broadly defined, community character is a combination of distinctive and common elements, both natural and man-made, which defines its identity and ability to be recalled.

Milford Township's direct adjacency to several publicly owned, ecologically and recreationally significant natural areas provide the residents with a strong

natural context upon which to base their daily lives. The strong relationship between the natural and built environment is probably the key defining element in the character of the Township and, as such, every effort should be made to preserve this relationship.

The character of the Village of Milford is derived from the sum of its unique parts – or districts, street types and building placement, and building types and architectural styles interwoven with a rich inventory of historic places dating back to 1832.

For the complete community character analysis, the reader is directed to Chapter 7 of this Master Plan.

Planning Framework

Through a mission statement exercise, Planning Commissioners from both communities developed a **brand** statement for Milford.

Milford Community – your front porch to Main Street, healthy living, and innovation.

Previous Milford community Master Plans were constructed upon certain long-standing **Guiding Principles**. They were reviewed and augmented as a planning framework which supports the brand statement and future land use proposals. The guiding principles are:

1. Maintain a policy of controlled growth based upon the principles of "concurrency" – requiring facilities and services at the time of development and "sustainability" – making community planning decisions that will benefit, not burden or penalize, the community's future generations.

2. Acknowledge the historic community service center in the Village of Milford as a focal point for specialized shopping, office, entertainment, and civic functions. Its available services, alternative housing opportunities and downtown historic focal point are features conducive to supporting the Township's surrounding rural residential development pattern.

3. Recognize the emerging importance of the I-96/South Milford Road interchange area as the gateway entrance to the community from the south. Carefully plan for commercial and residential uses in proximity to this interchange that will benefit from its proximity, as well as its position near the emerging shopping district located to its south in Lyon Township.

4. Understand the positive contribution certain large-scale land uses have had on shaping the existing development pattern: open spaces close to home and work which encourage walking and physical activity and time spent outdoors. These include Kensington Metropark, the Proud Lake State Recreation Area, and Camp Dearborn. Require any proposed changes to these regional land uses to be subjected to Master Plan amendment procedures to ensure that the Milford community and neighboring jurisdictions fully participate in evaluating proposals for their reuse.

5. Protect "green infrastructure" using Low Impact Development (LID) techniques as a way to conserve native species and ecological sustainability. LID is an approach which emphasizes the integration of site design planning techniques that conserve natural systems and hydrological functions on a site. The Milford community is uniquely situated within the Huron River watershed. Its fragile lands, water areas and natural assets represent irreplaceable environments for plant and animal life, and for recreational uses.

6. Allow for the continuation, resumption, restoration, reconstruction and extension of legally established nonconforming uses that contribute to Milford's built character or heritage.

7. Reject sprawl development characterized by spread-out development along roadways, generic or uncoordinated architecture, big box construction, strip malls, and fast-food restaurants. Instead, focus development within planned centers offering a pedestrian orientation and distinctive design that maintains Milford's strong sense of place and protects its rural atmosphere, characterized by

open fields, farmland or woodlands as common elements of the visual landscape.

8 Maintain "life cycle housing" and a full range of supporting community services so that people in various stages of life can find a home they can afford which is suited to their personal needs and tastes.

9 Preserve and protect cultural resources and properties, structures, and neighborhoods having historical significance.

10 Promote the development of community services and facilities that work to integrate and unify the community.

In addition to the Guiding Principles, the Milford community intends to pursue sustainable development and community vitality by adhering to the following **Smart Growth Principles**.

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a range of transportation choices.
- Make development decisions predictable, fair and cost effective.
- Encourage community collaboration in development decisions.

The **rural-to-urban transect model** was used to transform the principles of smart growth into a preferred pattern of land development that could be used to benchmark Milford community long-range planning proposals. This model defines a series of zones that gradually transition from sparse rural areas to a dense urban center, with each zone embodying a unique development character.

Other policies or principles developed by organizations having expertise in local governance, land planning, or urban design were similarly reviewed as a precursor to the development of Milford community planning goals, objectives, and strategies. They were drawn from several resources:

- Public Policies to Make Great Communities Happen by the American Planning Association.
- The Ahwahnee Principles: Toward More Livable Communities by the Center for Livable Communities.
- Criteria for Great Places by the Project for Public Spaces, Inc.
- Getting to Smart Growth: 100 Policies for Implementation by the International City/ County Management Association.

Community attitude, concerns and expectations about land development were assessed throughout the planning program. Major **community involvement** activities included:

- Village of Milford Survey of Citizen Perceptions conducted by the Institute for Community and Regional Development, Eastern Michigan University.
- Creating Milford's Future Community Event conducted by futurist Ed Barlow, of Creating the Future, Inc.
- Multiple Community Forums.
- Focus Group Interviews conducted by Project Innovations, Inc.

Future Land Use Plan Formulation

Preliminary Future Land Use Plans were developed and evaluated by each Planning Commission.

A preliminary draft Village of Milford Future Land Use Plan (FLUP) was initially prepared utilizing the Guiding Principles, Smart Growth Principles, and community input. The Project Team called upon a sound understanding of demographic data, market opportunities, the condition of the built and natural environment, and community character while formulating the FLUP. The Village Planning Commission reviewed the preliminary draft FLUP and suggested several modifications. A final draft FLUP was presented to the public at a community forum for additional review and comment.

The Project Team utilized a different approach for Milford Township, developing three competing draft FLUP maps based upon different development scenarios:

- Alternative A: Established FLUP recommendations.
- Alternative B: Conservation Plan focusing on protecting and building upon Milford Township's natural assets and green infrastructure network.
- Alternative C: Growth Plan seeking to capitalize on opportunities identified in the Market Assessment and the Township's strategic locational advantage in the region.

The alternative plans were presented to the Township Planning Commission along with evaluation tools to assist in the selection of a preferred plan.

First, a computer modeling software (Community Viz Scenario 360) was employed by the Project Team to assess the carrying capacity, or "build-out" potential of each competing FLUP. Secondly, an evaluation scorecard was designed and used by the Planning Commission to compare and contrast each FLUP.

The Township Planning Commission identified a preferred alternative that contained features from each scenario. This plan was subsequently reviewed and refined by the public at community forum events.

The guiding framework and process employed for establishing the future vision of Milford is fully described in Chapter 8.

Goals, Objectives, and Strategies

Before a community can actively plan for its future growth and development, it must first set certain goals, objectives, and strategies that define the boundaries of its needs and aspirations and guide future policy and land development. The following goal statements were adopted:

Vibrant Residential Neighborhoods

Achieve viable residential neighborhoods that offer a variety of housing options for life long living.

Thriving Business Districts

Achieve business development areas that create a stable economic tax base and quality shopping and services for community residents.

Locally Oriented Industry

Support industry that provides a positive contribution to the local tax base, as well as local jobs, without degradation to adjacent land uses, the environment, and the overall community character.

A New Economy

Capitalize on Milford's regional advantage as a destination for commerce, employment and life-long living.

A Balanced Transportation Network

Establish a multi-modal transportation network that effectively serves both the motorized and non-motorized needs of the community.

A Sustainable Natural Environment

Strive for the protection of important natural resources and open spaces that contribute to the health of natural systems, wildlife habitats, community character, and quality of life.

First-Class Community Services

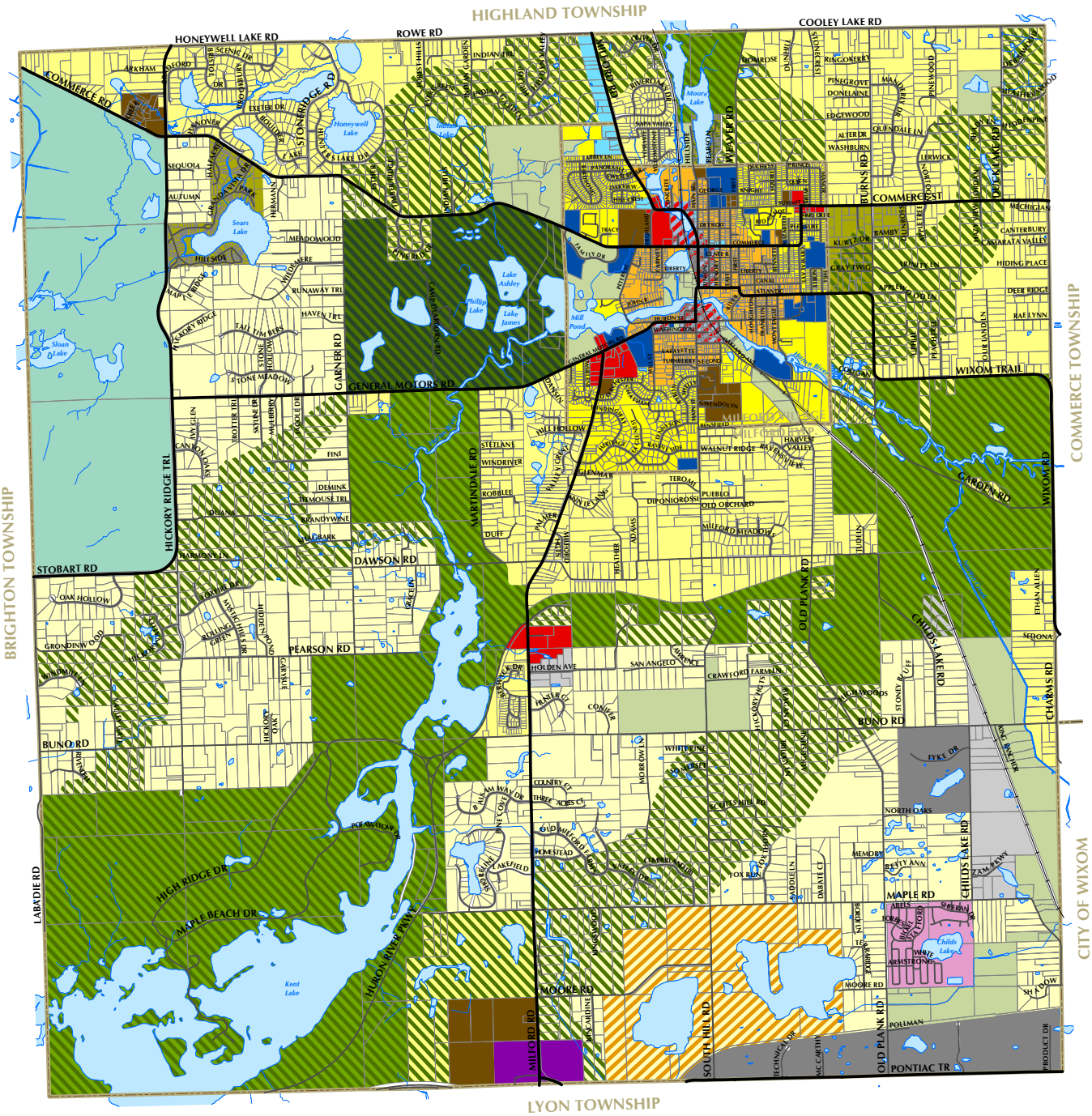
Continue to offer efficient, first-class services and facilities to residents and businesses to preserve the community's high quality of life.

A complete listing of these goals, with supporting objectives and strategies is found in Chapter 9.

Milford Community Future Land Use Plan

The Plan consists of the Milford Community Future Land Use Map as well as the supporting text description of each future land use category. In total, 21 future land use categories were developed. Of these, three apply to both the Village and Township, while the remaining categories are unique to each.

The Milford Community Future Land Use Map is presented on the following page. The reader is directed to Chapter 10 for a detailed escription of each future land use category.



Milford Community Future Land Use Map

Milford Village
Future Land Use Categories:

- Recreation/Conservation
- Suburban Residential
- Village Residential
- Multi-Family Residential
- Office
- Commercial
- Mixed Use
- Public/Semi-Public

Milford Township
Future Land Use Categories:

- Recreation/Conservation
- Rural Residential
- Single-Family Residential Low Density
- Single-Family Residential Medium Density
- Planned Residential
- Multi-Family Residential
- Mobile Home Park
- Local Business
- Regional Business
- Office
- Light Industrial
- General Industrial
- Specialized Industrial
- Regional Recreational
- Specialized Recreational
- Conservation Overlay

- Major Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Building Regulating Plan

The Building Regulating Plan consists of two components. First, the Regulating Plan was developed. It identifies the locations of various design typologies within the Village of Milford, represented by special districts and based upon the Community Character Analysis. Secondly, Building Placement Standards were developed to guide the future development and redevelopment of each special district through prescriptive design standards.

Nine special districts were identified. These districts, and development proposals for each, are presented below. The reader is directed to Chapter 11 for specific building placement and public realm standards applicable to each district.

Main Street

The heart of the Village, characterized by the classic 2- and 3-story buildings creating a nearly continuous 4-block double-loaded street wall. Development should consist primarily of infill projects and respect existing zero-lot-line setbacks.

South Main

The area around the busy intersection of Main Street and Huron Street has a few valuable buildings, but the open corners at the intersection provide an opportunity for a creative traffic solution such as an enhanced roundabout. This area is well suited for mixed use development. Connectivity to the Huron River should be enhanced in this area.

North Main

Main Street changes in visual character where it transitions to North Main. The mill pond to the west opens up vistas and effectively renders Main Street one-sided verses double-loaded as it curves into Milford Road. Transitional and mixed use, the intent is for the zero-lot-line character of Main Street to continue north.

Old Town

Old Town is the residential area east of Main Street formed by an intimate, small-block street grid containing both historic homes and an eclectic mix of other styles. Protection and preservation of the existing single-family residential scale and character is the goal for this area.

River East

This transitional area between Main Street and the Huron River has an array of inconsistent lot sizes, setbacks, uses, and vacant parcels south of Canal Street. The guidelines outline a framework for extending view corridors and street rights-of-way southward, and encourage a scale and character consistent with the north side of Canal Street and Old Town.

River West

Connected by the newly rebuilt Peters Road Bridge, River West straddles the Huron River, and is distinctly residential in character. The Plan encourages a scale and character of development consistent to what exists along John R Street by allowing a pattern of larger lots and homes to continue.

Park West

This area is bracketed between two main recreational areas (Central Park and Hubbell Pond Park), as well as the Mill Pond. Any redevelopment must have flexibility here, to take advantage of greenspace network possibilities and a variety of housing types, encouraging a continuance of the existing fabric in some areas and a mix of smaller, more modest homes in others.

Uptown

Uptown is the northern and western gateway of the Main Street special district. The west side of the Mill Pond is an opportunity for public access. The former TRW industrial site offers the potential to create an intimate neighborhood similar to Old Town. The existing shopping center parking lot should be made more “street-like”, with new landscaping and smaller free-standing commercial buildings.

South End

Main Street undergoes a major transition in the South End, from a mixed-use street to tree-lined village street. Originally platted with the same intimate street grid as Old Town, only portions of it were completed. Undeveloped parcels in this area could lend themselves to completing the grid, enhancing connectiv-

ity with the newer developments to the south, and greenspace.

The building regulating plan, which includes concept plans, architectural renderings, development guidelines, siting standards and public realm standards for each district, is presented in Chapter 11.

Green Infrastructure Plan

The results of the green infrastructure inventory, and an assessment of its strengths and weaknesses, were used to translate items from the mapped inventory and analysis into specific recommendations for distinct planning areas. These areas and associated recommendations are:

Amenity Opportunity Area

These are places highly suited and/or desirable as a future recreation or community activity site.

Buffering Areas

These are areas that are fully or near-fully built out and possess moderate habitat quality. Future development must be sensitive to existing ecological conditions.

Core/Corridor Habitat Areas

These areas contain either large patches of habitat, or important corridor stretches that connect these patches. Habitat corridors may also double as recreation trails. Management of developed land within core habitat areas should strive to protect and/or restore the natural quality.

Future Development Zones

These zones are places where projects are likely to be initiated, or already have, in the near future. New developments should strive to minimize impacts to natural features by incorporating best management practices (BMPs) or conservation-based approaches.

Existing Developed Area with Low Habitat Value

These areas are extensively built out. Focus should be directed to ecological restoration or to incorporating new green features that enhance the green infrastructure system, such as a bike lane or path in connection with new road (re)construction.

High Habitat Quality Parkland

These areas represent parks with high levels of habitat which are likely to remain in their current condition provided there is no significant change of ownership. The focus should be directed to increasing connectivity between these areas.

Low Habitat Quality Parkland

Low habitat quality parkland typically contains high intensity recreation uses that are less compatible with natural areas. Future park improvements should seek to improve habitat conditions and enhance trail and habitat connections.

The reader is directed to Chapter 12 of this Master Plan for the location of these Green Infrastructure Planning Zones and for information on specific area recommendations.

Strategies to Effectuate Change

Special attention was given to the capabilities of the Village and Township to implement the recommendations in the Plan.

The Project Team conducted one-on-one interviews with a cross section of Milford's leaders, to examine 11 dimensions of organizational capability, including talent, collaboration, innovation and efficiency. Overall, the results of the Administrative Capability Audit show that the Milford community has the capacity to effectuate change and work toward becoming a superior community.

A review of each community's land development regulations was undertaken to determine if "best practices" pertaining to engineering standards, open space preservation and natural systems protection, site use and design requirements, storm water management, and housing opportunities were being pursued. Nineteen specific "action items" were identified for updating local land development regulations or policies.

Multi-jurisdictional planning was also evaluated, including the merits of establishing a joint Planning Commission. It is recommended that the Village Council and Township Board appoint an exploratory committee to more fully investigate this policy.

In the interim, it was proposed that the Village and Township Planning Commissions consider scheduling workshop events to tackle shared planning issues. As its initial task, they should jointly develop a Master Plan "implementation matrix" – a comprehensive listing of recommendations and action items found in the Master Plan, presented by priority, lead party responsible for implementation, and timeframe for completing each task.

Lastly, it is recommended that the Village and Township establish a Steering Committee to examine the merits of creating a unified development code which consolidates and updates all of the land development regulations from each community.

Other implementation strategies for Milford are highlighted in Chapter 13.

[Note: Information presented in the Executive Summary shall not be used in lieu of, relied upon, or serve as a substitute for the contents and meaning, in full or in part, contained in the complete Master Plan document. It is intended solely for the convenience of the reader.]

1

Introduction and Regional Analysis



Introduction

The Village of Milford and Charter Township of Milford are located in Oakland County, in the southeastern portion of the State of Michigan. The two adjacent communities are unique yet interdependent and, over the years, have developed a strong and mutually beneficial relationship. In many respects, particularly in the provision of public services and facilities, each community relies on the other for mutual assistance and support. It is through this cooperation and collabora-

tion that the citizens of the community as a whole are able to experience a higher quality of life that could not be achieved by the efforts of either of the communities alone. In much the same manner, the Village and Township have decided to embark upon a cooperative master planning process that will result in a more relevant and efficient Master Plan document that maximizes the benefits to each community.

Purpose

The Milford Community Master Plan is the pre-eminent plan guiding growth and development within the Village of Milford and Milford Township. It is visionary, strategic and long-term. It reflects the kind of community the citizens of Milford would like to see in the future. It expresses the values that the citizens of Milford hold collectively and sets out a direction and strategy to guide future growth and development. The Plan provides the basis for actions and decisions which will protect and improve the quality of life in Milford. The Milford Community Master Plan was developed under a relatively broad framework that will facilitate the coordination of policies, programs and capital investments designed to meet many of the obligations of local government.

Authority

The Village and Township derive their master planning authority from the Planning Enabling Act, Public Act 33 of 2008. The Act clearly states that a community's Planning Commission shall make and approve a basic plan as a guide for the development of the community.

Project Team

As the current planners for both the Village and Township, Wade Trim, with the guidance of both respective Planning Commissions, led the total work program for the development of the Master Plan. In addition, Wade Trim was involved in all aspects of the development of the Master Plan, from the initial kick-off meeting through final adoption. However, a program of this significance required a wide range of technical experts to provide insights into the myriad issues the Master Plan would need to address. Therefore, a large Project Team was developed, utilizing several other professional consulting firms.

To begin the total work program, Ed Barlow, President of Creating the Future, Inc. was the keynote speaker at the Master Plan Kick-Off event. Ed shared his insights into the dramatic economic, technological, social and political changes of the future and how they will affect the Milford Community.

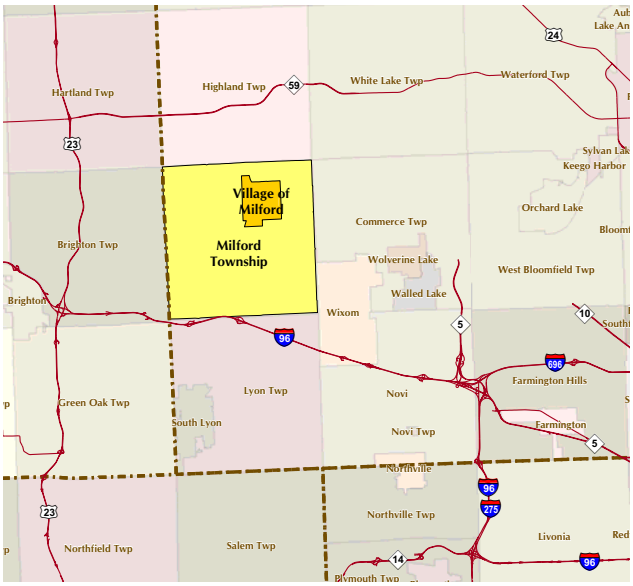
Project Innovations, Inc. is a highly successful consulting firm that provides Public Information Advocacy. Their expertise in managing large public meetings, team building and public awareness is essential to the ultimate support of the Master Plan. They were the task leader for the Public Partnering track of the total work program.

Siemon and Larson, PA is a planning and land use law firm that has a comprehensive understanding of the tensions that can exist between the public and private sectors. They focused on preparing the Market Assessment as part of the background studies of the Master Plan.

Johnson-Hill Land Ethics Studio is a nationally recognized planning and design firm that helps communities plan for future growth, conserve natural resources, and retain special characteristics that define them. Johnson-Hill worked almost exclusively with the Township. Their expertise in understanding natural systems and how to help communities preserve their character was an essential "fit" for the Township's portion of the Master Plan. They completed the Community Character Analysis of the Township and assisted in the development of their Goals and Objectives and Future Land Use Plan.

Arkinetics, Inc. is an architectural design firm that specializes in urban design and land planning to promote and revitalize towns and neighborhoods. Their experience in the form and function of urban areas was critical to the success of the planning effort for the Village. Arkinetics developed the Community Character Analysis for the Village and was integral to the development of their Goals and Objectives and Future Land Use Plan.

Finally, Past Perfect, Inc. was included in the Project Team. They are a consulting firm with expertise in historic preservation related projects. Their role in the total work program was to evaluate existing historic properties and provide guidance for future goals and objectives as they relate to historic resources.





Public Involvement

The process of developing a document which is both meaningful to the community and feasible in its implementation must enjoy the participation of a larger stake-holding group.

As a part of the Master Plan process the Milford Community initiated a number of community workshops and forums in order to obtain input from Milford citizens and stakeholders. Outlined below is a list of the community involvement methods:

- Village of Milford Survey of Citizen Perceptions
- Creating Milford's Future Community Event
- Plan Milford Community Forum #1
- Focus Group Interviews
- Green Infrastructure Workshop
- Plan Milford Community Forum #2
- Plan Milford Community Forum #3

A more in depth description of each community involvement method can be viewed in Chapter 8.

Plan Organization

The Milford Community Master Plan was collaboratively prepared under the oversight of both the Village of Milford Planning Commission and the Charter Township of Milford Planning Commission. Upon completion, the Milford Community Master Plan was adopted separately by both the Village Planning Commission and the Township Planning Commission.

Although the Milford Community Master Plan is a guide for the development of two municipalities, it is a single document. The Milford Community Master Plan is divided into 12 sections, of which the first eight sections provide a complete and accurate picture of existing conditions within both communities. These sections include: introduction and regional analysis; socioeconomic analysis and housing conditions; market assessment; transportation analysis; community services and facilities assessment; natural features inventory; existing land use inventory; and community character analysis.

The last four sections of the Milford Community Master Plan present the future vision for both communities. These sections include: goals, objectives and strategies; Village Master Plan; Township Master Plan; and implementation strategies. The goals, objectives and strategies and implementation strategies sections of the Plan are applicable to both the Village and Township, but where noted, certain strategies may only be pertinent to one or the other. The separate Village Future Land Use Plan and Township Future Land Use Plan sections of the overall Master Plan present a unique vision for the future of each community, respectively.

Regional Analysis

Regional Location

The Village of Milford and Milford Township are located in the southwest quarter of Oakland County, in the southeastern region of Michigan's Lower Peninsula. The Village of Milford is surrounded on all sides by Milford Township and is located in the northeast quarter of the Township. Five municipalities border Milford Township including the City of Wixom to the southeast, Commerce Township to the east, and Lyon

Driving Times and Distances

Destination	Approximate Distance	Estimated Driving Time
Detroit Metro Airport	39 mi.	44 min.
Detroit, MI	41 mi.	49 min.
Flint, MI	41 mi.	51 min.
Lansing, MI	59 mi.	1 hr. 1 min.
Toledo, OH	79 mi.	1 hr. 21 min.
Cleveland, OH	189 mi.	3 hrs. 7 min.
Columbus, OH	222 mi.	3 hrs. 40 min.
Chicago, IL	270 mi.	4 hrs. 21 min.

Source: Mapquest driving times and distances from the Village of Milford to selected destinations.

Township to the south. Highland Township is located to the north, and Brighton Township, which is in Livingston County, is immediately to the west. The **Regional Location Map** shows the position of Milford Township and the Village of Milford in relation to the surrounding communities and region.

Oakland County is the second most populated county in the State of Michigan, with approximately 1.2 million residents. According to the 2000 Census, Farmington Hills is the most populated city in Oakland County with a population of 82,111. The City of Detroit, located on the eastern edge of Wayne County, is only 40 miles to the east of the Milford Community. Detroit is the largest community in Michigan with a population of 951,270.

Regional Growth

According to the Southeastern Michigan Council of Governments (SEMCOG) Southeastern Michigan's overall forecast is one of steady, moderate growth from 2000-2030. Population will grow 12 percent to 5.4 million by 2030. Households will increase almost twice as fast, 21 percent over the same 30 year time period. This increase is due to the decline in average number of persons per household and the increase in households without children. The aging of the baby boomer generation (which will be 75 or older in 2030), as well as longer life spans, mean that 37 percent of all households will be elderly in 2030 (that is, these households will have at least one person 65 or older). Job growth will not be as robust as in the 1990s, but will increase 16 percent between 2000-2030. However, future job growth will depend on an increased number of older people staying in the labor force, with many in part-time jobs.

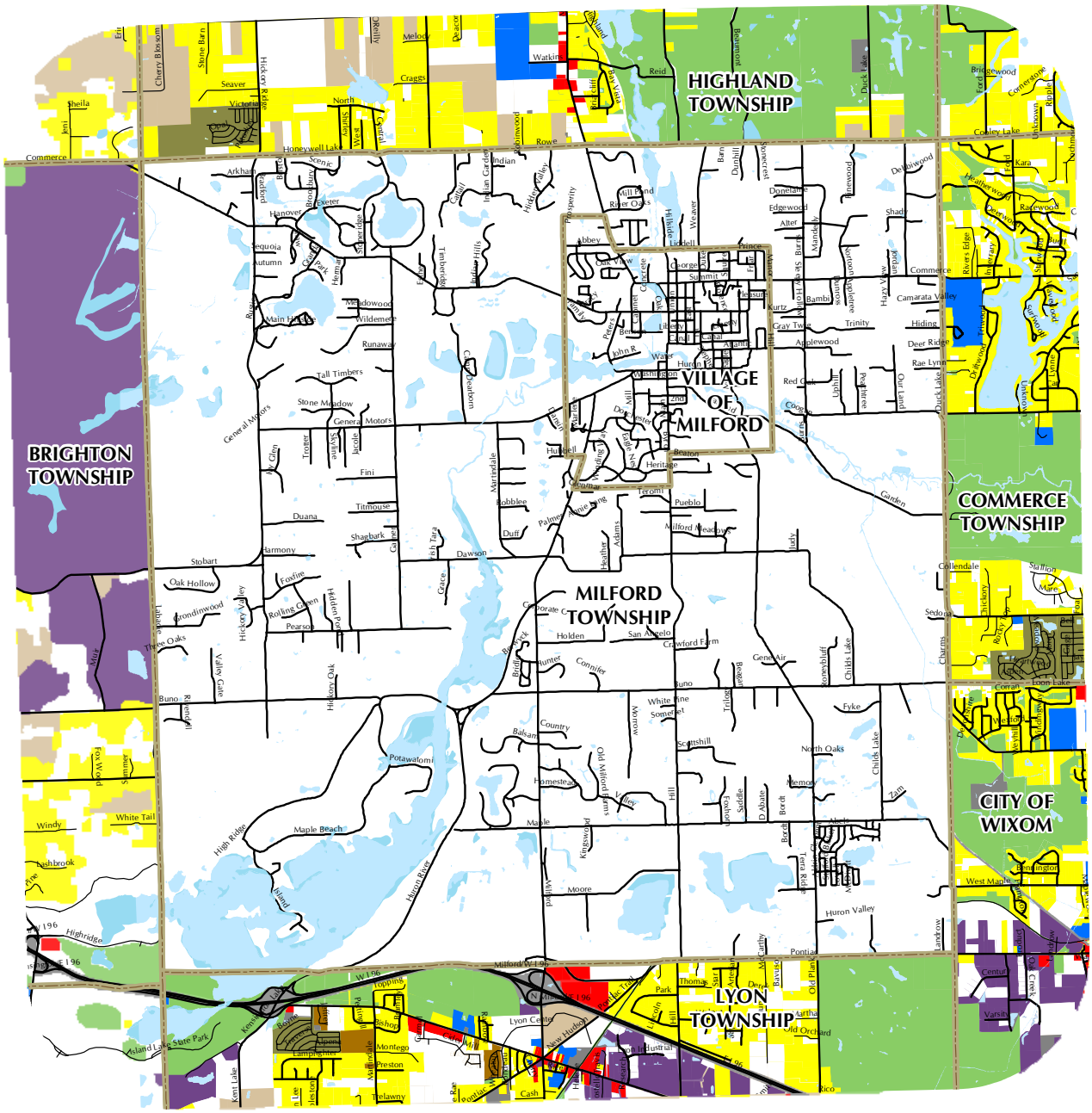
At the community level, Southeast Michigan will grow most strongly at the edges of the urban area, where land is available and jobs are within commuting distance. Population and household growth will be strongest in western Wayne County, the Ann Arbor area, southeast Livingston County, western and northern Oakland County, and central Macomb County. The pattern of job growth will be generally similar to population and households, although not as spread out to the west and north. Job growth will be concentrated in fewer suburban communities, reflecting the stronger role of transportation access and central location for jobs. Areas of the City of Detroit with job losses will be increasingly balanced by areas of job growth, resulting in near stability for City job numbers post-2020.

Regional Transportation

The Village of Milford and Milford Township are well served by a network of major transportation arteries. Located just south of Milford Township, I-96 is the primary freeway route connecting Milford with the larger region and state. To the west, I-96 connects to Livingston County, the U.S. 23 freeway, and Lansing. To the east, I-96 connects with several additional freeways and the greater portion of the Detroit metropolitan area including Downtown Detroit. According to the Michigan Department of Transportation, I-96 in the Milford/Wixom/Novi area carries well in excess of 100,000 vehicles per weekday. Given this high traffic volume, congestion and back-ups are frequent occurrences on I-96 during the morning (eastbound) and afternoon (westbound) rush hours.

U.S. 23, a north-south running freeway located west of Milford, connects Flint to the north and Ann Arbor to the south. I-275, a north-south running freeway, begins southeast of Milford and leads to Plymouth, Canton, Detroit Metro Airport and Monroe. I-696, an east-west running freeway, also begins southeast of MIlford and leads to Farmington Hills, Southfield and Warren.

Some of the non-freeway arterial roads that provide access to the larger region include Milford Road, High-



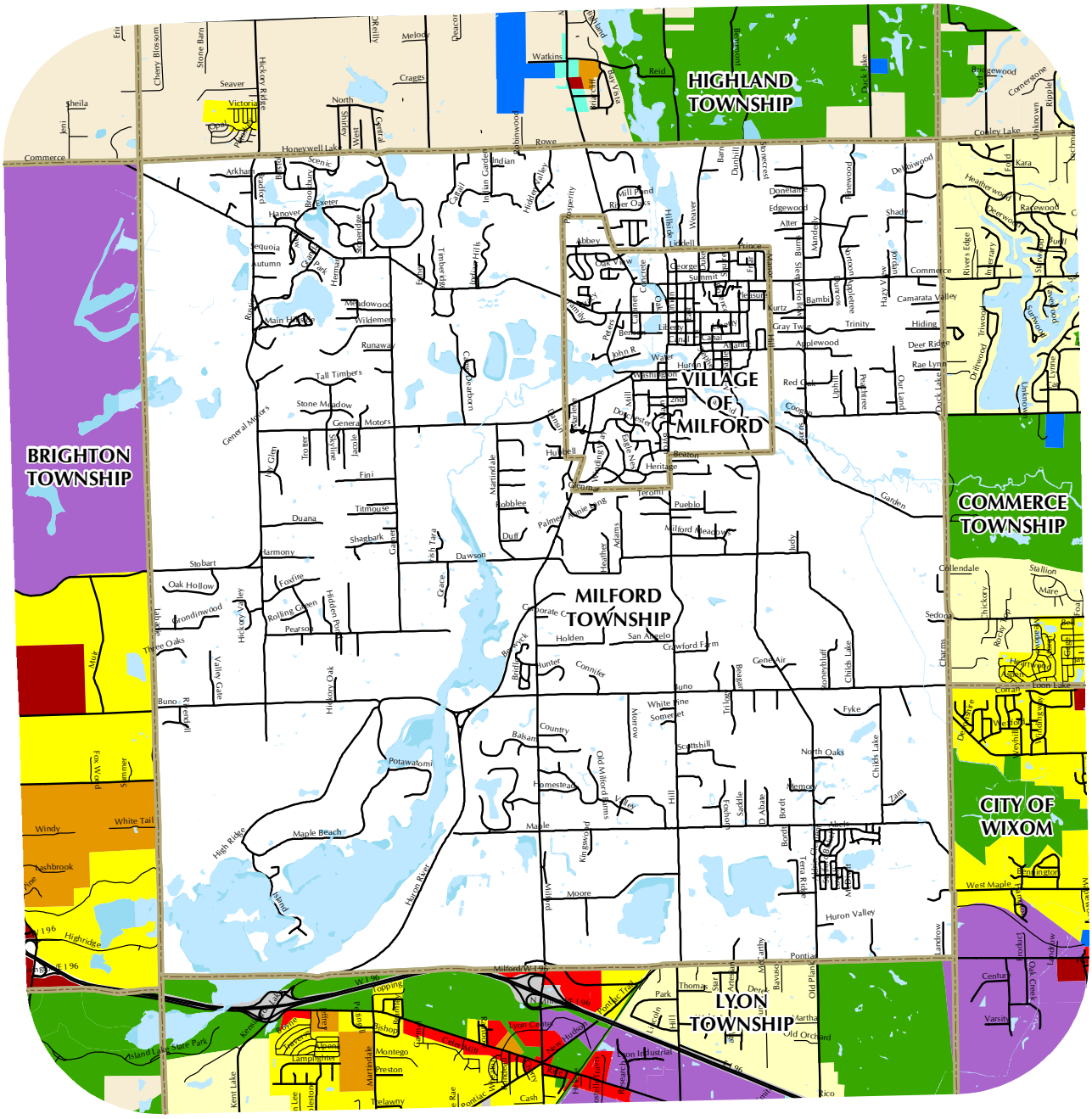
Regional Existing Land Use Map

Legend

- Agricultural
- Single-Family Residential
- Multiple Family
- Mobile Home Park
- Commercial/Office
- Industrial/Extractive
- Public/Institutional
- Recreation/Conservation
- Transportation/Utility/ Communication
- Vacant
- Roads
- Municipal Boundaries
- Water Bodies

0 0.5 1 2 Miles

Existing Land Use Source: Oakland County GIS Land Use, 2001, updated by City of Wixom, 2009; EMCOG Regional Land Use, 2000.



Regional Future Land Use Map

Legend

- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial/Mixed Use
- Commercial
- Office
- Institutional/Public/Quasi Public
- Industrial
- Open Space/Conservation
- Transportation/Communication/Utility
- Roads
- Municipal Boundaries
- Water Bodies

0 0.5 1 2 Miles

Future Land Use Source SEMCOG Regional Master Plans Layer, 2001, updated by City of Wixom, 2009.

land Road (State Highway 59), Commerce Road, Pontiac Trail, Grand River Avenue and Wixom Road.

These major transportation routes effectively connect the Milford community with the rest of the State and entire Midwest region. Driving times and distances to major destinations are provided in the inset.

Detroit Metropolitan Wayne County Airport

According to Airports Council International (ACI) passenger traffic data for the year 2005, the Detroit Metropolitan Wyane County Airport is the 20th busiest airport in the world. In 2005, Detroit Metro accommodated a total of 36.4 million passengers, an increase of 3.2 percent from 2004.

Currently, Detroit Metro Airport has 3 terminals, 6 runways, 139 gates, and approximately 20,000 parking spaces spread out over a total land area of 6,700 acres. The airport employes more than 18,000 employees and is estimated to have an annual economic impact of $5.2 billion and daily economic impact of $14.2 million.[1]

Detroit Metro Airport is one of the hubs for Northwest Airlines, and is also the world aviation headquarters for Ford Motor Company and General Motors Corporation.

Regional Existing and Future Land Uses

When preparing a new master plan for a community, it is important to examine what types of development are happening within the adjacent municipalities. The examination of not only current land use patterns but what is future planned for an area will directly impact planning decisions in Milford.

Milford Township and the Village of Milford are surrounded on all sides by suburban communities. The majority of these municipalities are developing communities that have growth potential.

Existing land use data for the adjacent communities in Oakland County was obtained from the Oakland County GIS Department and is current through 2001. For Brighton Township, existing land use data was obtained from the Southeast Michigan Council of Governments (SEMCOG) and is current through 2000. Future land use data for the adjacent communities was obtained by SEMCOG and is current through 2001. Regional existing and future land use data is displayed on the **Regional Existing Land Use Map** and **Regional Future Land Use Map**. In addition to the maps, the existing and future land use pattern of each of the adjacent communities is described below.

Commerce Township

Commerce Township, with an approximate population of 34,764, is adjacent to Milford to the east. Wixom Road is the divider along the central portion of the Township and Duck Lake Road is the dividing line in the northern third of the Township.

The existing land use pattern in the northern portion of Commerce Township is primarily single-family residential with some public/institutional uses at the southeast corner of Commerce Road and Duck Lake Road. To the south, Commerce Township consists of single-family residential uses and the Proud Lake State Recreation Area, which is classified as a recreation/ conservation use.

Commerce Township's Master Plan has designated the western portion of the Township almost exclusively for low density residential use. The exception is the Proud Lake State Recreation Area, which has been designated for open space/conservation use.

City of Wixom

The City of Wixom, with a 2000 population of 13,263 citizens, is located to the southeast of Milford Township. Existing land uses in the western portion of Wixom are mainly residential and recreation/conservation uses. Along the border, in the southeast corner of the Township, some industrial uses have been developed.

According to the City's Future Land Use Map, the western portion of Wixom is planned to accommodate a mix of medium density residential development and institutional/public/quasi public use. A large industrial district is found on both sides of Pontiac Trail as it extends into the City from Milford.

Lyon Township

Lyon Township, with a 2000 population of 11,041 citizens, is located to the south of Milford Township. Pontiac Trail is the southern border between Lyon and

Milford Townships. Just across the border, lands in Lyon Township are occupied by a mix of recreation/conservation (a continuation of the Kensington Metropark), commercial (at the I-96 and Milford Road interchange) and single-family residential (between Milford and Old Plank Roads). The Grand River Avenue corridor in Lyon Township features a mix of commercial and industrial uses.

Lyon Township's Master Plan designates the northern portion of the Township for a number of different land uses. Commercial use is planned at the I-96 and Milford Road interchange. The Kensington Metropark area is planned for open space/conservation use. Low density residential uses are planned along the south side of Pontiac Trail between South Hill and Old Plank Roads. The Grand River Avenue corridor is planned predominantly for commercial use west of Milford Road and commercial/industrial use east of Milford Road.

Highland Township

Highland Township, with a 2000 population of 19,169, is adjacent to Milford Township to the north. The northern border is split between three roadways; Honeywell Lake Road to the west, Rowe Road along the central border, and Cooley Lake Road to the east. The southwestern portion of Highland Township is comprised primarily of single-family residential use with some agricultural and mobile home park uses mixed within. The southeastern portion of Highland Township is predominatly recreation/conservation use (the Highland State Recreation Area).

According to the Highland Township Future Land Use Plan, the majority of the Township is planned for low density residential use. The exception is the land within the Highland State Recreation Area, which is planned for open space/conservation use. There is a small concentration of institutional/public/quasi-public, office, and high density residential just north of Milford Township along Milford Road.

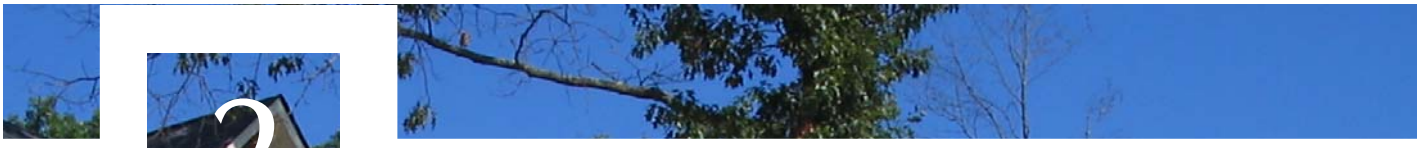
Brighton Township

Brighton Township, with a 2000 population of 17,673 citizens, is located to the west of Milford Township in Livingston County. North of Buno Road along the border with Milford, Brighton Township is occupied by industrial uses. The General Motors Proving Grounds facility accounts for most of this industrial area. South of Buno Road along the border with Milford, Brighton Township is occupied primarily by single-family residential uses.

The General Motors Proving Grounds property is future planned for industrial use. South of Stobart Road along the border with Milford, the planned use is predominantly medium density residential. However, a fairly large area of high density residential use is planned just south of Spencer Road. Additionally, a fairly large commercial district is planned along the north side of Buno Road, about one-half mile west of Milford.

(Footnotes)

1 "DTW Fact Numbers." Detroit Metropolitan Wayne County Airport Website. September 2006. Http://www.metroairport.com/about/facts.asp.



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Socioeconomic and Market Analysis



Introduction

The purpose of this analysis is to describe the social, economic and market characteristics of the Milford Community, which is a fundamental element in determining short- and long-term planning goals.

Social characteristics include such items as the size of the population, age, gender, race, household characteristics and housing value. Economic conditions will center on employment types within the community, as well as income and educational characteristics. The current market conditions of the community will be reviewed, which will include projections for anticipated growth in population and housing units. Finally, the market potential for future residential, commercial, office, and industrial uses, based on nationally recognized planning standards and land use ratios of similar communities, will be presented.

The Chapter begins with an overview of conditions within Oakland County, and then becomes more specific with current demographic trends and market conditions within the Milford Community. Compiling and examining data on these elements will help guide Community officials in determining future land use needs.

Oakland County Economic Outlook

In April of 2007, the Planning and Economic Development Division of Oakland County distributed a report which outlined the current economic conditions of the County. The report was prepared by the Institute of Labor and Industrial Relations at the University of Michigan.

Three main questions were posed before the preparation of the report that the County wished to answer. These included:

1. As the industrial economy of Oakland County proceeds with its downsizing, where do we go from here?

2. How the economy is positioned to move on from here once things settle?

3. Does Oakland County both have the endowments, and are they investing in the right things, to keep its status as one of the elite local economies in the country?

It was expected that the loss in jobs experienced between 2001 through 2003 would be fully recovered by 2006. The report concluded that The Oakland job market even poked into positive territory in 2005. But the restructuring of the domestic automotive industry then notched up and took center stage, and combined with a slump in residential construction, the county's job situation headed south. The county lost approximately 18,200 jobs in a dismal 2006, putting it in territory that it had only viewed from afar up until then.

It was concluded that following the loss of 18,200 jobs in 2006, Oakland County faces another year of decline in 2007, but with the losses slowing to 4,400 jobs. In 2008, the local job market nudges into positive territory again, but barely, with the addition of only 200 net new jobs for the year. As the recovery picks up a little momentum, the county is projected to add 2,500 jobs in 2009.

The gains remain modest, though, leaving the local labor market lighter by 1,700 jobs, on average, in 2009 compared with 2006. From a glass-half-full perspective, this outlook is an encouraging step up from the loss of 27,300 jobs over the past three years.

In 2007, the Oakland County economy along with the National economy faced some unique challenges. The Oakland County Economic Outlook for 2007-2009 revealed that the two important segments of the economy weakened last year: both the vehicle market and homebuilding slipped, after both had run at or near record levels for three to five years prior to 2006.

Vehicle sales came up against both higher gasoline prices (nearly twice what they were a few years ago) and a less aggressive pricing strategy by the Big Three automakers.

Housing activity was hit by higher mortgage rates, following years of rapidly rising housing prices, which together substantially reduced housing affordability.

In April of 2007, Oakland County distributed a new "Oakland County Economic Outlook" report which forecasts the economy from 2007 through 2009.

- Government employment is forecast to remain virtually flat through 2009. With a gain of 100 jobs in 2007, a loss of 200 in 2008 due to retrenchment in local school districts, and a recovery of 100 jobs in 2009.

Oakland County Economic Outlook Summary Report, 2007-2009

Looking to the Future

- The health care industry, which has been running fairly hot recently is projected to continue unabated through 2009 and well beyond then as well.

- Non-automotive technology and research industries, which actually contributed jobs in the thorny year that was 2006, and they are expected to grow rapidly through 2009.

- Oakland County's economic development programs such as Automation Alley, the launch of Wireless Oakland, and their Emerging Sectors initiative prepare a path to success that includes technology, research, health care, and ventures friendly to a senior-citizen populace that is about to burgeon.

- Perhaps no action epitomizes Oakland's visionary approach more than its support of the initiative to create a new medical school on the campus of Oakland University.

- Oakland has few peers among counties of similar size in combining affluence, educational standing, and affordable living—a barometer for the spawning of long-term economic prosperity.

- Job losses in the goods-producing sector continue to be severe, although less so than the plummet in 2006.

- Manufacturing was forecast to lose 3,500 jobs in 2007 and a total of 8,400 between 2006 and 2009. While severe, the rate of job loss is considerably less than the hit taken in 2006, when the industry lost 6,900 jobs in a single year.

- The job losses in manufacturing are concentrated in motor vehicle manufacturing, which sheds 2,000 jobs in each of 2007 and 2008 and 1,700 in 2009, as auto restructuring continues to run its course. These losses include the closure of the Ford Wixom Assembly Plant in the second quarter of this year. If our forecast is accurate, by 2009 the local motor vehicle manufacturing industry would employ exactly half the workforce it did in 2003.

- When the restructuring of the domestic auto industry eventually runs its course, the Oakland economy will grow more rapidly, labor force growth permitting.

- Construction and the natural resource industries are projected to lose an additional 1,800 jobs in 2007, following the loss of 2,600 jobs in 2006. A further 1,100 jobs are lost through 2009, with 800 of them occurring in 2008. Employment in the other manufacturing industries either holds or declines by only a small number of jobs. The exceptions are fabricated metal products and plastics products, which supply parts to the auto industry, and which decline by 800 and 300 jobs, respectively, over the three-year period. Job losses in the goods-producing sector continue to be severe, although less so than the plummet in 2006. Almost all of these jobs are lost in residential construction, in response to a significantly subdued local housing market. Heavy construction, such as road construction, declines by only 100 jobs over the three-year period, although this drop could be larger if state and local government expenditures on these activities cannot be sustained.

Table 1: Historic Population Trends

PLACE	1970	1980	Change 1970-1980 #	Change 1970-1980 %	1990	Change 1980-1990 #	Change 1980-1990 %	2000	Change 1990-2000 #	Change 1990-2000 %	Change 1970-2000 #	Change 1970-2000 %
Village of Milford	4,699	5,041	342	7.3%	5,511	470	9.3%	6,272	761	13.8%	1,573	33.5%
Milford Township*	2,557	5,146	2,589	101.3%	6,610	1,464	28.4%	8,999	2,389	36.1%	6,442	251.9%
Oakland County												
Highland Township	8,372	16,958	8,586	102.6%	17,941	983	5.8%	19,169	1,228	6.8%	10,797	129.0%
Commerce Township	18,857	23,757	4,900	26.0%	26,955	3,198	13.5%	34,764	7,809	29.0%	15,907	84.4%
Wixom	2,010	6,705	4,695	233.6%	8,550	1,845	27.5%	13,263	4,713	55.1%	11,253	559.9%
Lyon Township	4,500	7,078	2,578	57.3%	9,450	2,372	33.5%	11,041	1,591	16.8%	6,541	145.4%
Livingston County												
Brighton Township	5,882	11,222	5,340	90.8%	14,815	3,593	32.0%	17,673	2,858	19.3%	11,791	200.5%
Oakland County	907,871	1,011,793	103,922	11.4%	1,083,592	71,799	7.1%	1,194,156	110,564	10.2%	286,285	31.5%
Michigan	8,875,083	9,262,078	386,995	4.4%	9,295,297	33,219	0.4%	9,938,444	643,147	6.9%	1,063,361	12.0%

Source: 1970 through 2000 U.S. Census Reports

*Milford Township numbers do not include the Village of Milford

- Despite its recent economic difficulties, Oakland County remains among the most prominent county economies in the nation, with some of the most promising future prospects.

- Oakland County's affluent, well-educated community has much more promising prospects for long-term economic success than localities less endowed in these resources.

Demographic Profile

Historical Population Growth

Population growth is the most important factor influencing land use decisions in any community. Simply put, if the population of a community is growing, there will be a need for more housing, commerce, industry, parks and recreation, public services and facilities, or roads.

Population trends for the Milford Community and its neighboring communities are presented in **Table 1, Historic Population Trends**. This information helps to establish trends and patterns that occur as area populations change.

Much like the other communities outlined in this table, Milford Township has experienced a significant population increase between years 1970 to 2000. Milford Township's population has increased by 251.9 percent since 1970, which translates into an increase of 6,442 residents.

The Village of Milford has also experienced an increase in population over this same time span. Since 1970, the Village of Milford's population has increased by 33.5 percent, or 1,573 residents.

All of the municipalities surrounding the Milford Community have experienced significant population growth since 1970. The City of Wixom had the greatest increase in population at 559.9 percent, or 11,253 residents. Brighton Township in Livingston County also experienced a very large increase in population at 200.5 percent, or 6,541 residents. In addition, Lyon Township (145.4 percent), Highland Township (129.0 percent), and Commerce Township (84.4 percent) have also realized significant increases.

Table 2: Age Groups, 2000

Place	Total Population	Under 5 years #	Under 5 years %	5 to 9 years #	5 to 9 years %	10 to 14 years #	10 to 14 years %	15 to 19 years #	15 to 19 years %	20 to 24 years #	20 to 24 years %	25 to 34 years #	25 to 34 years %	35 to 44 years #	35 to 44 years %	45 to 54 years #	45 to 54 years %	55 to 59 years #	55 to 59 years %	60 to 64 years #	60 to 64 years %	65 to 74 years #	65 to 74 years %	75 to 84 years #	75 to 84 years %	85 years and over #	85 years and over %	Median Age (years)
Village of Milford	**6,272**	517	8.2%	507	8.1%	482	7.7%	447	7.1%	243	3.9%	923	14.7%	1,146	18.3%	882	14.1%	263	4.2%	211	3.4%	314	5.0%	252	4.0%	85	1.4%	35.2
Milford Township*	**8,999**	580	6.4%	748	8.3%	812	9.0%	629	7.0%	345	3.8%	808	9.0%	1,809	20.1%	1,641	18.2%	550	6.1%	330	3.7%	448	5.0%	199	2.2%	100	1.1%	37.3
Oakland County																												
Highland Township	**19,169**	1,345	7.0%	1,504	7.8%	1,694	8.8%	1,510	7.9%	930	4.9%	2,390	12.5%	3,669	19.1%	2,989	15.6%	1,087	5.7%	656	3.4%	825	4.3%	457	2.4%	113	0.6%	35.6
Commerce Township	**34,764**	2,812	8.1%	3,129	9.0%	2,866	8.2%	2,083	6.0%	1,298	3.7%	4,446	12.8%	7,396	21.3%	5,354	15.4%	1,754	5.0%	1,141	3.3%	1,576	4.5%	770	2.2%	139	0.4%	36.0
Wixom	**13,263**	1,130	8.5%	915	6.9%	802	6.0%	860	6.5%	1,455	11.0%	2,739	20.7%	2,451	18.5%	1,518	11.4%	400	3.0%	272	2.1%	390	2.9%	258	1.9%	73	0.6%	30.3
Lyon Township	**11,041**	881	8.0%	901	8.2%	893	8.1%	780	7.1%	535	4.8%	1,476	13.4%	2,284	20.7%	1,695	15.4%	545	4.9%	305	2.8%	454	4.1%	229	2.1%	63	0.6%	35.2
Livingston County																												
Brighton Township	**17,673**	1,192	6.7%	1,475	8.3%	1,693	9.6%	1,361	7.7%	651	3.7%	1,672	9.5%	3,551	20.1%	3,186	18.0%	1,061	6.0%	643	3.6%	751	4.2%	363	2.1%	74	0.4%	37.6
Oakland County	**1,194,156**	80,367	6.7%	86,326	7.2%	85,498	7.2%	74,272	6.2%	60,591	5.1%	176,187	14.8%	211,055	17.7%	179,816	15.1%	62,410	5.2%	42,675	3.6%	70,271	5.9%	48,479	4.1%	16,209	1.4%	36.7
Michigan	**9,938,444**	672,005	6.8%	745,181	7.5%	747,012	7.5%	719,867	7.2%	643,839	6.5%	1,362,171	13.7%	1,598,373	16.1%	1,367,939	13.8%	485,895	4.9%	377,144	3.8%	642,880	6.5%	433,678	4.4%	142,460	1.4%	35.5

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Oakland County as a whole saw a population increase of 31.5 percent between 1970 and 2000. This seems to be a trend as the majority of communities within the County have gained population. The State of Michigan increased in population by 12.0 percent during this same time period.

Overall, the figures for the Milford Community and the surrounding communities indicate a trend for increased population and steady growth.

Table 3: Age & Gender Distribution, 1990-2000

	Village of Milford					Milford Township*				
	1990		2000		% Change	1990		2000		% Change
Subject	Number	Percent	Number	Percent	1990-2000	Number	Percent	Number	Percent	1990-2000
Total population	**5,511**	**100.0%**	**6,272**	**100.0%**	**13.8%**	**6,610**	**100.0%**	**8,999**	**100.0%**	**36.1%**
Male	2,656	48.2%	2,992	47.7%	12.7%	3,317	50.2%	4,501	50.0%	35.7%
Female	2,855	51.8%	3,280	52.3%	14.9%	3,118	47.2%	4,498	50.0%	44.3%
Under 5 years	462	8.4%	517	8.2%	11.9%	635	9.6%	580	6.4%	-8.7%
5 to 9 years	479	8.7%	507	8.1%	5.8%	776	11.7%	748	8.3%	-3.6%
10 to 14 years	427	7.7%	482	7.7%	12.9%	867	13.1%	812	9.0%	-6.3%
15 to 19 years	401	7.3%	447	7.1%	11.5%	675	10.2%	629	7.0%	-6.8%
20 to 24 years	333	6.0%	243	3.9%	-27.0%	255	3.9%	345	3.8%	35.3%
25 to 34 years	1,049	19.0%	923	14.7%	-12.0%	682	10.3%	808	9.0%	18.5%
35 to 44 years	884	16.0%	1,146	18.3%	29.6%	2,071	31.3%	1,809	20.1%	-12.7%
45 to 54 years	541	9.8%	882	14.1%	63.0%	1,982	30.0%	1,641	18.2%	-17.2%
55 to 59 years	176	3.2%	263	4.2%	49.4%	637	9.6%	550	6.1%	-13.7%
60 to 64 years	187	3.4%	211	3.4%	12.8%	354	5.4%	330	3.7%	-6.8%
65 to 74 years	333	6.0%	314	5.0%	-5.7%	429	6.5%	448	5.0%	4.4%
75 to 84 years	165	3.0%	252	4.0%	52.7%	286	4.3%	199	2.2%	-30.4%
85 years and over	74	1.3%	85	1.4%	14.9%	111	1.7%	100	1.1%	-9.9%
Median Age (years)	**31.8**		**35.2**			**33.4**		**37.3**		

Source: 1990 and 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Age Groups

Information on age distribution within a population can assist a community in matching public services to community characteristics and in determining special needs of certain age groups. For example, the younger population tends to require more rental housing units and smaller homes, while the elderly population may have a need for assisted living facilities. Analysis of age distribution may also be used by policy makers to identify current gaps in services and to project future service needs for housing, education, recreation and medical care. It is of equal importance in planning to anticipate which age groups are likely to increase during the planning period. Examples of this are the aging "baby boomers" and their children; both forming waves of population rise and fall as they move through their lifecycles.

As shown in **Table 2**, **Age Groups**, the median age in 2000 for Milford Township was 37.3 years, which makes Milford Township slightly older than most of its surrounding communities with the exception of Brighton Township (37.6). In addition, Milford Township has a higher median age than both Oakland County (36.7 years) and the State of Michigan (35.5 years). Based on this information, an assumption could be made that a large majority of Township residents are in the family formation age bracket. In addition, the larger percentage of persons 55 and older are influencing the median age.

The Village of Milford has a median age (35.2 years) that is younger than the Townships. The Village is also slightly younger then most of the surrounding communities. The City of Wixom is the only community with a lower median age (30.3 years). While the Village's median age is still in the family formation age bracket, a greater percentage of children under 20 are producing a lower median than the Township.

In terms of percentage of the population within certain age groups, there are some significant findings in **Table 2**. When compared to surrounding communities, the Township has the highest percentages of persons from 45 to 54 years (18.2 percent), 55 to 59 years (6.1 percent), 60 to 64 years (3.7 percent), and 65 to 74 years (5.0 percent). The Township also has one of the highest percentage of persons 85 years and over (1.1 percent) with only the Village of Milford having a larger percentage (1.4 percent).

In contrast, the Township has the lowest percentage of persons under 5 years of age (6.4 percent) and 25 to 34 years (9.0 percent). Generally, the remaining age groups in the Township tend to be consistent with surrounding communities.

Similarly, when compared to surrounding communities, the Village of Milford also has a high percentage of persons in the 65 to 74 years (5.0 percent), 75 to 84 years (4.0 percent), and 85 years and over (1.4 percent) age categories. Yet the median age is one of the lowest when compared to neighboring municipalities.

The Village has the second highest percentage of persons 5 years of age and under (8.2 percent), 25 to 34 years (14.7), and 60 to 64 years (3.4 percent). Generally, the remaining age groups in the Village tend to be consistent with its surrounding communities.

Table 4: Racial Distribution, 2000

Place	Total Population	Total One Race		White		Black or African American		American Indian and Alaska Native		Asian or Pacific Islander		Some Other Race		Two or More Races	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Village of Milford	**6,272**	6,193	98.7%	6,106	97.4%	10	0.2%	24	0.4%	31	0.5%	22	0.4%	79	1.3%
Milford Township*	**8,999**	8,912	99.0%	8,778	97.5%	55	0.6%	18	0.2%	39	0.4%	22	0.2%	87	1.0%
Oakland County															
Highland Township	**19,169**	18,944	98.8%	18,675	97.4%	58	0.3%	89	0.5%	74	0.4%	48	0.3%	225	1.2%
Commerce Township	**34,764**	34,435	99.1%	33,626	96.7%	175	0.5%	66	0.2%	458	1.3%	110	0.3%	329	0.9%
Wixom	**13,263**	12,979	97.9%	11,990	90.4%	332	2.5%	68	0.5%	383	2.9%	206	1.6%	284	2.1%
Lyon Township	**11,041**	10,926	99.0%	10,721	97.1%	39	0.4%	45	0.4%	71	0.6%	50	0.5%	115	1.0%
Livingston County															
Brighton Township	**17,673**	17,530	99.2%	17,194	97.3%	76	0.4%	52	0.3%	153	0.9%	55	0.3%	143	0.8%
Oakland County	**1,194,156**	171,945	14.4%	988,194	82.8%	120,720	10.1%	3,270	0.3%	49,697	4.2%	10,064	0.8%	22,211	1.9%
Michigan	**9,938,444**	9,746,028	98.1%	7,966,053	80.2%	1,412,742	14.2%	58,479	0.6%	179,202	1.8%	129,552	1.3%	192,416	1.9%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Age Structure and Gender Distribution

Table 3, **Age and Gender Distribution**, details the age group and gender distribution trends between the 1990 and 2000 Census. As can be seen, gender is evenly distributed within the Township while the Village has a larger female population. It is more typical to find a greater percentage of females within any given community because of longevity. The even distribution in Milford Township is unique.

The Township has deceased in terms of percentage in many age categories: under 5 years (-8.7 percent), 5 to 9 years (-3.6 percent), 10 to 14 years (-6.3 percent), 15 to 19 years (-6.8 percent), 35 to 44 years (-12.7 years), 45 to 54 years (-17.2 percent), 55 to 59 years (-13.7 percent), 60 to 64 years (-6.8 percent), 75 to 84 years (-30.4 percent), and 85 years and over (-9.9 percent). The only age brackets where the Township has shown increases from 1990-2000 is in the 20 to 24 years (35.3 percent), 25 to 34 years (18.5 percent), and 65 to 74 years (4.4 percent) age groups.

The Village experienced different trends between the 1990 and 2000 Census. In the Village, only three age groups underwent a decline from 1990 to 2000: 20 to 24 years (-27.0 percent), 25 to 34 years (-12.0 percent), and 65 to 74 years (-5.7 percent). Coincidentally, every age category that has shown an increase in the Village has experienced a decreased in the Township and vice versa.

Table 5: Household Size, 1990-2000

Place	1990	2000	% Change
Village of Milford	2.74	2.55	-6.9%
Milford Township	2.86	2.76	-3.5%
Oakland County			
Highland Township	3.02	2.82	-6.6%
Commerce Township	2.88	2.81	-2.4%
Wixom	2.07	2.24	8.2%
Lyon Township	2.83	2.83	0.0%
Livingston County			
Brighton Township	3.17	2.96	-6.6%
Oakland County	2.61	2.51	-3.8%
Michigan	2.66	2.56	-3.8%

Source: 1990 and 2000 U.S. Census Report

Racial Composition

Another important characteristic of a community is its racial make-up. Understanding the racial composition of a community helps to identify the diverse needs of its population. The U.S. Census Bureau categorizes the population into a number of racial categories. First the population is broken down into either the One Race category or Two or More Races. The One Race category is further categorized into the traditional racial groups (i.e., White, African American, Asian, etc.). Additionally, the Census Bureau identifies Hispanic or Latino citizens that may be a part of any other race.

As can be seen in **Table 4**, the Milford Community and many of the surrounding communities are relatively homogeneous, with the majority of citizens classified as White. The Village of Milford and Milford Township represent the largest percentages of its population being white (97.4 percent and 97.5 percent). These percentages are much higher than Oak-

Table 6: Household Characteristics, 2000

Place	Total households	Family households (families)		Married-couple family		Female householder, no husband present		Nonfamily households		Householder living alone		Householder 65 years and over		Households with individuals under 18 years		Households with individuals 65 years and over		Average household size
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
Village of Milford	**2,427**	1,707	70.3%	1,334	55.0%	308	12.7%	720	29.7%	625	25.8%	215	8.9%	966	39.8%	438	18.0%	2.55
Milford Township*	**3,043**	2,553	83.9%	2,228	73.2%	224	7.4%	490	16.1%	379	12.5%	110	3.6%	1,333	43.8%	467	15.3%	2.76
Oakland County																		
Highland Township	**6,786**	5,373	79.2%	4,465	65.8%	605	8.9%	1,413	20.8%	1,140	16.8%	388	5.7%	2,967	43.7%	1,034	15.2%	2.82
Commerce Township	**12,379**	9,759	78.8%	8,465	68.4%	898	7.3%	2,620	21.2%	2,100	17.0%	530	4.3%	5,480	44.3%	1,801	14.5%	2.81
Wixom	**5,889**	3,153	53.5%	2,462	41.8%	473	8.0%	2,736	46.5%	2,203	37.4%	241	4.1%	1,896	32.2%	522	8.9%	2.24
Lyon Township	**3,887**	3,054	78.6%	2,650	68.2%	284	7.3%	833	21.4%	658	16.9%	165	4.2%	1,699	43.7%	527	13.6%	2.83
Livingston County																		
Brighton Township	**5,950**	5,013	84.3%	4,523	76.0%	321	5.4%	937	15.7%	757	12.7%	221	3.7%	2,651	44.6%	844	14.2%	2.96
Oakland County	**471,115**	315,392	66.9%	255,361	54.2%	44,598	9.5%	155,723	33.1%	128,807	27.3%	39,910	8.5%	162,384	34.5%	96,585	20.5%	2.51
Michigan	**3,785,661**	2,575,699	68.0%	1,947,710	51.4%	473,802	12.5%	1,209,962	32.0%	993,607	26.2%	355,414	9.4%	1,347,469	35.6%	862,730	22.8%	2.56

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

land County (82.8) as a whole and the State of Michigan (80.2 percent).

Household Size

The number of persons per household constitutes average household size. Since the 1970's, the nationwide trend has been a decline in household size. This trend has occurred due to a number of reasons, which include: declining number of children per family, higher divorce rates, and a growing number of elderly living alone.

Table 5 provides the household size trends for the Milford Community, and surrounding areas between 1990 and 2000. During this period, the average household size in Milford Township decreased from 2.86 to 2.76, or a decline of 3.5 percent. The Village decreased from 2.74 to 2.55, or a decline of 6.9 percent. The only adjacent units of government that did not experience a decline in household size were Lyon Township who stayed the same (2.83) and Wixom which actually increased during this time period from 2.07 to 2.24.

Declining numbers of persons per household often is accompanied by an increase in the total number of households and demand for new housing units. This is often true even in circumstances of negative population growth. For example, a population of 1,000 with an average of 4 persons per household requires 250 dwelling units. Following national trends, let's assume that the average persons per household in the community declines to 3. Even if the community declines in population to 900, the smaller household size of 3 results in the need for 300 dwelling units, 50 more units than were previously required.

Household Type

This section examines households in terms of the relationships among the persons who share a housing unit. Some households are families, consisting of two or more persons related by blood, marriage, or adoption, while others are non-family households composed of persons living alone or with unrelated persons. **Table 6**, **Household Characteristics**, outlines the total number of households, breakdown of family and non-family households, and other household characteristics in the Milford Community and surrounding communities, Oakland County, and the State of Michigan.

When comparing the Village of Milford to its surrounding areas, we see some interesting percentage differences among the household categories. The Village has one of the lowest concentrations of family households at 70.3 percent of all the surrounding communities. Correlating with that number, the Village has one of the highest percentages of Non-family Households (29.7 percent) and households where the Householder Lives Alone (25.8 percent). The Village of Milford also has one of the lowest concentrations of Married-Couple Families at 55.0 percent and Households with Individuals under 18 Years of Age (39.8 percent). The Village has the highest percentages of households with a Female Householder (12.7 percent), Householder 65 years and over (8.9 percent), and Households with Individuals 65 Years and Over (18.0 percent).

When comparing Milford Township to surrounding communities, we find that the percentages differ from that of the Village. The Township is relatively high in Family Households at 83.9 percent, as well as one of the highest percentages of Married-Couple Families

Table 7: Type of Housing Units, 2000

Place	Total housing units	1-unit, detached		1-unit, attached		2 units		3 or 4 units		5 to 9 units		10 to 19 units		20 or more units		Mobile home		Boat, RV, van, etc.	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Village of Milford	**2,498**	1,767	70.7%	182	7.3%	68	2.7%	212	8.5%	126	5.0%	108	4.3%	35	1.4%	0	0.0%	0	0.0%
Milford Township*	**3,152**	2,551	80.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	601	19.1%	0	0.0%
Oakland County																			
Highland Township	**7,148**	5,626	78.7%	46	0.6%	58	0.8%	19	0.3%	75	1.0%	41	0.6%	74	1.0%	1,209	16.9%	0	0.0%
Commerce Township	**12,897**	10,843	84.1%	579	4.5%	54	0.4%	64	0.5%	104	0.8%	187	1.4%	61	0.5%	1,005	7.8%	0	0.0%
Wixom	**6,086**	2,349	38.6%	313	5.1%	9	0.1%	46	0.8%	377	6.2%	978	16.1%	2,002	32.9%	12	0.2%	0	0.0%
Lyon Township	**4,047**	2,923	72.2%	47	1.2%	0	0.0%	44	1.1%	98	2.4%	103	2.5%	0	0.0%	832	20.6%	0	0.0%
Livingston County																			
Brighton Township	**6,207**	5,697	91.8%	56	0.9%	51	0.8%	37	0.6%	16	0.3%	64	1.0%	0	0.0%	286	4.6%	0	0.0%
Oakland County	**492,006**	336,864	68.5%	26,964	5.5%	5,918	1.2%	15,183	3.1%	31,736	6.5%	22,689	4.6%	34,509	7.0%	18,061	3.7%	82	0.0%
Michigan	**3,785,661**	2,699,025	71.3%	148,573	3.9%	126,697	3.3%	103,764	2.7%	167,353	4.4%	122,929	3.2%	188,002	5.0%	228,306	6.0%	1,012	0.0%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

(73.3 percent) and households where there are Individuals Under the Age of 18 (43.8 percent). The Township has the lowest concentration of households where the Householder is 65 Years and Over (3.6 percent) and yet has the second highest concentration of households with Individuals 65 Years and Over (15.3 percent). The Township has the lowest concentration of households where the Householder Lives Alone (12.5 percent) and is also relatively low in the Non-Family Households category (16.1 percent).

Housing Profile

Housing is a vital characteristic of any community. Houses are highly visible, relatively permanent, and are often the major asset of the householder and for these reasons serve as great indicators of the well being of a community. The Housing Profile section of the Master Plan describes the housing stock by age, type, value and tenure for the Milford Community. This analysis will assist the Village and Township in determining their future housing needs based on the characteristics of existing structures.

Type of Structure

Type of structure is the most basic measure of housing that refers to the kind of housing units found in a community. **Table 7, Type of Housing Units** shows the distribution of housing units for the Village of Milford, Milford Township and surrounding communities.

The Village's housing stock is composed mostly of single-family detached dwelling units. In 2000, 70.7 percent of the housing stock was categorized as one-unit detached structures. When compared to surrounding communities, the Village of Milford is relatively low in its percentage of single-family detached homes. Only the City of Wixom has a lower percentage of single-family detached structures at 38.6 percent. The next largest category of housing units in the Village of Milford is housing units that contain three or four units, which make up 8.5 percent of the total housing stock.

Milford Township differs from the Village of Milford when comparing housing types. The Township's housing stock mainly consists of single-family detached units (80.9 percent). This number is relatively high when comparing the Township to surrounding communities. Commerce Township (84.1 percent) and Brighton Township (91.8 percent) are the only communities with a higher concentration of single-family detached units.

The remaining units in Milford Township are made up of mobile homes at 19.1 percent of the Township's housing stock. When compared to surrounding communities, only Lyon Township has a higher concen-

Table 8: Age of Structure

Year Structure Built	Village of Milford		Milford Township*		Oakland County	
	#	%	#	%	#	%
1999 to March 2000	42	1.7%	80	2.5%	11,348	2.3%
1995 to 1998	169	6.8%	399	12.7%	33,463	6.8%
1990 to 1994	305	12.2%	611	19.4%	34,928	7.1%
1980 to 1989	250	10.0%	748	23.7%	69,394	14.1%
1970 to 1979	425	17.0%	660	20.9%	99,169	20.2%
1960 to 1969	221	8.8%	223	7.1%	76,675	15.6%
1940 to 1959	715	28.6%	244	7.7%	126,331	25.7%
1939 or earlier	371	14.9%	187	5.9%	40,698	8.3%
Total Structures	**2,498**	**100.0%**	**3,152**	**100.0%**	**492,006**	**100.0%**

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

tration of mobile home units at 20.6 percent. These numbers far exceed Oakland County (3.7 percent) and the State of Michigan (6.0 percent) totals.

Age of Structure

The age of a dwelling unit is a factor used to evaluate its structural quality. The average industry standard for the life span of a single-family dwelling unit is generally 50 years. However, this typical life span often depends on the quality of the original construction and continued maintenance of the unit.
Using this standard, some homes within the Village and Township constructed prior to 1959 may be approaching the end of their utility. Data in **Table 8, Age of Structure** identifies the age of year-round residential structures for the Milford Community as compared to Oakland County.

As can be seen, the largest percentage of housing units in the Village (28.6 percent), were built between 1940 and 1959. Also, 14.9 percent of single-family homes in the Village were constructed prior to 1939. The combination of these numbers indications that 43.5 of all single-family homes in the Village were constructed prior to 1959 resulting in a large percentage of the housing stock that requires regular maintenance and upkeep to maintain their utility.

Milford Township has very different results when looking at age of housing stock. The majority of units constructed in the Township took place between 1970 and 1994. The total percentage of units constructed in this time period is 63 percent. More recently, between 1995 to 1998, 12.7 percent of all housing units were constructed and 2.5 percent from 1999 to March of 2000.

Home Ownership and Housing Occupancy

The home ownership rate is a very important aspect of a community. A high home ownership rate could be an indication that the community has stable and well kept neighborhoods. A higher percentage of rental housing might indicate a more transient population. Owner and renter occupancy rates can also reveal whether the housing stock in the community is affordable. Lower income citizens, who may include single persons, young families, and the elderly, require more affordable housing options, including rental housing. A low percentage of rental units could indicate that the community is not providing adequate housing for these groups.

Table 9, Housing Occupancy shows home ownership trends for the Village of Milford and Milford Township between 1990 and 2000. During this decade, the Village added 487 owner-occupied housing units, increasing the owner occupancy rate from 66.3 percent to 74.7 percent. Renter-occupied housing units decreased by 59 units, resulting in a reduction in the renter occupancy rate from 33.7 percent in 1990 to 25.3 percent in 2000. Milford Township also added 845 owner-occupied housing units during this same time period, increasing the owner occupancy rate slightly from 96.7 percent to 97.1 percent. Renter-occupied housing units increased by 16 units between 1990 and 2000. However, the overall percentage of rental units compared to total housing units decreased to 2.9 percent.

Knowledge of vacancy statistics can be helpful in predicting future growth and housing needs. A high vacancy rate might be an indicator

Table 9: Housing Occupancy, 1990-2000

Housing Units	Village of Milford				Milford Township*			
	1990		2000		1990		2000	
	#	%	#	%	#	%	#	%
Total Occupied Housing Units	**1,999**	**100.0%**	**2,427**	**100.0%**	**2,182**	**100.0%**	**3,043**	**100.0%**
Owner-Occupied Housing Units	1,325	66.3%	1,812	74.7%	2,110	96.7%	2,955	97.1%
Renter-Occupied Housing Units	674	33.7%	615	25.3%	72	3.3%	88	2.9%

Source: 1990 and 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Table 10: Housing Occupancy and Tenure, 2000

Place	Total Housing Units	Occupied Housing Units						Vacant Housing Units	
				Owner-Occupied Housing Units		Renter-Occupied Housing Units			
		Number	% of Total Housing Units	Number	% of Total Occupied Units	Number	% of Total Occupied Units	Number	% of Total Housing Units
Village of Milford	2,491	2,427	97.4%	1,812	74.7%	615	25.3%	64	2.6%
Milford Township*	3,159	3,043	96.3%	2,955	97.1%	88	2.9%	116	3.7%
Oakland County									
Highland Township	7,179	6,786	94.5%	6,283	92.6%	503	7.4%	393	5.8%
Commerce Township	12,924	12,379	95.8%	11,451	92.5%	928	7.5%	545	4.4%
Wixom	6,086	5,889	96.8%	2,572	43.7%	3,317	56.3%	197	3.3%
Lyon Township	4,065	3,887	95.6%	3,559	91.6%	328	8.4%	178	4.6%
Livingston County									
Brighton Township	6,177	5,950	96.3%	5,602	94.2%	348	5.8%	227	3.8%
Oakland County	492,006	471,115	95.8%	352,125	74.7%	118,990	25.3%	20,891	4.4%
Michigan	4,234,279	3,785,661	89.4%	2,793,124	73.8%	992,537	26.2%	448,618	11.9%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Table 11: Housing Values, 2000
Owner-Occupied

Place	Specified Units	Less than $50,000		$50,000 to $99,999		$100,000 to $149,999		$150,000 to $199,999		$200,000 to $299,999		$300,000 to $499,999		$500,000 to $999,999		$1,000,000 or more		Median (dollars)
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
Village of Milford	**1,742**	13	0.7%	169	9.7%	627	36.0%	367	21.1%	390	22.4%	165	9.5%	11	0.6%	0	0.0%	157,300
Milford Township*	**2,146**	0	0.0%	54	2.5%	214	10.0%	260	12.1%	911	42.5%	481	22.4%	194	9.0%	32	1.5%	218,200
Oakland County																		
Highland Township	**4,855**	4	0.1%	403	8.3%	1,259	25.9%	1,507	31.0%	1,021	21.0%	515	10.6%	133	2.7%	13	0.3%	171,700
Commerce Township	**10,221**	38	0.4%	525	5.1%	2,180	21.3%	2,458	24.0%	2,938	28.7%	1,675	16.4%	348	3.4%	59	0.6%	197,600
Wixom	**2,385**	12	0.5%	129	5.4%	367	15.4%	774	32.5%	873	36.6%	208	8.7%	22	0.9%	0	0.0%	195,000
Lyon Township	**2,541**	7	0.3%	89	3.5%	331	13.0%	711	28.0%	902	35.5%	428	16.8%	64	2.5%	9	0.4%	211,700
Livingston County																		
Brighton Township	**4,956**	29	0.6%	101	2.0%	648	13.1%	1,199	24.2%	1,955	39.4%	856	17.3%	146	2.9%	22	0.4%	222,900
Oakland County	**314,366**	5,411	1.7%	36,423	11.6%	70,769	22.5%	67,539	21.5%	76,193	24.2%	41,777	13.3%	13,249	4.2%	3,005	1.0%	181,200
Michigan	**2,269,175**	224,603	9.9%	711,648	31.4%	603,454	26.6%	339,716	15.0%	252,044	11.1%	104,079	4.6%	27,642	1.2%	5,989	0.3%	115,600

Renter-Occupied

Place	Specified Units	Less than $200		$200 to $299		$300 to $499		$500 to $749		$750 to $999		$1,000 to $1,499		$1,500 or more		No cash rent		Median (dollars)
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
Village of Milford	**609**	38	6.2%	20	3.3%	86	14.1%	319	52.4%	113	18.6%	14	2.3%	5	0.8%	14	2.3%	589
Milford Township*	**115**	0	0.0%	0	0.0%	26	22.6%	21	18.3%	38	33.0%	0	0.0%	0	0.0%	30	26.1%	591
Oakland County																		
Highland Township	**471**	29	6.2%	14	3.0%	136	28.9%	111	23.6%	116	24.6%	49	10.4%	8	1.7%	8	1.7%	659
Commerce Township	**915**	8	0.9%	8	0.9%	96	10.5%	287	31.4%	139	15.2%	249	27.2%	79	8.6%	49	5.4%	778
Wixom	**3,320**	37	1.1%	16	0.5%	1,318	39.7%	1,601	48.2%	260	7.8%	42	1.3%	18	0.5%	28	0.8%	523
Lyon Township	**287**	0	0.0%	0	0.0%	15	5.2%	200	69.7%	23	8.0%	0	0.0%	0	0.0%	26	9.1%	624
Livingston County																		
Brighton Township	**317**	0	0.0%	0	0.0%	69	21.8%	102	32.2%	81	25.6%	26	8.2%	13	4.1%	26	8.2%	719
Oakland County	**118,342**	3,982	3.4%	3,156	2.7%	12,313	10.4%	45,559	38.5%	30,718	26.0%	14,640	12.4%	4,556	3.8%	3,418	2.9%	707
Michigan	**976,313**	53,844	5.5%	52,030	5.3%	275,832	28.3%	373,820	38.3%	122,289	12.5%	42,865	4.4%	12,867	1.3%	42,766	4.4%	546

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

of residential decline, but also shows that in the event of population growth, housing units are available. The Urban Land Institute has indicated that generally a five percent vacancy rate is considered necessary to provide an adequate housing selection and to keep home prices from rising faster than inflation. Vacancy rates below five percent often indicate a restricted housing market.

Table 10, Occupancy and Tenure outlines home ownership and housing occupancy statistics for the Milford Community and the surrounding municipalities taken during the 2000 Census. As shown, the Milford Community has some of the highest percentage of occupied housing units and lowest percentage of vacant housing units of all the neighboring communities. Based on the 2.6 percent vacancy rate in the Village and a 3.7 percent vacancy rate in the Township, the supply of housing appears to be restricted and may be insufficient to meet the sale or rental needs of the local population.

Housing Values

Analyzing housing values and rent could be the best way to determine both the quality and affordability of housing. It is of crucial importance that both quality and affordable housing is maintained to help retain current residents and attract new homeowners to a community.

As illustrated in **Table 11, Housing Values**, the largest portion of the Village of Milford homes are in the $100,000 and $149,999 range (36 percent). Approximately 21.1 percent of owner-occupied homes were valued between $150,000 and $199,999, while 22.4 percent were valued between $200,000 and $299,999.

Milford Township housing values differ from those in the Village in that the largest majority of homes are valued from $200,000 to $299,999 (42.5 percent). In terms of median values of owner-occupied housing units, Milford Township is the highest ($218,200) of all the units of government compared in the table.

In the Village of Milford, the majority of rental units (52.4 percent) cost between $500 and $749 for monthly rents. The second highest rent category was $750 to $999, representing 18.6 percent of all rental units. The median rent for the Village is $589, which is the second lowest average of the surrounding communities, behind the City of Wixom.

Table 12: Educational Attainment, 2000

Place	Percent High School Graduate or Higher	Percent Bachelor's Degree or Higher
Village of Milford	90.6%	30.2%
Milford Township*	91.7%	35.2%
Oakland County		
Highland Township	88.9%	20.2%
Commerce Township	92.4%	33.7%
Wixom	93.0%	38.1%
Lyon Township	89.7%	26.0%
Livingston County		
Brighton Township	93.1%	37.9%
Oakland County	89.3%	38.2%
Michigan	83.4%	21.8%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Milford Township has the lowest number of rental units of all surrounding communities. A large portion of rental units in the Township are priced between $750 to $999 (33 percent), while 18.3 percent are between $500 and $749.

Economic Profile

Economic characteristics comprise a major part of census data. Economic characteristics are important because they help determine a community's viability and ability to support future commercial, residential and industrial growth. The economic strength of the Milford Community is related to the number and type of employment opportunities in the labor market area, as well as the level of educational attainment by its residents. Within a labor market area, some communities function as major employment centers while others serve primarily as residential communities. According to the U.S. Census, a total of 7,840 residents 16 years of age and older within the Milford Community were employed in 2000. The following text identifies educational attainment levels, which industries employ Milford Community residents, what positions are held, and the wages earned.

Educational Attainment

The Milford Community has highly educated citizens. Over 90 percent of its residents have achieved a high school diploma and over 30 percent a bachelor's degree or higher. This is very similar to Oakland County as a whole, as well as many of the neighboring communities. However, these percentage are much higher than the State. See **Table 12, Educational Attainment**.

Income Characteristics

Studying income and poverty levels is a good way to measure the relative economic health of a community. Three measures of income (median household, median family and per capita) are recorded by the Census Bureau. Household income is a measure of the total incomes of the persons living in a single household. Family income is a measure of the total incomes of a family unit. Family income does not include non-family units, such as single persons living alone, and for this reason is usually higher than household income. Per capita income is a measure of the incomes of every citizen of an area. Because per capita income is based on all individuals, they are much lower than family or household incomes.

Table 13 presents incomes and poverty levels for the Milford Community and surrounding communities between 1989 and 1999. The income values from

Table 13: Income and Poverty, 1989*-1999

Place	Median Household Income			Median Family Income			Per Capita Income			Percent Below Poverty Level**	
	1989	1999	% Change	1989	1999	% Change	1989	1999	% Change	1989	1999
Village of Milford	$50,013	$59,688	19.3%	$55,535	$71,333	28.4%	$19,851	$26,159	31.8%	6.4%	7.2%
Milford Township	$61,557	$67,672	9.9%	$70,036	$78,463	12.0%	$23,778	$29,913	25.8%	4.3%	5.3%
Oakland County											
Highland Township	$56,490	$62,805	11.2%	$62,313	$70,286	12.8%	$21,059	$25,484	21.0%	5.0%	5.8%
Commerce Township	$64,530	$72,702	12.7%	$68,977	$79,796	15.7%	$25,681	$33,104	28.9%	3.5%	3.4%
Wixom	$42,552	$44,320	4.2%	$61,628	$64,918	5.3%	$26,322	$27,543	4.6%	4.3%	5.4%
Lyon Township	$55,015	$67,288	22.3%	$63,406	$76,045	19.9%	$21,650	$27,414	26.6%	2.3%	4.2%
Livingston County											
Brighton Township	$75,052	$83,940	11.8%	$78,974	$89,006	12.7%	$27,282	$33,070	21.2%	1.7%	2.5%
Oakland County	$58,165	$61,907	6.4%	$68,313	$75,540	10.6%	$28,308	$32,534	14.9%	6.0%	5.5%
Michigan	$41,567	$44,667	7.5%	$49,114	$53,457	8.8%	$18,966	$22,168	16.9%	13.1%	10.5%

*1989 dollars have been adjusted for inflation to equal the value of 1999 dollars.

**All individuals for whom poverty status is determined

Source: 1990 and 2000 U.S. Census Report

Inflation adjustment source: U.S. Department of Labor, Bureau of Labor Statistics, August 2006

1989 are shown in 1999 constant dollars based on the Consumer Price Index (CPI) values provided by the U.S. Department of Labor, Bureau of Labor Statistics ($1 in 1989 equals $1.34 in 1999). The CPI is a measure of the average change over time in the prices paid by consumers for a market share of consumer goods and services. This index helps to measure inflation experienced by consumers in their day-to-day living expenses by calculating the cost of market goods based on today's prices.

As shown in the table, Milford Township and the Village of Milford reported increases in all three income categories between 1989 and 1999.

The Township's Per capita income rose 25.8 percent at the highest rate and median family income increased 12.0 percent. Median household income increased (9.9 percent) from 1989 to 1999.

Income levels in the Village of Milford rose at a higher percentage than the Township. Per Capita Income increased the most at 31.8 percent. Median family

Table 14: Employment by Occupation, 2000

Place	Employed civilian population 16 years and over	Management, professional, and related occupations		Service occupations		Sales and office occupations		Farming, fishing, and forestry occupations		Construction, extraction, and maintenance occupations		Production, transportation, and material moving occupations	
		#	%	#	%	#	%	#	%	#	%	#	%
Village of Milford	3,274	1,250	38.2%	397	12.1%	847	25.9%	0	0.0%	360	11.0%	420	12.8%
Milford Township*	4,556	1,751	38.4%	449	9.9%	1,280	28.1%	27	0.6%	469	10.3%	580	12.7%
Oakland County													
Highland Township	9,991	2,996	30.0%	1,170	11.7%	2,787	27.9%	50	0.5%	1,633	16.3%	1,355	13.6%
Commerce Township	18,534	7,411	40.0%	1,816	9.8%	5,501	29.7%	16	0.1%	1,563	8.4%	2,227	12.0%
Wixom	7,956	3,047	38.3%	1,004	12.6%	2,223	27.9%	0	0.0%	1,563	19.6%	958	12.0%
Lyon Township	5,854	2,173	37.1%	549	9.4%	1,769	30.2%	27	0.5%	633	10.8%	703	12.0%
Livingston County													
Brighton Township	9,312	4,215	45.3%	859	9.2%	2,460	26.4%	8	0.1%	795	8.5%	975	10.5%
Oakland County	614,377	273,909	44.6%	65,499	10.7%	164,531	26.8%	664	0.1%	42,648	6.9%	67,126	10.9%
Michigan	4,637,461	1,459,767	31.5%	687,336	14.8%	1,187,015	25.6%	21,120	0.5%	425,291	9.2%	856,932	18.5%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

Table 15: Employment by Industry, 2000

Industry	Village of Milford		Milford Township*		Highland Township		Commerce Township		Wixom		Lyon Township		Brighton Township		Oakland County		Michigan	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total Employed Civilians over the age of 16	**3,274**	**100.0%**	**4,556**	**100.0%**	**9,991**	**100.0%**	**18,534**	**100.0%**	**7,956**	**100.0%**	**5,854**	**100.0%**	**9,312**	**100.0%**	**614,377**	**100.0%**	**4,637,461**	**100.0%**
Agriculture, forestry, fishing and hunting, and mining	0	0.0%	20	0.4%	36	0.4%	53	0.3%	13	0.2%	42	0.7%	56	0.6%	919	0.1%	49,496	1.1%
Construction	346	10.6%	332	7.3%	1,318	13.2%	1,440	7.8%	521	6.5%	515	8.8%	703	7.5%	32,622	5.3%	278,079	6.0%
Manufacturing	783	23.9%	1,053	23.1%	2,166	21.7%	4,462	24.1%	1,894	23.8%	1,390	23.7%	2,262	24.3%	134,003	21.8%	1,045,651	22.5%
Wholesale trade	116	3.5%	220	4.8%	351	3.5%	989	5.3%	373	4.7%	256	4.4%	334	3.6%	24,045	3.9%	151,656	3.3%
Retail trade	425	13.0%	617	13.5%	1,283	12.8%	2,563	13.8%	1,041	13.1%	904	15.4%	1,221	13.1%	72,807	11.9%	550,918	11.9%
Transportation and warehousing, and utilities	60	1.8%	168	3.7%	256	2.6%	455	2.5%	203	2.6%	207	3.5%	287	3.1%	16,460	2.7%	191,799	4.1%
Information	65	2.0%	77	1.7%	268	2.7%	456	2.5%	140	1.8%	117	2.0%	159	1.7%	16,635	2.7%	98,887	2.1%
Finance, insurance, real estate, and rental and leasing	191	5.8%	264	5.8%	545	5.5%	1,468	7.9%	611	7.7%	348	5.9%	530	5.7%	43,838	7.1%	246,633	5.3%
Professional, scientific, management, administrative, and waste management services	367	11.2%	482	10.6%	975	9.8%	1,844	9.9%	905	11.4%	567	9.7%	683	7.3%	81,511	13.3%	371,119	8.0%
Educational, health and social services	552	16.9%	765	16.8%	1,646	16.5%	2,866	15.5%	1,044	13.1%	819	14.0%	1,952	21.0%	112,790	18.4%	921,395	19.9%
Arts, entertainment, recreation, accommodation and food services	172	5.3%	276	6.1%	552	5.5%	883	4.8%	674	8.5%	365	6.2%	490	5.3%	38,212	6.2%	351,229	7.6%
Other services (except public administration)	111	3.4%	210	4.6%	363	3.6%	620	3.3%	387	4.9%	223	3.8%	301	3.2%	25,165	4.1%	212,868	4.6%
Public administration	86	2.6%	72	1.6%	232	2.3%	435	2.3%	150	1.9%	101	1.7%	334	3.6%	15,370	2.5%	167,731	3.6%

Source: 2000 U.S. Census Report

*Milford Township numbers do not include the Village of Milford

income also rose sharply at 28.4 percent and median household income increased 19.3 percent.

When compared to surrounding communities, the Village of Milford demonstrated the greatest percentage increase in all categories, with the exception of median household income where Lyon Township (22.3 percent) experienced the most increase. All of the surrounding communities experienced gains in all of the three income categories.

For the Milford Community, the poverty level rose in both the Village and the Township. The Township experienced an increase from 4.3 percent in 1989 to 5.3 percent in 1999 and the Village experienced an increase from 6.4 percent to 7.2 percent. At 7.2 percent in 1999, the poverty level in the Village is the highest when compared to the surrounding communities, and Oakland County. However, both the Village and Township have lower poverty levels than the State of Michigan.

Employment by Occupation and Industry

Employment by occupation and employment by industry are two related, yet individually significant indicators of community welfare. Employment by occupation describes the trades and professions in which Milford Community residents are employed, such as a manager or salesperson. Employment by industry quantifies in what field that manager or sales person may be employed. For instance, two sales persons may be present in the "Sales and Office Occupations" category of the employment by occupation table, but may be employed in two different fields. That is, a sales person in the manufacturing industry and a sales person in the real estate trade would be categorized within those different classifications in the employment by industry table.

Employment by occupation for the Milford Community, and surrounding areas is detailed in **Table 14**. Generally, Milford Township and the Village of Milford are similar in the occupation of its residents to those of surrounding communities.

The Milford Community ranks about average for each category. Occupations in Milford generally include Management, Professional, and Related Occupations; Production, Transportation, and Material Moving Occupations; Service Occupations; Sales and Office Occupations; and, Construction, Extraction, and Maintenance Occupations.

Employment by industry for the Milford Community and surrounding areas is detailed in **Table 15**. Again, the Milford Community is similar in the industry of employment of its residents to those of surrounding communities. The three largest industry classifications for both Milford Township and the Village of

Table 16: State Equalized Value (SEV) - Real Property, 2001-2006

Year	Place	Agriculture		Commercial		Industrial		Residential		Developmental		Total Real
		SEV ($)	% of Total	SEV ($)	% of Total	SEV ($)	% of Total	SEV ($)	% of Total	SEV ($)	% of Total	SEV ($)
2001	Village of Milford	0	0.0%	53,759,220	23.9%	4,295,480	1.9%	167,271,910	74.2%	63,370	0.0%	225,389,980
	Milford Township	3,082,020	0.4%	73,354,160	10.2%	81,469,310	11.3%	550,830,080	76.7%	9,621,410	1.3%	718,356,980
	Oakland County	151,716,860	0.3%	9,638,252,705	18.3%	3,367,641,990	6.4%	39,403,105,948	74.6%	241,351,560	0.5%	52,802,069,063
2002	Village of Milford	0	0.0%	55,302,590	22.4%	2,523,520	1.0%	188,651,730	76.5%	71,240	0.0%	246,549,080
	Milford Township	3,307,890	0.4%	76,586,600	9.7%	84,625,330	10.7%	615,419,350	77.9%	10,418,480	1.3%	790,357,650
	Oakland County	166,082,650	0.3%	10,609,472,888	18.2%	3,822,186,970	6.6%	43,302,023,776	74.4%	297,604,170	0.5%	58,197,370,454
2003	Village of Milford	0	0.0%	59,571,640	22.3%	2,828,060	1.1%	205,212,950	76.7%	71,240	0.0%	267,683,890
	Milford Township	3,403,390	0.4%	82,531,850	9.7%	90,977,140	10.7%	666,988,770	78.3%	7,665,080	0.9%	851,566,230
	Oakland County	179,175,390	0.3%	11,435,938,410	18.3%	4,133,581,982	6.6%	46,577,341,174	74.4%	275,251,120	0.4%	62,601,288,076
2004	Village of Milford	0	0.0%	65,063,560	22.8%	2,834,290	1.0%	217,073,350	76.2%	0	0.0%	284,971,200
	Milford Township	7,911,930	0.9%	88,056,590	9.7%	95,036,340	10.4%	720,273,580	79.0%	0	0.0%	911,278,440
	Oakland County	208,104,760	0.3%	11,850,471,372	18.0%	4,265,204,120	6.5%	49,408,890,846	75.1%	80,353,280	0.1%	65,813,024,378
2005	Village of Milford	0	0.0%	67,950,000	22.1%	2,910,620	0.9%	237,178,170	77.0%	0	0.0%	308,038,790
	Milford Township	13,702,000	1.4%	94,635,890	9.6%	97,567,610	9.9%	777,346,190	79.1%	0	0.0%	983,251,690
	Oakland County	286,532,300	0.4%	12,373,303,295	17.9%	4,369,825,460	6.3%	52,230,680,064	75.4%	22,920,650	0.0%	69,283,261,769
2006	Village of Milford	0	0.0%	75,663,410	22.4%	3,735,900	1.1%	258,857,020	76.5%	0	0.0%	338,256,330
	Milford Township	2,949,950	0.3%	104,539,190	9.7%	131,648,760	12.2%	841,042,370	77.9%	0	0.0%	1,080,180,270
	Oakland County	144,357,345	0.2%	12,704,731,140	17.6%	4,491,747,190	6.2%	54,926,992,118	76.0%	23,501,580	0.0%	72,291,329,373

Source: Oakland County 2001 through 2006 Equalization Reports

Milford include Manufacturing (23.1 percent and 23.9 percent), Educational, Health and Social Services (16.8 percent and 16.9 percent), and Retail Trade (13.5 percent and 13.0 percent).

State Equalized Value

According to Michigan law, the SEV is equal to approximately one-half of the true market value of real property and certain taxable personal property. The taxable value is used for computation of the tax base for a community.

Table 16 outlines the State Equalized Values, broken down by land uses, for the Milford Community and Oakland County between 2001 and 2006. The total equalized value of real property in Milford Township was $1,080,180,270 in 2006. This represents a gain of 50.4 percent from the total equalized value of 2001. When broken down by land use, the table shows that agriculture has decreased by 4.3 percent and developmental has decreased to $0 from 2001 to 2006. Developmental real property includes parcels containing more than five acres without buildings, or more than 15 acres with a market value in excess of its value in use. Developmental real property may include farm land or open space land adjacent to a population center, or farm land subject to several competing valuation influences.

In the remaining land use categories, the value has increased between 2001 and 2006. However, certain land use categories are increasing at faster rates. Industrial properties had an increase in equalized value by 61.6 percent, the largest growth in any category. The total equalized value of residential properties grew at the second fastest rate, increasing by 52.7 percent between 2001 and 2006, followed by commercial (42.5 percent).

However, in terms of total percentage value, the land use categories have not changed significantly since 2001 in the Township. The largest category, residential, has stayed relatively steady since 2001, with a 1.2 percent increase. Commercial decreased from 10.2 percent in 2001 to 9.7 percent in 2006, industrial lands increased from 11.3 percent of the total value to 12.2 percent, and agriculture declined from 0.4 percent to 0.3 percent.

The total equalized value of real property in the Village of Milford was $338,256,330 in 2006. This represents a gain of 50.1 percent from the total equalized value in 2001. When broken down by land use, the largest land use, residential, has increased in value by 54.8 percent, while commercial uses have increased by 40.7 percent. The smallest land use, industrial, has declined 13.0 percent from 2001 to 2006.

Table 17: Lifestyle Segments

Lifestyle Segment	Milford Village	Milford Township
Suburban Splendor	0.0%	22.2%
Sophisticated Squires	0.0%	15.1%
Midland Crowd	0.0%	18.9%
Cosy and Comfortable	30.5%	13.3%
Main Street, USA	27.8%	12.2%
Boomburbs	25.9%	11.3%
Up and Coming Families	15.8%	6.9%

Source: ESRI Retail MarketPlace Profile

The State Equalized Value picture for Oakland County is very similar to the Milford Community. The value of residential lands, for example, comprises most of the SEV at 76.0 percent of the total value of the County. Commercial properties comprise 17.6 percent of the value of lands in the County and industrial properties comprise 6.2 percent.

Market Assessment

All of the demographic, housing, and economic characteristics of the Milford Community help to establish a certain lifestyle choice that is selected by the residents of both the Village and the Township. These preferences are directly linked to the market conditions and opportunities in Milford. Markets depend on the interest of the community for a specific good or service. Hence the desire of a community for a certain type of commodity directly relates to the success of that market. The following section outlines the lifestyle preferences of the Milford residents, as well as current market conditions and future opportunities.

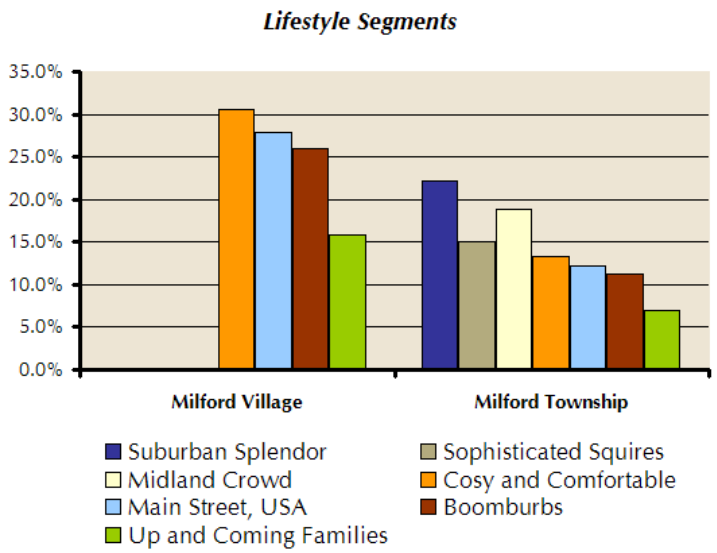
Lifestyle Preferences

Various commercial data services including ESRI Business Information Systems© and Claritas© provide demographic analyses which identify certain lifestyle characteristics from traditional demographic data. These analyses go beyond income, age and employment and assess the lifestyle characteristics of popula-

tions and address subjects like housing type preferences, ownership preferences, family associations and lifestyle characteristics. The ESRI version, "Tapestry LifeMode Groups," divides the population of the United States into 65 lifestyle segments. A Tapestry analysis of the Village and the Township reveals that only four out of the 65 lifestyle segments in the ESRI analysis are present in the Village and only seven segments are present in the Township. This is an amazingly small number of segments (43 lifestyle segments are represented in all of Oakland County) and reveals that the Village and Township are remarkably homogeneous. **Table 17** and the **Lifestyle Segments Chart** illustrate the lifestyle findings for the Village and Township. The characteristics of each lifestyle segment is further detailed below:

Suburban Splendor

These successful suburbanites are the epitome of upward mobility, just a couple of rungs below the top, situated in growing neighborhoods of affluent homes with a median value of $408,100. Most households are composed of two-income, married-couple families with or without children. The population is well educated and well employed, with a median age of 40.5 years. Home improvement and remodeling are a main focus of Suburban Splendor residents. Their homes feature the latest amenities and reflect the latest in home design. Suburban Splendor's travel extensively in the United States and overseas for both business and pleasure. Leisure activities include physical fitness, reading, visiting museums, or attending the theater. This market is proactive in tracking investments, financial planning, and holding life insurance policies.



Sophisticated Squires

Sophisticated Squires residents enjoy cultured country living in newer home developments with low density and a median home value of $244,500. These urban escapees are primarily married-couple families, educated, and well employed. They prefer to commute to maintain their semi-rural lifestyle. The median age is 37.4 years. They do their own lawn and landscaping work, as well as home improvement and remodeling projects such as installing carpet or hardwood floors and interior painting. They like to barbeque on their gas grills and make bread with their bread-making machines. This is the top market for owning three or more vehicles. Vehicles of choice are minivans and full-sized SUVs. Family activities include playing volleyball, bicycling, playing board games and cards, going to the zoo, and attending soccer and baseball games.

Boomburbs

The newest additions to the suburbs, Boomburb communities are home to younger families who live a busy, upscale lifestyle. The median age is 33.8 years. This market has the highest population growth at 4.6 percent annually, more than four times the national figure. The median home value is $308,700, and most households have two earners and two vehicles. This is the top market for households to own projection TVs, MP3 players, scanners, and laser printers, as well as owning or leasing full-sized SUVs. It is the second-ranked market for owning flat-screen or plasma TVs, video game systems, and digital camcorders, as well as owning or leasing minivans. Family vacations are a top priority. Popular vacation destinations are Disney World and Universal Studios, Florida. For exercise, residents play tennis and golf, ski, and jog.

Up and Coming Families

Up and Coming Families represents the second highest household growth market and, with a median age of 31.9 years, is the youngest of Community Tapestry's affluent family markets. The profile for these neighborhoods is young, affluent families with young children. Approximately half of the households

are concentrated in the South, with the other half in the West and Midwest. Neighborhoods are located in suburban outskirts of mid-sized metropolitan areas. The homes are newer, with a median value of $185,500. Because family and home priorities dictate their consumer purchases, they frequently shop for baby and children's products and household furniture. Leisure activities include playing softball, going to the zoo, and visiting theme parks (generally SeaWorld or Disney World). Residents enjoy watching science fiction, comedy, and family-type movies on VHS or DVD.

Cozy and Comfortable

Cozy and Comfortable residents are settled, married, and still working. Many couples are still living in the pre-1970s, single-family homes in which they raised their children. Households are located primarily in suburban areas of the Midwest, Northeast, and South. The median age is 41 years, and the median home value is $164,000. Home improvement and remodeling are important to Cozy and Comfortable residents. Although some work is contracted, homeowners take an active part in many projects, especially painting and lawn care. They play softball and golf, attend ice hockey games, watch science fiction films on VHS/DVD, and gamble at casinos. Television is significant; many households have four or more sets. Preferred cable stations include QVC, Home and Garden Television, and The History Channel.

Main Street, USA

Main Street, USA neighborhoods are a mix of single-family homes and multi-unit dwellings found in the suburbs of smaller metropolitan cities, mainly in the Northeast, West, and Midwest. This market is similar to the United States when comparing household type, age, race, educational attainment, housing type, occupation, industry, and household income type distributions. The median age of 36.3 years matches that of the U.S. median. The median household income is a comfortable $51,200. Homeownership is at 66 percent, and the median home value is $190,200. Active members of the community, residents participate in local civic issues and work as volunteers. They take care of their lawns and gardens, and work on small home projects. They enjoy going to the beach and visiting theme parks, as well as playing chess, going bowling or ice skating, and participating in aerobic exercise.

Midland Crowd

Approximately 10.8 million people represent Midland Crowd, Community Tapestry's largest market. The median age of 36.3 years matches the U.S. median. Most households are composed of married-couple families, half with children and half without. The median household income is $48,200. Housing developments are generally in rural areas throughout the United States (more village or town than farm), mainly in the South. Homeownership is at 84 percent. Two-thirds of households are single-family structures; 28 percent are mobile homes. This is a somewhat conservative market politically. These do-it-yourselfers take pride in their homes, lawns, and vehicles. Hunting, fishing, and woodworking are favorite pursuits. Pet ownership, especially birds or dogs, is common. Many households have a satellite dish, and TV viewing includes various news programs as well as shows on CMT and Outdoor Life Network.

Summary

The relatively small number of lifestyle segments which are present in the Village and Township are revealing with regard to the character of these communities and the underlying values which drive the economics of the Milford Community. Households are generally married couples, relatively modern, dual income households with active lifestyles and an emphasis on travel. Although the segments vary with regard to household income, there is a strong emphasis in each segment on the nature and quality of housing and on housing ownership. There is an evident preference for a suburban lifestyle and on leisure and vacation activities. With the exception of the Midland Crowd and Main Street segments, the residents of the Village and Township evidence a lifestyle choice, leafy suburbs organized around a traditional town center, which is distant from the urban center of the region and isolated from "sprawl."

Population and Housing Unit Projections

To understand how many new residents and households of these Lifestyle Preferences may be expected within the Milford market, population and housing unit projections were conducted.

Table 18: Population Projections 2020

Source	2000	2005	2010	2015	2020	% Change 2000-2020
Milford Township	8,999					
SEMCOG		9,348	9,852	10,320	10,699	18.9%
Woods&Poole		9,234	9,453	9,658	10,331	14.8%
Linear Extrapolation		9,986	11,026	12,065	13,105	45.6%
Exponential Extrapolation		9,986	14,469	17,694	21,639	140.5%
Village of Milford	6,272					
SEMCOG		6,257	6,381	6,473	6,534	4.2%
Woods&Poole		6,436	6,588	6,731	7,200	14.8%
Linear Extrapolation		6,419	6,678	6,937	7,197	14.7%
Exponential Extrapolation		6,419	6,792	7,125	7,473	19.1%
Oakland County	1,194,156					
SEMCOG		1,225,336	1,254,380	1,281,557	1,299,528	8.8%
Woods&Poole		1,236,530	1,279,080	1,324,580	1,370,970	14.8%
Michigan	9,938,444					
Woods&Poole		9,940,030	10,141,590	10,366,240	10,596,940	6.6%

Source: 2000 U.S. Census Report; SEMCOG 2030 Regional Development Forecast; Woods & Poole, 1998 State Profile.

Population

Data in **Table 18**, **Population Projections**, provides the results of four approaches to projecting the population levels for Milford Township and Village through the year 2020. Population projections may be calculated in numerous ways but all involve the extrapolation of past population growth trends into the future.

Two of the sources utilized to calculate population projections for the Milford Community are based on County trends. First, the population projections for Oakland County as a whole were determined. Then, the projections for the Township and Village were extrapolated as a constant percentage of County population. The Woods and Poole County projection is based on a regional technique that links counties together to capture flows in population. This method considers the nation as a whole, and develops projections based on observations of the overall flow and movement of population, economic activity, and historical data within the nation. The second County projection was made by the Southeast Michigan Council of Governments (SEMCOG).

Both Woods and Poole and SEMCOG predict the County's population will increase by an average 11.8 percent from 2000 to 2020. Thus, when the population projection for the Milford Community is calculated as a constant percentage of the County's population, their projections show an increase as well. The Township population is expected to increase to 10,331 residents by 2020 according to Woods and Poole and 10,699 residents according to SEMCOG. Averaging the two figures provides a population increase of 10,515 citizens by the year 2020 for the Township.

When the Village is calculated as a constant percentage of the County's population, the number of residents increases to 7,200 by 2020 according to Woods and Poole and 6,534 residents according to SEMCOG. Averaging the two figures depicts an increase of 6,868 residents for the Village by the year 2020.

The final two projections, those of Linear and Exponential Extrapolation, aim to provide a "best fit" scenario for trends stemming from the Milford Community's past population figures. The Linear Extrapolation and Exponential Extrapolation methods do not factor in Oakland County and, therefore, may better reflect the historically growing population of the Milford Community. However, because of this, these projections are the highest.

According to the Linear Extrapolation method, Milford Township is predicted to reach a population of 13,105

by 2020, while the Exponential Extrapolation method predicts a population of 21,639 by 2020. Averaging the two figures provides an increase of 17,372 citizens for the Township by the year 2020. This is a 93 percent increase from the 2000 Census population.

Similarly, those projections for the Village of Milford that are based on Exponential and Linear Extrapolation are also the highest. The Exponential method predicts a population increase of 7,473, while the Linear method predicts the population will reach 7,197 by 2020. Averaging these two figures provides an estimate of 7,335 citizens by the year 2020. This is a 16.9 percent increase from the 2000 Census population.

According to the Population Division of the U.S. Census Bureau, Milford Township's population is estimated to be 9,567 people as of 2005 and the Village is estimated to be 6,587. This is a six percent increase for the Township and a five percent increase for the Village. Based on the population growth over the last two Census years (1990 and 2000), this is a typical growth pattern for the Village. However, it is a significant decrease for the Township. Between the 1990 and 2000 Census, the Township grew by 36 percent. If this same growth pattern had continued over the last five years, an increase of around 18 percent would be expected. This reduction in the overall rise in population may indicate a trend of decreasing population growth. Given these estimates, it seems the Woods and Poole and SEMCOG projections may be more accurate for the Township, while the Extrapolation methods are best suited for the Village.

As with all population projections, however, these numbers are based on past trends and do not take into consideration any significant developments, economic occurrences, or changing personal habitation preferences that may take place in the future. For example, the Township recently established a special assessment district for the development of water and sewer infrastructure in the southeast corner of the Township, which is experiencing a great deal of development pressure. Therefore, these figures should be seen only as a preliminary benchmark for analysis of future population attributes.

Housing

Projecting housing units is dependent on a number of factors. As a rule, housing units can be estimated based on the projected population for the community, as well as the anticipated household size. In the Milford Community, the average household size is declining while the projected population is increasing. This equates to a demand for additional housing.

Based on the average of the Woods and Poole and SEMCOG population projections outlined above, Milford Township's population is projected to increase to 10,515 citizens by the year 2020. According to SEMCOG, the Township's average household size is projected to decrease to 2.67 persons per household by the year 2020. If trends continue, the Township will have the need for 3,938 occupied housing units by the year 2020. Currently, the Township has 3,159 total housing units. Based on the current number of units available in the Township, an additional 779 units may be needed by the year 2020. (See **Table 19**). Recognizing that a healthy vacancy rate should be maintained, considerably more than 779 housing units would be necessary.

As with population projections, housing projections are also based solely on past trends and do not factor in any new development opportunities that might be made available. For example, with the creation of the new water and sewer district in the Township, the possibility of new housing is significantly increased. According to a report generated by the Township Engineer, Hubbell, Roth and Clark, a total of 133 single-family and 1,277 multiple-family units could be accomodated under the current zoning classifications found in the district. However, with the advent

Table 19: Housing Unit Projections

Category	Milford Township			Village of Milford		
	2000*	2020**	% Change 2000-2020	2000*	2020**	% Change 2000-2020
Population	8,999	10,515	16.8%	6,272	7,335	16.9%
Persons per Household	2.92	2.67	-8.6%	2.55	2.35	-7.8%
Housing Units	3,159	3,938	24.6%	2,491	3,121	25.3%

*Source: 2000 U.S. Census Reports

**2020 Population Source: For the Township is the average of the SEMCOG and Woods & Poole 2020 Population Projections; For the Village is the average of the Linear and Exponential 2020 Population Projections.

**2020 Persons per Household Source: SEMCOG 2030 Regional Development Forecast.

**2020 Housing Units Source: Based on 2020 Population divided by 2020 Persons Per Household.

of the water and sewer district, the development of new homes could occur at a higher density offering opportunities to direct population growth.

Based on the average of the Linear and Exponential Extrapolation population projections, the Village of Milford's population is projected to increase to approximately 7,335 persons by the year 2020. According to SEMCOG, the Village's average household size is projected to decrease to 2.35 persons per household during this same time period. If trends continue, the Village will need approximately 3,121 occupied housing units by the year 2020. Currently, the Village has 2,491 total housing units. A total of 630 new housing units may be needed by the year 2020. (See **Table 19**). Recognizing that a healthy vacancy rate should be maintained, considerably more than 630 housing units would be necessary.

Market Conditions

Data with regard to retail activity in the Village indicates that the Village imports considerable retail activity from households which reside outside of the Village, particularly in the following categories of retail trade: clothing and accessories (43 percent); electronics and appliances (63 percent); health and personal care (54 percent); food and beverage (48 percent); furniture and furnishings (33 percent) and petroleum products (39 percent). At the same time, residents of the Village depend on vendors located outside of the Village for motor vehicles, general merchandise stores and food services and drinking places. The Village accounts for 63 percent of all the retail activity in the Township.[3]

An analysis of disposable income and retail activity in Milford Township shows that a considerable amount of retail activity, $60 million (25 percent of retail activity generated by households in the Township) "leaks" out of the Township into adjacent areas, mostly to the south and southeast. General merchandise, including department stores makes up 75 percent of the retail activity which is "leaked" into other jurisdictions. Full service restaurants amount to another 20 percent, or more than $12 million.

The future market for the Milford Community will be defined in part by economic drivers operating at state and regional levels. While the Village and the Township have substantial economic advantages over many other areas of southeast Michigan, the community is nevertheless subject to most of the economic forces at play in the region. The Federal Deposit Insurance Corporation, in its summer 2006 survey of "state profiles", recently described the conditions in Michigan in striking terms:

"Michigan was the only state in the country other than storm-ravaged Louisiana to record year-over-year job losses as of the first quarter 2006."

The same survey reports that:

- Sales of existing homes were weak and declined 8.8 percent in the year ending the 1st quarter of 2006
- Building permits for new single-family homes declined 35.2 percent in the 1st quarter of 2006 (permits for multifamily units declined 17.4 percent)
- Home price appreciation in Michigan slowed to 2.9 percent in the 1st quarter of 2006, the slowest rate in the nation
- The expanding inventory of homes for sale in southeast Michigan is placing downward pressure on prices and increasing the time required to sell a property.

The State of Michigan, like the rest of middle America, continues to experience economic pressure as a result of a continuing loss of manufacturing jobs, particularly in the automotive segment. Modest growth is projected for the entire County (approximately half of the national average) creating relatively modest opportunities for new growth and development in the Village and the Township. Current Multiple Listing Search (MLS) catalog show a significant inventory of residential units for sale at comparatively attractive prices, including some new homes which were completed more than one year ago. The MLS listings also reveal anecdotal evidence of a weakened housing market, particularly for homes in excess of $325,000. The data is insufficient to indicate any significant weakening of housing values, though the relatively modest difference in per square foot values over the spectrum of homes listed for less than $100,000 to more than $1 million implies downward price pressure. It is also telling that the MLS listings include not-yet-constructed new custom homes, what in most markets would be "spec" homes.

Table 20: Household Lifestyle Segments within Market Area

Segment	12 Mile Radius of Milford
Suburban Splendor	16,733
Boomburbs	13,499
Sophisticated Squires	23,761

Source: ESRI Retail MarketPlace Profile

In the context of the general malaise in the automobile industry, it is hard to imagine any near term acceleration in the rate of new growth and development. Instead, it is mostly likely that the Milford Community will continue to be attractive to economically and socially mobile married households at a steady but slow pace, so long as the essential "village" and "suburban" character of the community is maintained.

Logic suggests that the Village and the Township are likely to weather the weakened regional economy better than many other parts of the region, however, that perspective assumes that the Village and Township remain attractive to economically mobile households in the region. **Table 20** indicates that there are a considerable number of households within a relatively short distance (12 miles) which "fit" the evident lifestyle preferences of the Village and Township. If the quality of life of other communities were to decline as a result of economic circumstances or new growth and development, the attractiveness of the Village and Township could be beneficial to draw new households.

There is also some modest opportunity for additional retail floor area. Total net retail leakage from the Township exceeds $58 million; however, most of that activity involves retail interests which are unlikely to be established in the Township, for example large retail department stores. Nevertheless, an ESRI Retail MarketPlace Profile indicates that there is an opportunity for additional restaurant activity on the order of $15 to $18 million per year and some limited specialty retail, particularly food and wine.

In the final analysis, absent a significant shift in the regional economy or a major shift in public policy, the Milford Community will experience moderate growth and development, primarily residential. There are some modest opportunities for additional retail activity in the Village and the Township; however, most of the underserved areas of retail trade are highly competitive sectors which are well-served in other more intense suburban areas in Oakland County. The primary "stock in trade" of the Village and the Township is a quality of life which is attractive to economically mobile and successful households, despite perceived drawbacks of commutation distances and the peak periods of inconvenience in terms of travel and access to goods and services.

Land Use Area Requirements

The Village of Milford is nearly fully developed, with vacant land suitable for future development comprising only a small percentage of the community. Therefore, new development within the Village will consist largely of infill redevelopment projects. This also suggests that the Village's existing allocation of land use types will remain relatively stable. In contrast, Milford Township has a much greater potential for new development given that larger tracts of vacant land are available, potentially resulting in significant changes to the overall allocation of land use types. In the case of Milford Township, then, a sound understanding of the potential market for the varying types of land uses is of great importance. An examination of these existing and potential markets will assist in forecasting possible demand and the optimum allocation of land use types. The Township can then respond accordingly in the development of the Future Land Use Map.

The following text assesses the market potential for future residential, commercial, office, and industrial uses within the Township based on nationally recognized planning and design standards. This data will be used to determine the amount of each land use which can reasonably be expected to be required in Milford Township 15 to 20 years from now. The analysis will be based upon data collected in the 2006 existing land use survey (see Chapter 6) and other figures and projections provided by various sources.

Sample Land Use Ratios

A review of existing land use ratio data from other communities may be helpful in determining the appropriate mix and type of land uses that should be encouraged in the future. Using two sources, **Table 21** shows the existing mix of land uses for communities similar in size and character to Milford Township. (It should be noted that the table presents the land use ratios as a percentage of the developed land in each community. Therefore, land uses such as agriculture and vacant lands are not included in the computation.) First, the average existing land use ratio for "small cities" with a population under 100,000 in size is presented. This data was obtained from the Planner's Advisory Service and is based on a survey of communities across the country with a population less than 100,000. Second, the existing land use ratios for five townships in southeast Michigan are presented:

- Lyon Township
- Hartland Township
- Oceola Township
- Tyrone Township
- Northfield Township

These townships were selected because they are comparable in population to Milford Township, ranging from a population of 8,362 to 11,041. These townships were also selected because of their similarity and proximity to Milford Township, all of which are located in the fast growing northwestern edge of the Detroit metropolitan area. Additionally, the selected townships share a common characteristic with Milford Township being located along or near a major freeway (I-96 or U.S. 23). The existing land use data for these communities was obtained from the Southeast Michigan Council of Governments (SEMCOG), which is current through 2000 and was largely derived through aerial photograph interpretation.

Lastly, **Table 21** presents Milford Township's current distribution of land uses, using two different sources. First, SEMCOG's calculation for Milford Township's existing land use distribution was utilized to provide consistency with the comparable communities. The second data source for Milford Township's existing land use is the one used in the Existing Development Pattern chapter of this Master Plan (see Table 24 and the Milford Township Existing Land Use Map), which is based on Oakland County land use data and was updated through a 2006 field survey. The two data sources provide contrasting percentages for the four land use categories. The contrasting percentages can be generally explained by the different land use sources (SEMCOG data versus Oakland County data updated by a 2006 field survey). More specifically, however, the difference can be explained by the fact that SEMCOG's land use data categorizes most of the land in the Kensington Metropark, Proud Lake State Recreation Area, and Camp Dearborn as vacant/woodland while the 2006 land use survey categorizes all of this conservation land as recreation/conservation. For the SEMCOG source, the vacant/woodland land use category is not considered "developed" and is factored out of the calculation, while the recreation/conservation land use category from the 2006 land use survey is considered "developed" and is included in the calculation. For the purposes of this section, Milford Township's land use ratio from SEMCOG will be used in comparison to similar townships.

Table 21: Sample Land Use Ratios*

Source/Community	Land Use Category			
	Residential	Commercial & Office	Industrial & Extractive	Public & Semi-Public
Source: Planner's Advisory Service				
Small Cities Average (Pop. Under 100,000)	**52%**	**10%**	**7%**	**31%**
Source: SEMCOG Land Use Change in Southeast Michigan				
Lyon Township (Oakland Co.) - Pop 11,041	62%	2%	13%	24%
Hartland Township (Livingston Co.) - Pop 10,996	75%	2%	2%	21%
Oceola Township (Livingston Co.) - Pop 8,362	94%	0%	1%	5%
Tyrone Township (Livingston Co.) - Pop 8,459	85%	0%	2%	13%
Northfield Township (Washtenaw Co.) - Pop 8,252	79%	1%	5%	15%
Average	**79.0%**	**1.0%**	**4.6%**	**15.6%**
Source: SEMCOG Land Use Change in Southeast Michigan				
Milford Township - Pop 8,999	**65%**	**0%**	**24%**	**10%**
Source: Wade Trim 2006 Existing Land Use Survey and Map				
Milford Township - Pop 8,999	**54%**	**0%**	**14%**	**32%**

*Land use ratios were calculated based as a percentage of the developed land within a community, thus, water bodies, agricultural lands and vacant lands were not included.

Source: Planner's Advisory Service Memo, Bringing Land Use Ratios into the 1990's, August 1992; Land Use in Southeast Michigan, 1990-2000, SEMCOG, April 2004.

Using Milford's current land use ratios as a baseline, the table provides a framework for the types of land uses that could be developed in the future. When comparing Milford Township's current land use ratio (2006 land use survey) with the suggested ratio for small cities (Planner's Advisory Service), Milford has a generally similar distribution of residential and public and semi-public land uses. However, Milford Township features a significantly lower ratio of commercial and office uses with the equivalent of 0 percent of the total developed land versus the small cities ratio of 10 percent. For industrial and extractive uses, Milford Township has a ratio of 14 percent, which is double the 7 percent ratio for small cities. Based on this comparison, it can be reasoned that Milford Township is more than sufficient in industrial and extractive land usage but could accommodate increased commercial and office land usage.

When Milford Township's land use ratios are compared to the average ratio for the similar townships (SEMCOG land use data), several dissimilarities are noted. Milford Township's residential ratio of 65 percent is much lower than the average residential ratio of 79 percent for the similar townships. For industrial & extractive land usage, Milford Township's ratio of 24 percent is much higher than the average of 4.6 percent for the similar townships. Milford's commercial and office and public and semi-public ratios are both slightly lower than the average for the similar townships. Similar to the comparison to the small cities, this comparison also infers that Milford Township has a more than sufficient amount of industrial and extractive land, but may be able to accommodate increased commercial and office land.

Residential Needs

Housing Unit Projections

Housing unit projections were provided earlier in this Chapter (see Table 19 and corresponding text). For the year 2020, Milford Township is projected to have a need for approximately 3,938 occupied housing units, an increase of 779 units or about 25 percent from the 3,159 total housing units found in Milford Township as of the year 2000.

In addition to estimating the projected need for new occupied housing units, it is crucial to calculate how much of the total housing stock during the planning period will be vacant. According to the Urban Land Institute (ULI), generally five percent of a community's habitable housing stock should remain vacant to provide diversity in housing selection and allow for housing rehabilitation or replacement activities. As of 2000, Milford Township had a vacancy rate of 3.8 percent, suggesting a somewhat restricted housing market. Assuming that occupied housing units should comprise 95 percent and vacant housing units 5 percent of the total housing stock by the year 2020, the Township's projected 3,938 occupied housing units should be accompanied by 207 vacant housing units for a total of 4,145 housing units. This represents an increase of 986 units or 31 percent from the 3,159 total units in the Township as of 2000.

The projected increase in housing units is fueled by Milford Township's projected population growth through 2020, projected decline in household size through 2020, and having a healthy vacancy rate of 5 percent of the total units by 2020. However, the housing unit projection provided above is primarily based on past trends and can not anticipate future changes or trends that may have an impact on the rate of housing growth. For example, with the opportunity for increased density created by the new water and sewer district within the Township, the demand for new housing units may be spurred beyond what is already predicted.

Building Permit Data

Between the year 2000 and 2006, Milford Township experienced a net total of 584 new residential units, according to residential building permit data cataloged

Table 22: Milford Township Building Permit Data, 2000-2006

Year	Single-Family Units	Two-Family Units	Townhouse Attached Condo	Multi-Family Units	Total New Units	Units Demolished	Net Total Units
2000	79	0	0	0	79	0	79
2001	56	0	0	0	56	4	52
2002	41	0	0	0	41	2	39
2003	38	0	0	0	38	2	36
2004	96	0	40	0	136	4	132
2005	87	0	0	0	87	4	83
2006	32	0	3	131	166	3	163
TOTALS	**429**	**0**	**43**	**131**	**603**	**19**	**584**

Source: SEMCOG Building Permit Database, 2000-2006, accessed July 2007. Http://www.semcog.org/cgi-bin/data/buildper_query.cfm.

by SEMCOG and listed in **Table 22**. These additional units make up nearly 60 percent of the projected need for 986 total units by 2020.

Commercial and Office Land Use Needs

Commercial Site Criteria

Commercial uses dictate or significantly impact transportation patterns, residential development patterns, employment levels, and tax base. Commercial development is also an essential element of a township's economic base. Commercial establishments provide goods and services to consumers, promote economic stability, and generally enhance the quality of life for area residents. However, if commercial districts are not suitably located, and carefully planned, they can become a disruptive element that ultimately detracts from the larger community.

There are many factors that dictate selection of sites for commercial development. In many cases, they respond to preexisting conditions, such as the location of other large retail centers, industrial or residential development, primary transportation corridors, or within central business districts. Communities, however, have an important opportunity through the planning process to direct commercial development and concentrate it in those areas most suited for new development or redevelopment. The following criteria are some of the primary methods by which commercial developers select sites:[4]

- Access (left turns into and out of the site, proximity to traffic lights and/or stop signs);
- Visibility (storefront and store signage from main access routes);
- Traffic volume and traffic character (local versus through traffic);
- Street network characteristics;
- Proximity to demand generators. A demand generator is something that provides a motivation or reason for potential shoppers to be in a particular location;
- Population/household characteristics;
- Economic characteristics;
- Lifestyle trends and purchasing preferences and habits;
- Availability and cost of existing space;
- Availability and character of appropriately zoned land;
- Availability/capacity of infrastructure;
- Local business climate; and,
- Competitive environment (store type, location, quality and pricing of merchandise, sales volume).

Office Site Criteria

The pattern of office development in metropolitan areas has changed dramatically in the last 20 years. It has shifted away from a focus on downtown areas to a regional "multiple-nuclei" structure of competing centers. Today, for example, some of the most successful office centers, attracting the most coveted businesses, are found on the fringes of urban areas. The reasons for this transformation vary. To a certain extent, it has followed the out-migration of population away from the core city centers. Developers also sought less expensive building sites, which offered regional accessibility and on-site parking convenience for tenants. It also is a reflection of meeting unmet demand, as our local economy continues to change from a manufacturing-based economy to a service oriented economy.

Not unlike commercial development, there is a set of very specific standards that make sites of various sizes and locations desirable to different potential office development. These criteria are provided below.[5]

- Easy access to customers or clients;
- Cost and availability of appropriately experienced/trained labor in the area;
- Cost, functionality, and expandability of available office space (or land suitable for office development);
- State and local business climate;
- Quality of life for employees;
- Access to higher education; and,
- State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees).

Commercial and Office Land Use Needs

The following analysis details the potential commercial and office base, as well as the potential amount of commercial and office land that could be consumed by the end of the planning period according to commercial land use standards.

At present, Milford Township contains 59.1 acres of commercial and office land, equating to less than 1 percent of the total developed land area of the Township (based on the 2006 land use survey). On average, townships of a similar population and character as Milford Township feature a larger proportion of commercial and office land at 1 percent of the total developed area (see **Table 21**). To equal one percent of the total developed land area, commercial and office lands would need to increase to approximately 150 acres in Milford Township, an increase of 90 acres from its current distribution.

According to the Planner's Advisory Service, the standard commercial and office land use ratio for small cities (population under 100,000) is 10 percent of the total developed land. To equal ten percent of the total developed area, commercial and office lands would need to increase to approximately 1,500 acres of land in Milford Township. Such an increase is not likely to occur, and would not be keeping with the overall rural character of the Township. This 10 percent benchmark, however, does provide evidence that the Township could accommodate additional commercial and office development.

Industrial Land Use Needs

Industrial Site Criteria

The quantity of developed industrial land a community will need in the future is dependent upon its current employment base, infrastructure capacity, local political philosophy, availability of desirable sites, as well as a myriad of other factors within the regional market. In terms of the availability of desirable sites, a variety of factors contribute to a site's overall potential for industrial development. The following are some of these criteria:[6]

- Easy access to domestic markets as well as suppliers;
- Availability of sites with existing electricity, water, sewage and roads suitable for year-round truck traffic;
- Cost, availability, and skills of labor in the area, and the extent of labor/management problems for unionized labor force;
- Easy access to raw materials;
- State and local business climate;
- Utility costs and capacities;
- Access to higher education; and,
- State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees).

Industrial Land Use Needs

The following information will summarize three methodologies commonly used in estimating future industrial land area needs. They are land use ratios, population, and employment density ratios.

Land Use Ratio Method

Estimating needed acreages of industrial land use can be accomplished by employing land use ratios. By surveying the amount of land devoted to industrial uses in other communities, an average can be calculated and used as a standard for planning purposes. As shown in **Table 21**, the five comparable townships had an average ratio of 4.6 percent industrial and extractive lands while the small city average for industrial and extractive lands was 7 percent. Currently, the SEMCOG data source indicates that 24 percent of the developed lands in Milford Township are industrial and extractive lands, while the 2006 field survey data source indicates that 14 percent are industrial and extractive. Clearly, Milford Township's current industrial land use ratio is well in excess of the above standards, indicating that a sufficient amount of industrial and extractive land currently exists.

It is important to note, however, that the majority of industrial acreage in Milford Township is dedicated to the GM Proving Grounds facility located in the northwestern portion of the Township. This facility accounts for approximately 1,320 acres of the 2,070 total acres of industrial and extractive land. Without the GM Proving Grounds facility, Milford Township would have an industrial and extractive land use ratio of 11% (SEMCOG) or 5.0% (2006 field survey). These industrial & extractive ratios are still generally high compared to the small city standard and similar townships.

At present, Milford Township features a total of 2,070 acres of industrial & extractive land (according to the 2006 land use survey). Based on the land use ratio method, no additional industrial & extractive lands would be needed in the Township.

Table 23: Population Ratios for Estimating Industrial Land Use

Category	Ratio
Total gross land requirement for all industry	12 acres per 1,000 population
Land requirements for light industry	2 acres per 1,000 population
Land requirements for heavy industry	10 acres per 1,000 population

Source: Joseph DeChiara and Lee Koppleman, Planning Design Criteria, 1969

Population Method

The population method represents acreage requirements as a proportion of the total population. Data in **Table 23** indicates that a total of 12 acres of industrial land are required for every 1,000 people. Milford Township is projected to have a population of 10,515 residents by the year 2020.[7] Using the 12 acres per 1,000 population ratio, a total of 126 acres of industrial land would be necessary by 2020. Currently, Milford Township has a total of 1,763 acres of industrial land (not including extractive land), which is already well above the recommended acreage of 126 acres by 2020. Even if the GM Proving Ground acreage was factored out of the industrial total, Milford Township would still have 443 acres, well above the recommended acreage.

Employment Density Ratio Method

A third method of determining future industrial land use need is achieved through the application of employment/density ratios. This method calculates future industrial acreage based on the projected number of manufacturing jobs multiplied by the existing employment density (manufacturing jobs per acre) in the community. The results of this method are displayed in **Table 24**. The manufacturing job projections for 2005 and 2025 are provided by SEMCOG's 2030 regional development forecast for Milford Township. To provide a more realistic jobs per acre ratio, the GM Proving Grounds acreage has been factored out of the total industrial acreage of Milford Township because it is "land intensive" and not a traditional manufacturing operation.

As shown in the table, Milford Township's current manufacturing jobs per acre ratio is 7.3205. Because SEMCOG projects that the total number of manufacturing jobs in Milford Township will increase from 3,243 in 2005 to 4,398 in 2020, it is expected that the total necessary industrial acreage would increase as well. Specifically, a total of 601 acres of industrial land are estimated to be needed by 2020, an increase of 158 acres from the Township's current industrial acreage (minus the GM Proving Grounds).

The projected increase of industrial acreage based on the employment density ratio is likely to be even higher due to a national trend toward increasing floor space requirements for each manufacturing employee. According to the Planner's Estimating Guide to Projecting Land Use and Facility Needs, the total square footage required for each manufacturing employee has increased from 389 sq. ft. in 1961 to 546 sq. ft. in 2000, representing an approximately 40 percent increase over the 40 year time span.[8] If trends continue, this square footage requirement per manufacturing employee will continue to rise to the year 2025. This means that the 158 acre projection is low, and would need to be adjusted higher to account for the increasing need for industrial acreage based on rising floor space requirements per employee.

Table 24: Employment/Density Ratios for Estimating Industrial Land Use

Total Manufacturing Jobs 2005*	2006 Existing Industrial Acreage**	Employment Density: Manufacturing Jobs Per Acre	Total Manufacturing Jobs 2025*	2025 Estimated Industrial Acreage
3,243	443	7.3205	4,398	601

*SEMCOG Forecast

**Milford Township 2006 Existing Land Use Survey - See Table 24; For a more realistic jobs per acre ratio, the total industrial acreage does not include the GM Proving Grounds facility (1,320 acres).

Source: SEMCOG 2030 Regional Development Forecase Community Detail Report, December, 2003; Milford Township 2006 Existing Land Use Survey.

Industrial Land Use Needs Summary

The results of the land use ratio method and population method for projecting industrial land use needs lead to the conclusion that Milford Township has a significant amount of industrial land when compared to similar communities and for a community of its population, and thus would not be likely to support additional industrial acreage. This is even the case when the sizeable GM Proving Grounds facility is not factored into the total industrial acreage for the Township. However, the results of the employment density ratio method, which is based on a significant manufacturing job growth projection in Milford Township through 2025, lead us to conclude that as long as job growth is occurring, the Township would be able to support additional industrial acreage.

(Footnotes)

1 Oakland County Economic Outlook Final Report 2004-2005, Institute of Labor and Industrial Relations, University of Michigan, April 2004.

2 Oakland County Economic Outlook Summary Report 2006 – 2008, Institute of Labor and Industrial Relations, University of Michigan, April 2006.

3 The Village of Milford Downtown Development Authority commissioned a Market Analysis of Downtown Milford, Michigan which was published on August 8, 2002. The market analysis included detailed survey information and focused on downtown retail activity at a detailed level. This assessment does not attempt to re-trace that study; however, the general findings in this assessment are consistent with the strategic conclusions of the prior report, subject to observations regarding the weakening of the general economy and the housing market.

4 Derived from Real Estate Development Research, LLC. 2002.

5 Louis Harris & Associates, Business American Real Estate Monitor, Cushman & Wakefield, Inc. 1988.

6 Louis Harris & Associates, Business American Real Estate Monitor. Cushman & Wakefield, Inc. 1988.

7 Projected population of 10,515 is the average value of the SEMCOG and Woods & Poole 2020 Population Projections. See Table 18, Population Projections 2020, and the corresponding text in the Socioeconomic and Market Analysis chapter of this Master Plan.

8 Planner's Estimating Guide, Projecting Land-Use and Facility Needs. Arthur C. Nelson. 2004.

3 Transportation Analysis



Introduction

Mobility is one of the most critical components in the overall development and viability of a community. It provides opportunities for residents to enjoy the amenities of their surroundings and to function within the community. Mobility also plays a significant role in the success of businesses and industries, and allows for outside investment. Attracting visitors and future residents to an area is influenced by the relative ease in which they can access the community.

Mobility is linked to many other key planning elements, such as sustainability, demography and economy. A solid, efficient transportation network accommodating a variety of modes creates the structure around which developments are arranged. Transportation is intrinsically linked to land use and regional issues as well. For instance, will the development of industrial land uses in a predominately residential area have significant impacts on the surface streets surrounding the area? Would the expansion of a primary county road affect what land uses a community may plan for adjacent to it? Can a community accommodate a diverse collection of residents from across age, economic or ethnic groups if the only forms of transportation available are private automobiles?

Transportation networks play as crucial a role in urban and rural development as land use, natural features, public utilities or any other factor. It is crucial, for instance, to ensure that a community accommodates pedestrian and other non-motorized travel, such as bicycles, in addition to automobiles, to ensure that seniors and young people can access public amenities and requisite goods and services. If warranted by the size and regional position of the community, bus networks or other forms of public transit also become necessary to meet these goals. It is for reasons such as this and to ensure that future improvements and land use decisions complement the needs and goals within the community for continued and improved mobility that we include an analysis of the transportation network in the Master Plan.

Transportation Network

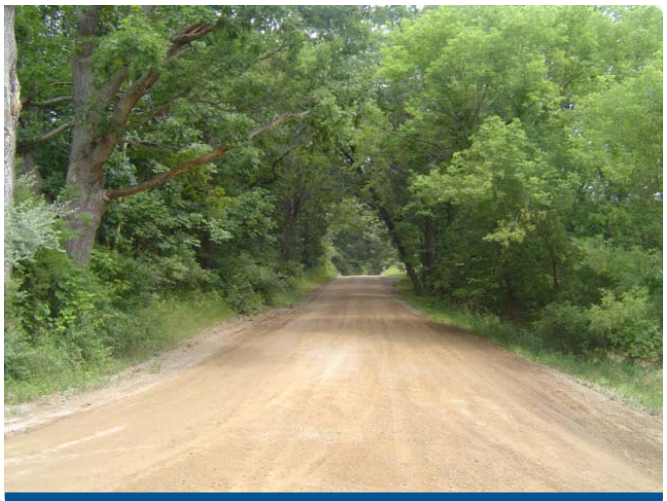
Roads

The Milford Community is strategically located just north of Interstate 96, which is located in the southwest corner of the Township and provides access to the community and serves as one of the primary transportation routes. Regionally, access to U.S. 23, Interstate 275, and Interstate 696 is provided by I-96. Located north of the Township boundary is Highland Road (M-59) which serves as a quality east-west transportation route.

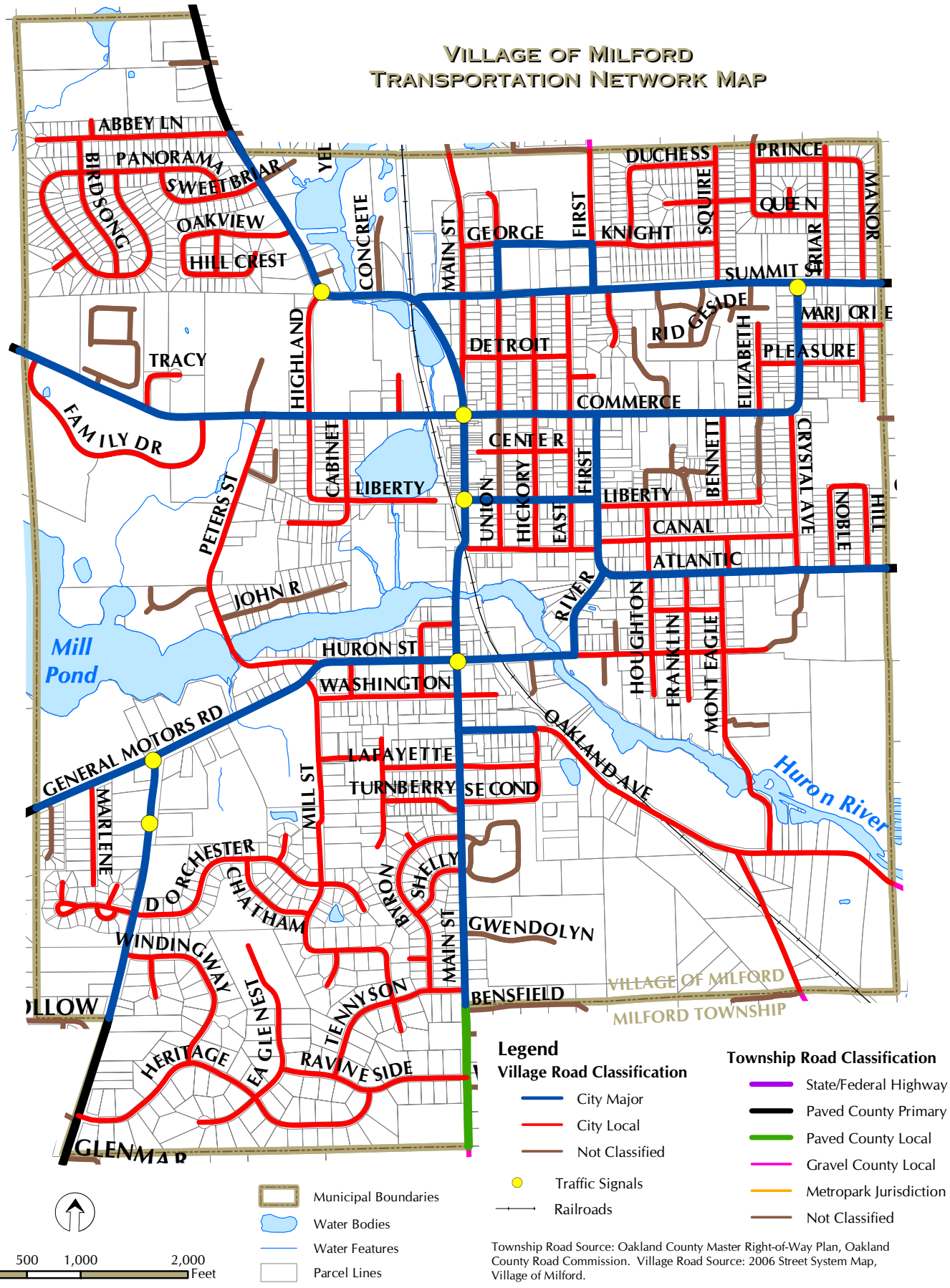
The **Transportation Network Maps** are derived from information provided by the Road Commission for Oakland County (RCOC) and a field assessment of Milford conducted by the Project Team in July of 2006. The maps classify the motorized transportation network within Milford Village and Township, identifying the major roadways and connections. The streets within the Village are under local control, while the RCOC is responsible for the roadways within the Township. The majority of the roads are paved within the Village and sidewalks line most of the streets which contribute to a more urban feel. The majority of the roadways within the Township are gravel, with the exception of the main County Primary Roadways.

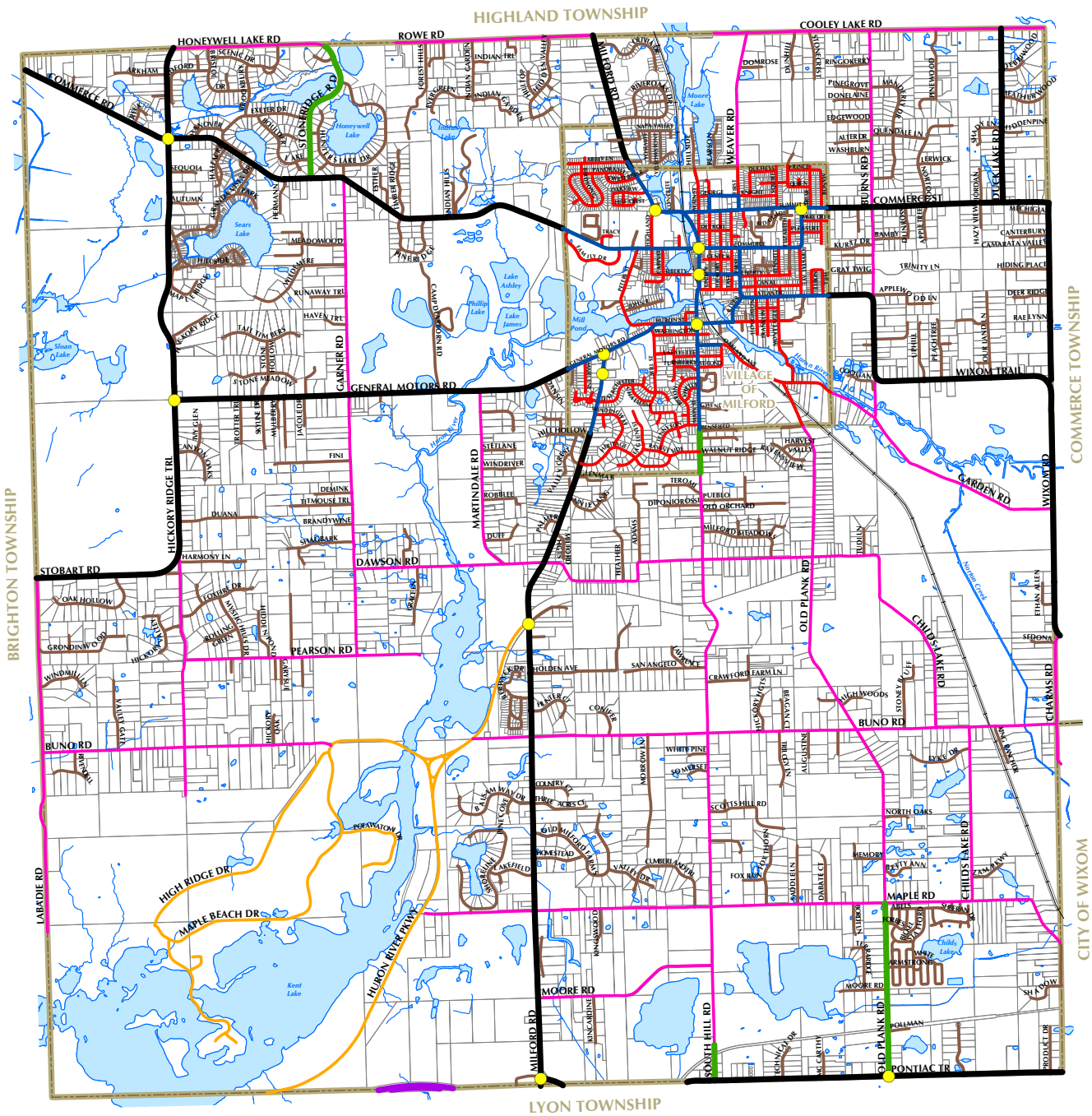
According to the RCOC, the following transportation categories are identified within the Milford community: State/Federal Highway, Paved County Primary, Paved County Local, Gravel County Local, and Local Jurisdiction (Non-County) Roads. There are no Gravel County Primary or Natural Beauty Roads within the Milford community. The County Primary roads serving the Milford community include Commerce Road, Duck Lake Road, General Motors Drive, Hickory Ridge Road, Milford Road, Pontiac Trail, Stobart, and Wixom Road. The RCOC classifies all of the roadways within the Village as Local Jurisdiction roads. The Village has further categorized the roadways as either City Major or City Local.

The **Transportation Conditions Maps** illustrate the latest traffic volume counts from the RCOC. As you can see, the main County Primary road in the community is Milford Road, which provides the most direct paved



Gravel road in Milford Township.


VILLAGE OF MILFORD
TRANSPORTATION NETWORK MAP
ABBEY LN
PANORAMA
SWEETBRIAR
BIRDSONG
OAKVIEW
HILL CREST
CONCRETE
MAIN ST
GEORGE
FIRST
KNIGHT
DUCHESS
SQUIRE
PRINCE
QUEEN
MANOR
SUMMIT ST
HIGHLAND
TRACY
DETROIT
RIDGESIDE
ELIZABETH
PLEASURE
MARJORIE
COMMERCE
FAMILY DR
CABINET
CENTER
LIBERTY
UNION
HICKORY
EAST
FIRST
BENNETT
CRYSTAL AVE
NOBLE
HILL
PETERS ST
CANAL
ATLANTIC
JOHN R
RIVER
HOUGHTON
FRANKLIN
MONTEAGLE
Mill Pond
HURON ST
WASHINGTON
GENERAL MOTORS RD
OAKLAND AVE
Huron River
LAFAYETTE
SECOND
TURNBERRY
MILL ST
MARLENE
DORCHESTER
CHATHAM
WINDINGWAY
BYRON
SHELLY
GWENDOLYN
EAGLENEST
TENNYSON
HERITAGE
RAVINE SIDE
BENSFIELD
VILLAGE OF MILFORD
MILFORD TOWNSHIP
GLENMAR
Legend
Village Road Classification
City Major
City Local
Not Classified
Traffic Signals
Railroads
Township Road Classification
State/Federal Highway
Paved County Primary
Paved County Local
Gravel County Local
Metropark Jurisdiction
Not Classified
Municipal Boundaries
Water Bodies
Water Features
Parcel Lines
0 500 1,000 2,000 Feet
Township Road Source: Oakland County Master Right-of-Way Plan, Oakland County Road Commission. Village Road Source: 2006 Street System Map, Village of Milford.



Milford Township
Transportation Network Map

Legend

Village Road Classification

- City Major
- City Local
- Not Classified
- Traffic Signals
- Railroads

Township Road Classification

- State/Federal Highway
- Paved County Primary
- Paved County Local
- Gravel County Local
- Metropark Jurisdiction
- Not Classified

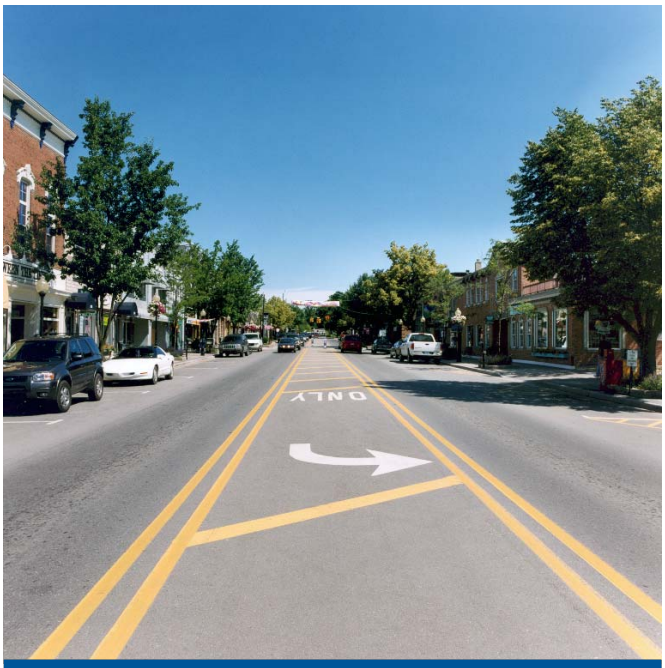
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

Township Road Source: Oakland County Master Right-of-Way Plan, Oakland County Road Commission. Village Road Source: 2006 Street System Map, Village of Milford.

0 0.25 0.5 1 Miles

north-south access into and out of the community, and has been documented by the RCOC to carry almost 28,000 vehicles a day. General Motors Road accommodates almost 14,000 vehicles a day as it moves west from Milford Road. Hickory Ridge Road provides convenient access to M-59 and carries approximately 12,633 vehicles. Pontiac Trail transports more than 12,500 vehicles a day as it enters the City of Wixom. Similarly to I-96 and M-59, the usage of Pontiac Trail is greater as it travels east. This can be attributed to the fact that in addition to providing access to the communities to the east, it also provides access to I-96 via Wixom Road. Commerce Road, which traverses the Township and Village in an east-west arrangement, carries nearly 12,000 vehicles as it enters the Village from the east. And finally, the intersection of Wixom Road and Sleeth Road is visited by nearly 12,000 vehicles each day.

According to Michigan Department of Transportation (MDOT) average annual daily traffic counts for 2004, the portion of Interstate 96 west of Milford Road carries 100,000 vehicles per day, while the portion of I-96 east of Milford Road transports 115,000 vehicles per day. This difference can be attributed to the populations of Milford and the surrounding communities accessing I-96 for their daily eastbound commutes. MDOT also estimates that commercial travel accounts for 7,700 of these trips. The intersection of Highland Road (M-59) and Milford Road accommodates 25,400 vehicles per day. Similarly to I-96, Highland Road has a larger traffic volume east of Milford Road than west of Milford Road. Again, this can be attributed to the workforce commutes of residents in and around the Milford Community. Control and maintenance of these State trunklines are the responsibility of MDOT.



Main Street in the Village of Milford.

The majority of the roadways in Milford Township are classified by the Road Commission for Oakland County (RCOC) as Gravel County Local roads which lend themselves nicely to the rural atmosphere of the Township. As stated earlier, there are no Natural Beauty (photo) Roads within the Township. Natural Beauty Roads are provided by Part 357 of Public Act 451, the Natural Resources and Environmental Protection Act of 1994. The goal of the program is to identify and preserve certain County Local roads that have unusual or outstanding natural beauty for the use and enjoyment of the public. Within the Milford Community this program is administered through the RCOC.

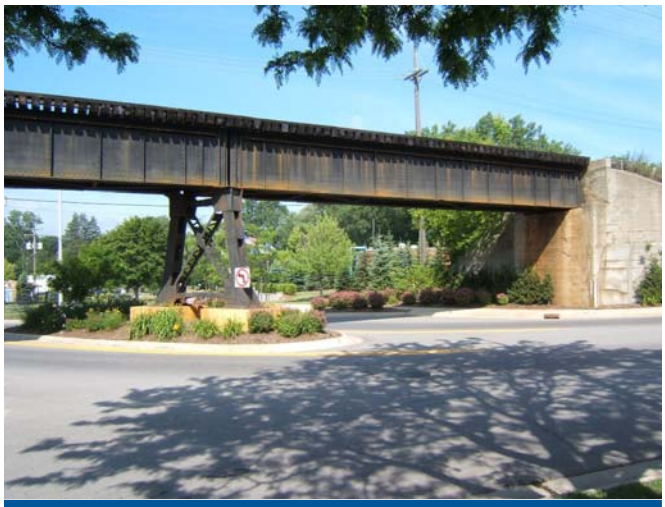
The Milford Community road network is adequate for a rural Township and a small urban Village. However, the volume of pass-through traffic that is present on the roadways at peak times and throughout the day tends to overburden the primary roadways. Much of the traffic is simply traveling through the community in an effort to gain access to M-59 and I-96 and is attributed to the population growth and the fact that Milford Road serves as a connection between M-59 and I-96.

There has been discussion of a possible connection linking Generals Motors Road on the south to Milford Road on the north to alleviate some of the traffic congestion. The potential of such a route has been investigated by the Village and it has been determined to be unfeasible at this time due to both financial costs associated with the project and environmental constraints. It should be noted, however, that the Village is planning to improve the bridge linking Peters Street and Huron Street. This connection is only intended to serve local traffic as it is not suited, based on design or construction, to serve high volumes of traffic.

Railroads

A single railroad is located within the community. The CSX Railroad traverses the eastern quarter of the Township and the eastern half of the Village. This portion of track supports 14 trains a day. While this rail line bisects the community, there are underpasses and connecting roadways that ensure access in the event of a train stoppage.

There are seven railroad crossings within the Milford Community, six within the Village of Milford and one at Buno Road between Childs Lake Road and Charms Road. Within the Village, there are two railroad (photo) overpasses, one at Commerce Road and one at the intersection of Main Street and Canal Street. These roadway underpasses allow traffic flow to continue in the event that train stoppage occurs.



CSX Railroad bridge over Main Street in the Village of Milford.

Mass Transit and Air Travel

There is no mass transportation system within the Milford Community. The Township and Village do collaborate, along with Highland Township, to provide transportation for senior citizens and certifiably handicapped adults for a small fee. Also, located at the Milford Road and I-96 interchange is a MDOT Carpool Lot. The lot has a capacity for 138 vehicles.

Commercial passenger air travel is provided by two primary airports. Detroit Metropolitan Airport, located in the City of Romulus, and Flint Bishop International Airport, located in Flint. Both airports are approximately 45 minutes from the community with Detroit Metro located to the southeast and Flint Bishop located to the northwest. Corporate and general aviation services are provided by the Oakland County International Airport (OCIA), located on Highland Road in Waterford Township. This airport is located just 20 minutes to the west of Milford and provides charter, contract passenger and air freight services. OCIA is the nation's sixth largest general aviation airport and services many Fortune 500 companies.

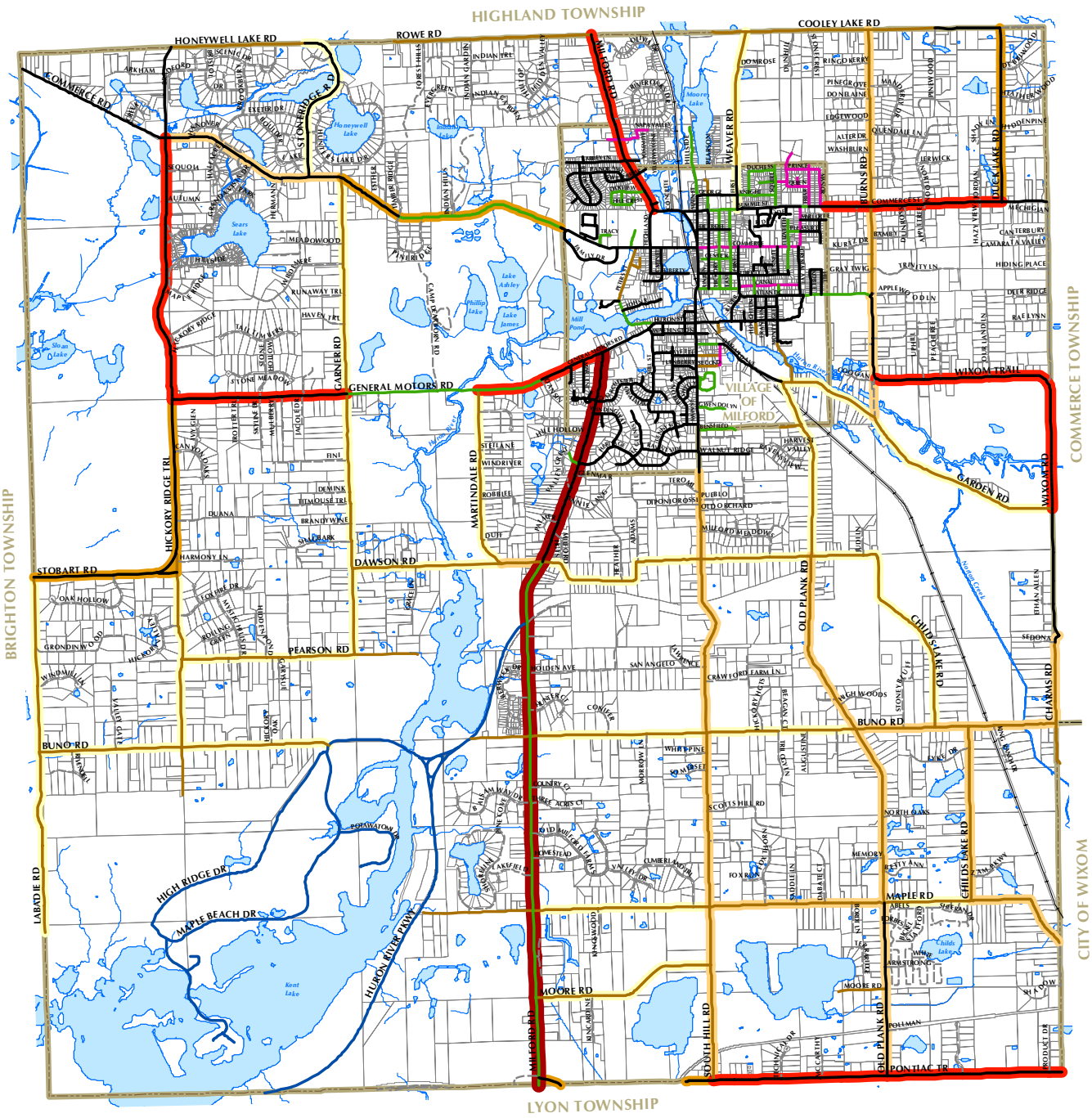
Road Conditions

The condition of major roadways within the Township and Village were assessed during a field survey completed by the Project Team in July of 2006. Gravel roads and single-family residential streets within the Township were not analyzed as part of the road condition survey. The condition of gravel roads tend to vary throughout the course of a year and the multitude of single-family residential streets in the Township would have the ability to skew the road condition analysis. Road condition (namely pavement condition and ride comfort) was identified as being in one of three categories: Good, Fair, and Poor. The extent of surface deterioration is based on the observed amount of pavement cracking, faulting, joint deterioration, wheel tracking, patching, and roughness, etc. The three road condition categories can be defined as follows:

- Good: Ranging from no visible pavement deterioration to very minor or infrequent incidents of wear.
- Fair: Occasional pavement deterioration or cracking at regular intervals, requiring routine maintenance operations.
- Poor: Extensive occurrence of surface deterioration, requiring possible road surface reconstruction.

The current condition of the roads within the Village and Township is graphically represented on the **Transportation Conditions Maps**.

Tables 25, 26, and 27 identify the road conditions of the entire community, the Village of Milford and



Milford Township
Transportation Conditions Map

Legend

Road Condition

- Good
- Fair
- Poor
- Unpaved
- Metropark Roadways
- Not Surveyed

Traffic Counts (ADT)

- 1 to 1,000
- 1,001 to 5,000
- 5,001 to 10,000
- 10,001 to 20,000
- 20,001 or Higher

- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Road Conditions Source: Wade Trim field survey of July 2006. Traffic Counts Source: Oakland County Road Commission, 2000-2005.



An example of a road in poor condition.

Milford Township. As you can see from **Table 21**, the majority of roads surveyed in the community are in good condition. Once unpaved and Metropark roads are removed from consideration, the percentage of roads classified as being in good condition grows from 29.9% to 75%. Similarly, the Village, which has very few unpaved roads and no Metropark roads, and the Township have the same percentage (75%) of good roads.

The amount of roads classified as being in Fair condition within the community is 7.9%. Roads classified as being in Fair condition generally do not require immediate repair, however, cracking is present and the comfort of the ride is not to the standard of good roads. The Village had a larger percentage of fair roads, 17.1%, than the Township and the community as a whole. However, if you compare the actual amount of fair roads within the Village and the Township, you will see that they are very similar with the Village containing 5.16 miles of fair roads and the Township with 5.67 miles. Removing the unpaved and Metropark roads from consideration, the percentage of fair roads within the community climbs from 7.9% to almost 20%.

Roads classified as Poor have deteriorated to the point that rider comfort is compromised and repair or reconstruction should be scheduled. This classification may be the most important classification for a community. While good roads are an asset, they may be overlooked by existing and prospective residents or businesses, whereas, poor roads are sure to get their attention. Fortunately, Milford does not have a large incidence of poor roads. Overall, the percentage of poor roads within the community is 1.9% or 2.66 miles.

Table 25: Pavement Conditions, Entire Community, 2006

Pavement Condition	Total Length (Feet)	Total Length (Miles)	Percent of Total
Good	216,152.63	40.94	29.90%
Fair	57,165.92	10.83	7.90%
Poor	14,030.89	2.66	1.90%
Metropark	51,410.57	9.74	7.10%
Unpaved/Not Surveyed	382,986.72	72.54	53.10%
Totals	**721,746.73**	**136.69**	**100%**

Source: Wade-Trim Field Survey of July 2006.

Table 26: Pavement Conditions, Village of Milford, 2006

Pavement Condition	Total Length (Feet)	Total Length (Miles)	Percent of Total
Good	116,963.91	22.15	73.40%
Fair	27,236.49	5.16	17.10%
Poor	12,424.54	2.35	7.80%
Unpaved/Not Surveyed	2,635.64	0.5	1.70%
Totals	**159,260.58**	**30.16**	**100%**

Source: Wade-Trim Field Survey of July 2006.

Table 27: Pavement Conditions, Milford Township, 2006

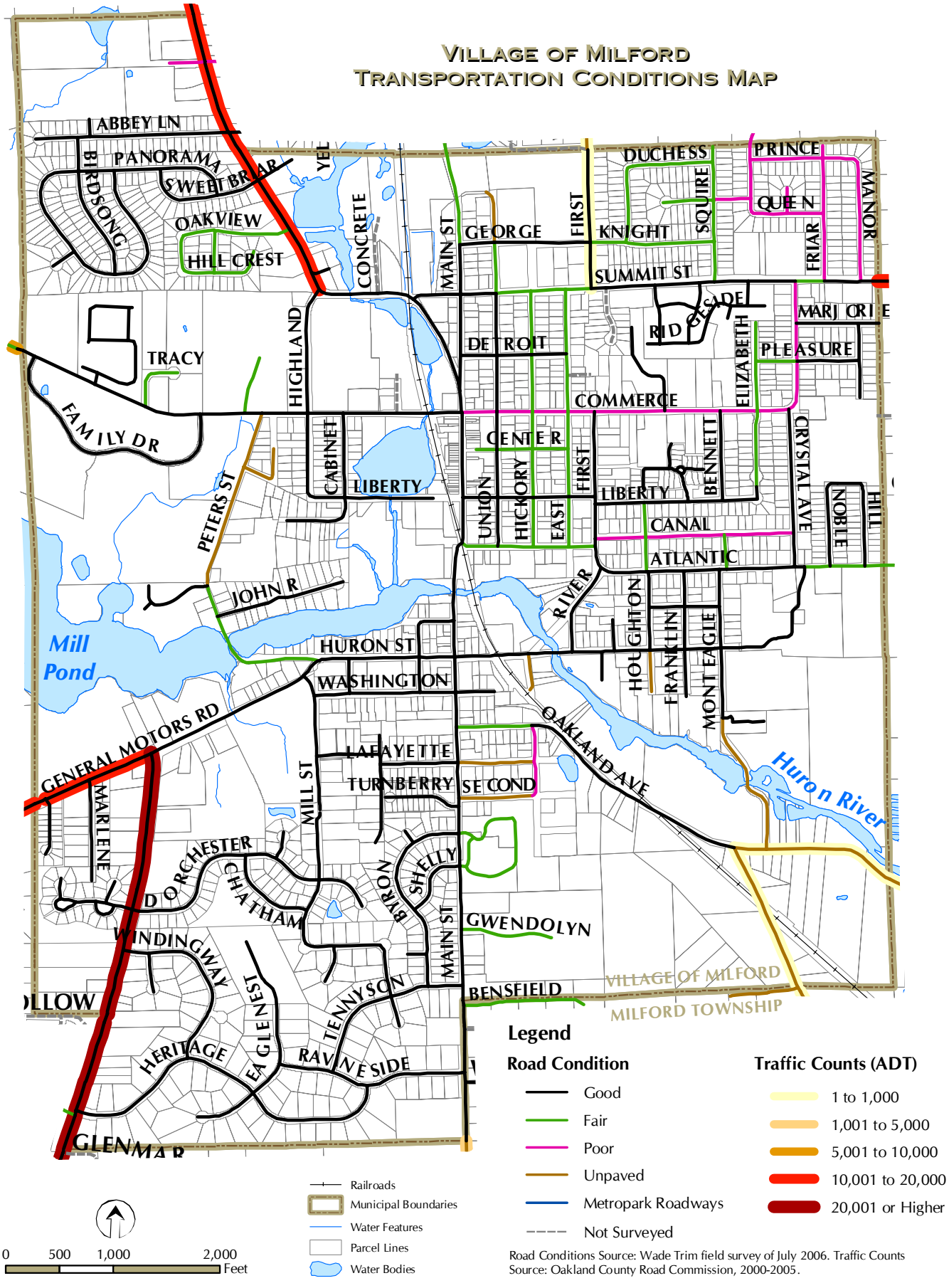
Pavement Condition	Total Length (Feet)	Total Length (Miles)	Percent of Total
Good	99,188.72	18.79	17.60%
Fair	29,929.43	5.67	5.30%
Poor	1,606.35	0.3	0.30%
Metropark	51,410.57	9.74	9.10%
Unpaved/Not Surveyed	380,351.08	72.04	67.60%
Totals	**562,486.15**	**106.53**	**100%**

Source: Wade-Trim Field Survey of July 2006.

Traffic Safety and Signalization

Accident history of roadways can reveal important information regarding the capabilities of the transportation network. For example, the number of accidents occurring on a through street can reflect possible problems with roadway design. These problems could include such things as insufficient capacity for existing traffic volumes, deficient signalization, deterioration of pavement conditions, or too many access points along the roadway. The traffic accident data was obtained from the SEMCOG Transportation Data Management mapping program.

Village of Milford
Transportation Conditions Map



Legend

Road Condition

- Good
- Fair
- Poor
- Unpaved
- Metropark Roadways
- Not Surveyed

Traffic Counts (ADT)

- 1 to 1,000
- 1,001 to 5,000
- 5,001 to 10,000
- 10,001 to 20,000
- 20,001 or Higher

Road Conditions Source: Wade Trim field survey of July 2006. Traffic Counts Source: Oakland County Road Commission, 2000-2005.

Within the Milford Community during 2004, there were 466 total traffic accidents recorded. Two-thirds of the total number of accidents (309) occurred in the Township. The 16-24 year old age group accounts for more than 30% of the 309 accidents. Interestingly, almost one-quarter of the accidents in the Township involved deer. This may be attributed to the rural nature of the Township; however, it may also reflect the large deer population within the Kensington Metropark located in the southwest corner of the Township. The Village accounts for 157 of the 466 accidents. More than one quarter of these accidents involved drivers in the 16-24 age group. A broad view of the accident counts within the entire Milford Community indicates that drivers in the 16-24 age group are involved in almost 48 percent of the accidents.

A review of the accident counts by intersections within the Village indicates that since 1997 the largest numbers of accidents overwhelmingly occurred at two intersections: General Motors Road at Milford Road (120); and Commerce Road at Main Street (110). In 2004, these two intersections accounted for 17% of the accidents within the Village. The next highest ranked intersection (since 1997) was Huron Street at Main Street which recorded 68 accidents.

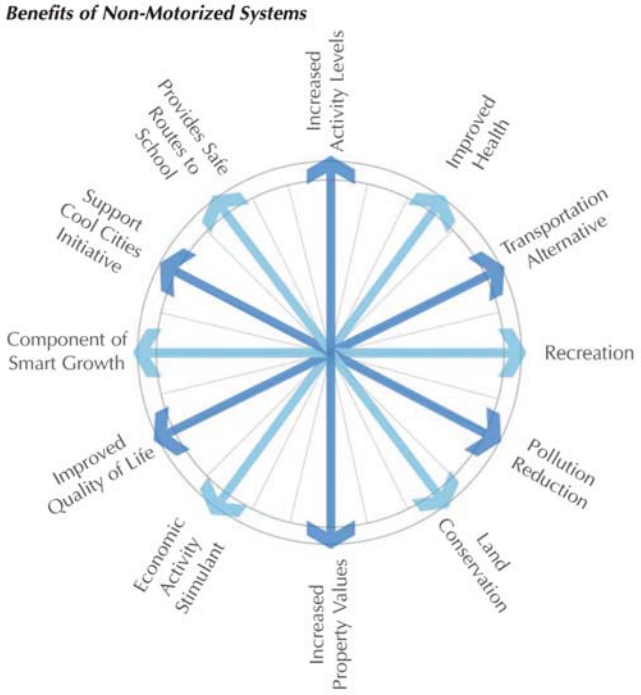
A similar review of accidents by intersection within the Township reveals a more widely dispersed pattern. A single intersection does not seem to be more prone to accidents. Ranked in order, the top four intersections since 1997 include Milford Road at Pontiac Trail (64), Duck Lake/Sleeth/Wixom Roads (58), Commerce Road at Hickory Ridge Trail (54), and Buno Road at Milford Road (51).

Traffic light signalizations within the community are used along major intersections and occur mainly within the Village along Milford Road and Main Street, but are also scattered throughout the Township. The **Village and Township Transportation Network Maps** indicate the location of traffic signals within the community. However, the majority of intersections in the community are controlled through the use of stop signs.

Non-Motorized Transportation

Non-motorized systems are a tremendous asset to any community and provide a host of benefits. Non-motorized systems can lessen the traffic burden by providing alternative routes to school, work, and shopping. By reducing traffic congestion, these systems can also lessen the environmental costs associated with automobiles. At the same time, non-motorized systems promote healthier communities and increased recreational opportunities. By attracting visitors and increasing property values, non-motorized systems can also bolster local and regional economies. Taken together, these benefits can strengthen individual and community well being, while fostering greater economic and environmental sustainability.

Benefits of Non-Motorized Systems

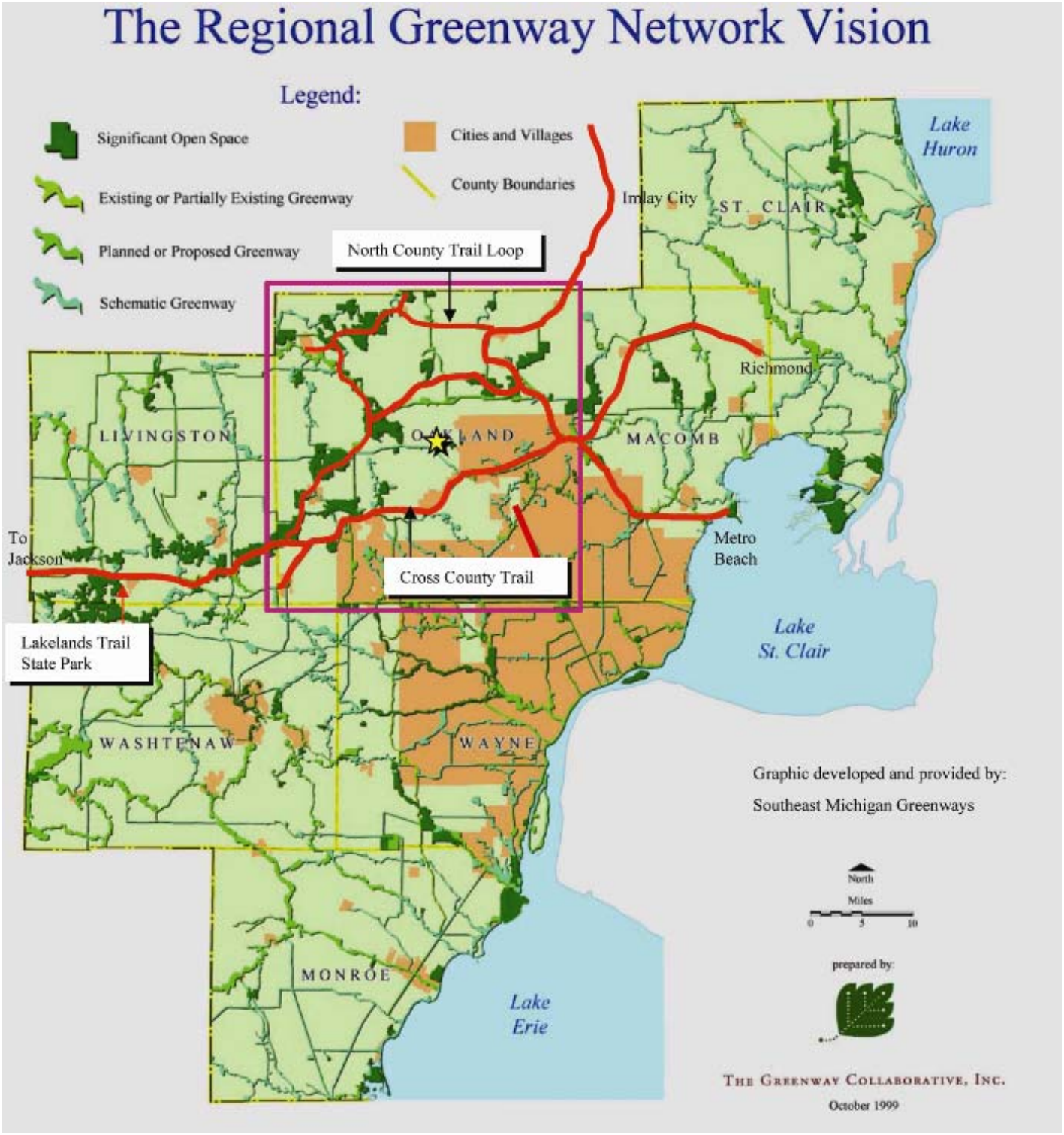


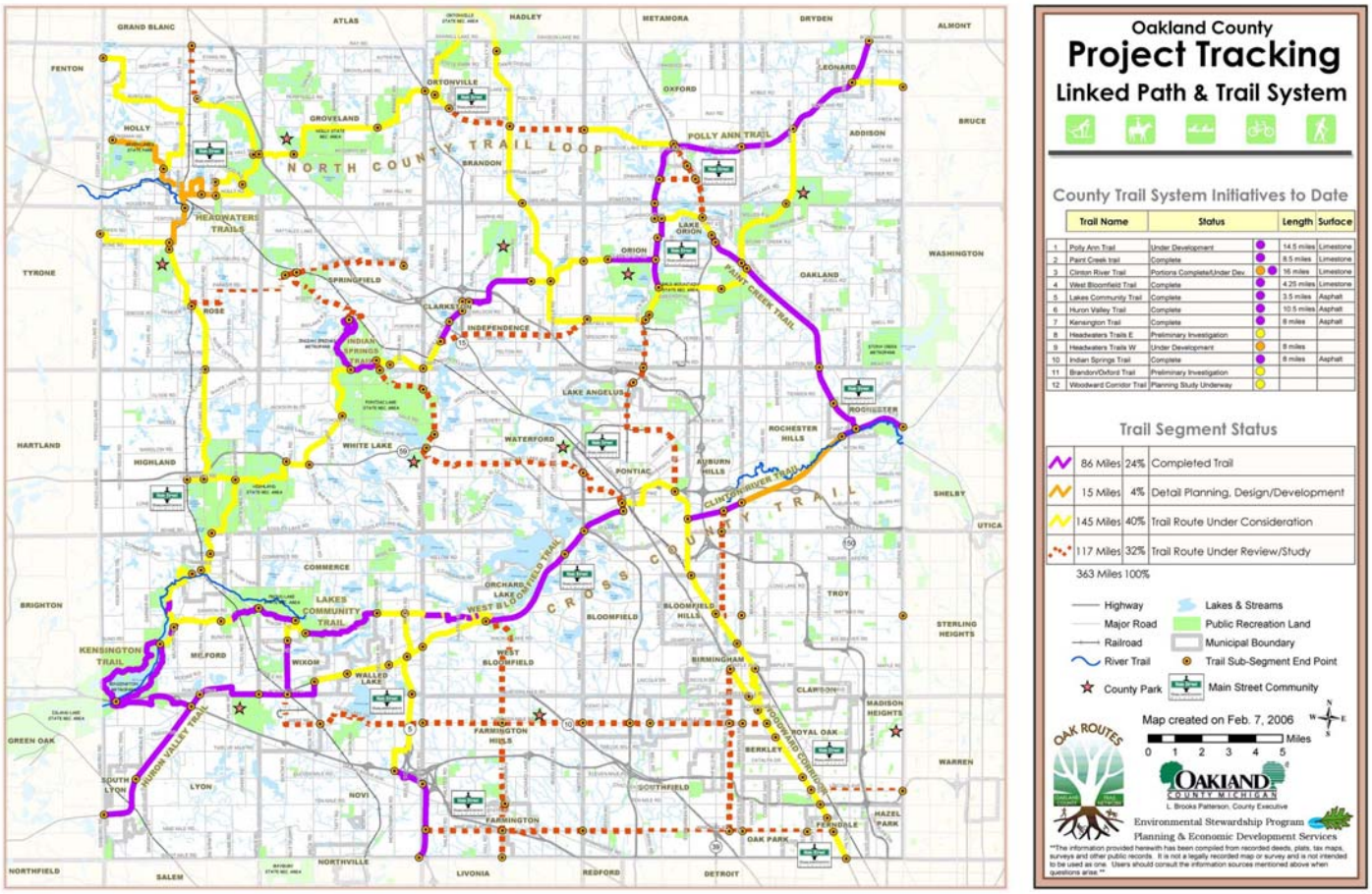
Non-motorized transportation includes walking, bicycling, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel. These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip to serve both objectives.

Source: Victoria Transportation Policy Institute

The Emerging Network

The existing and proposed non-motorized systems within the Milford Community are an integral part of a much larger planned system within Oakland County and the southeast Michigan region. The regional trails network vision, as originally highlighted in the Southeast Michigan Greenways Project (see graphic), included a trail system and connections within the Milford Community. This regional vision was further refined and mapped by the Oakland County Planning & Economic Development Services and embraced as the overall non-motorized vision for the county as a whole. Within Milford, the proposed non-





motorized system builds upon and provides connections to existing non-motorized systems within Kensington Metropark and Proud Lake State Recreation Area, as well as the existing Huron Valley Trail. Once fully completed, this comprehensive trail network will be a model of trail planning and development within the State of Michigan and for urban counties nationwide.

Planned Connections

Both the Township and Village have been working to develop a planned network of sidewalks, walking/bike paths, and on-road bicycle lanes to: promote a walkable community; connect residents to the Village; and to interconnect with a regional system. The Milford Community is also seeking to develop a non-motorized network that will extend into neighboring communities and beyond. The **Non-Motorized Connections Map** illustrates the existing and planned non-motorized network in the Milford Community.

In order to do so, the Township and Village have been working closely along with the Huron-Clinton Metropolitan Authority and Highland Township to solidify a preferred alignment for planned non-motorized segments.

In addition to the existing non-motorized systems within Kensington Metropark and Proud Lake State Recreation Area, there is an existing non-motorized crossing over the Milford Dam that was constructed several years ago in anticipation that a non-motorized system would one day be constructed.

Village of Milford Connections

The overall planned non-motorized system within the Village limits is comprised of four primary segments; two paved trails and two sections of on-road bicycle lanes.

The first segment consists of a 1.1-mile, 10-foot wide, asphalt, non-motorized trail through Hubbell Pond Park. This segment of the system will connect the YMCA, Milford Library, and Hubbell Pond Park to the existing pedestrian crossing at the Milford Dam, as well as the proposed non-motorized system south of the Dam. Funding assistance was received from



Existing pedestrian walk over the Milford Dam.

the Community Foundation for Southeastern Michigan to design this segment.

The second segment, connecting the YMCA and Milford Public Library with the sidewalk along Commerce Street, was constructed in 2001 and already receives heavy use.

The third segment involves the creation of 5-foot wide on-road bicycle lanes (along Commerce Road) through the Milford Central Business District, and north past the elementary and middle schools and towards Highland Park State Recreation Area. Funding assistance was received from the Community Foundation for Southeastern Michigan to design this segment as well.

The fourth segment is proposed to link Commerce and Liberty Streets via Highland Avenue and East Streets, extending non-motorized access into the 12-acre Central Park from Liberty Street. This segment includes a non-motorized underpass planned for linking East and West Liberty, which are currently bisected by the elevated CSX Railroad tracks.

Milford Township Connections

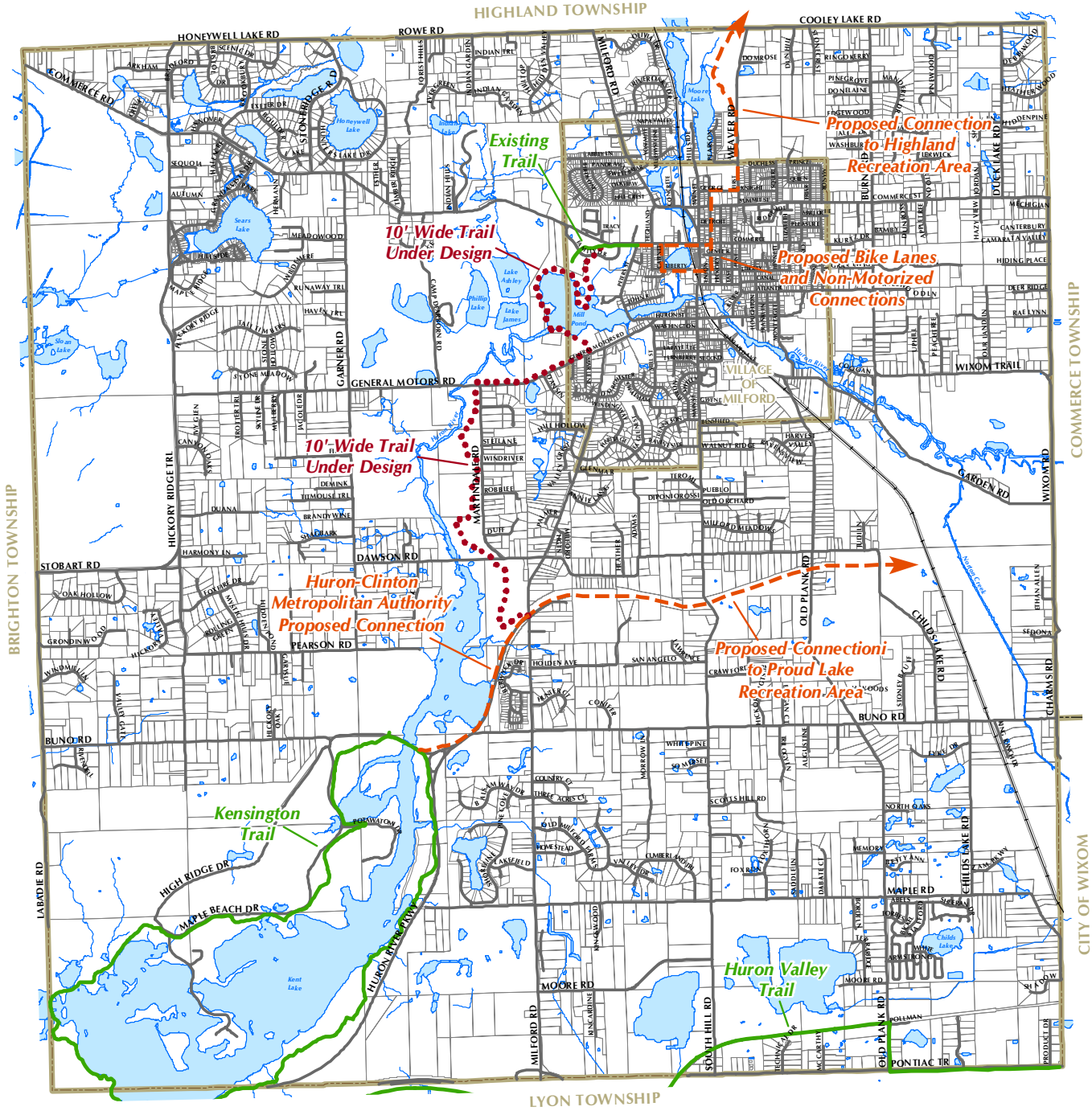
The Township also has non-motorized systems and connections planned within its boundaries that can be broken down into four primary segments described from south to north.

An approximately 1 to 1.5 mile non-motorized trail is planned by HCMA within Kensington Metropark. This segment will connect the existing Kensington loop to the planned Milford Township trail near the intersection of Milford Road and Huron River Parkway. This segment is identified in HCMA's 5-year capital improvement plan. Kensington Metropark also has existing connections to Island Lake State Recreation Area and the Huron Valley Trail.

The Township, in partnership with HCMA and the Village of Milford, is working to construct a 10-foot wide, 2.9 mile, asphalt and boardwalk non-motorized connection. This segment of trail is planned on property owned by the HCMA and the Village of Milford. The segment traverses from north of General Motors Road at the Milford Dam, south across General Motors Road into Kensington Metropark (west of Martindale), and continues south toward the intersection of Milford Road and Huron River Parkway near the Chief Pontiac Trail. This segment will connect into the segment currently being designed by the Village and meet at the Milford Dam. The Township, HCMA, and Village have been working toward the construction of this segment for several years. The Township has secured several grants to assist in the design and construction of this segment. In addition, the Township had a successful 0.1 millage on the November 2004 ballot (Township and Village residents voted to pass it) to assist in the construction of the trail from Kensington Metropark to the Milford Dam. With the



Proposed trail location in Kensington Metropark.



Non-Motorized Connections Map

Legend

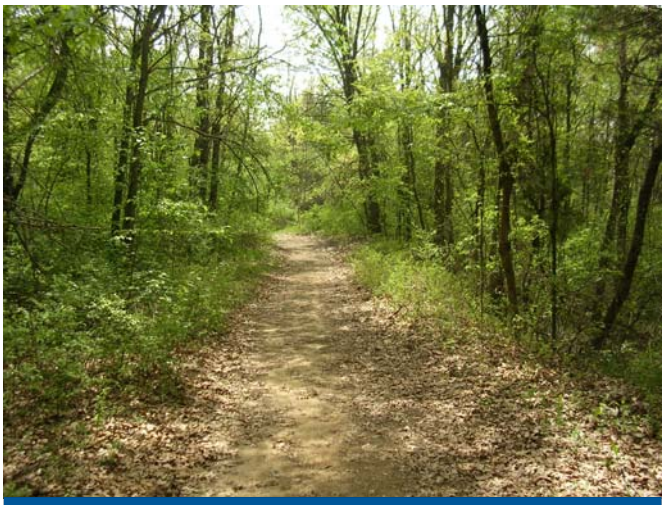
Non-Motorized Trails

- Existing
- Proposed
- Under Design
- Roads

- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Trails Source: Wade Trim



Planned trail north of Milford Dam.

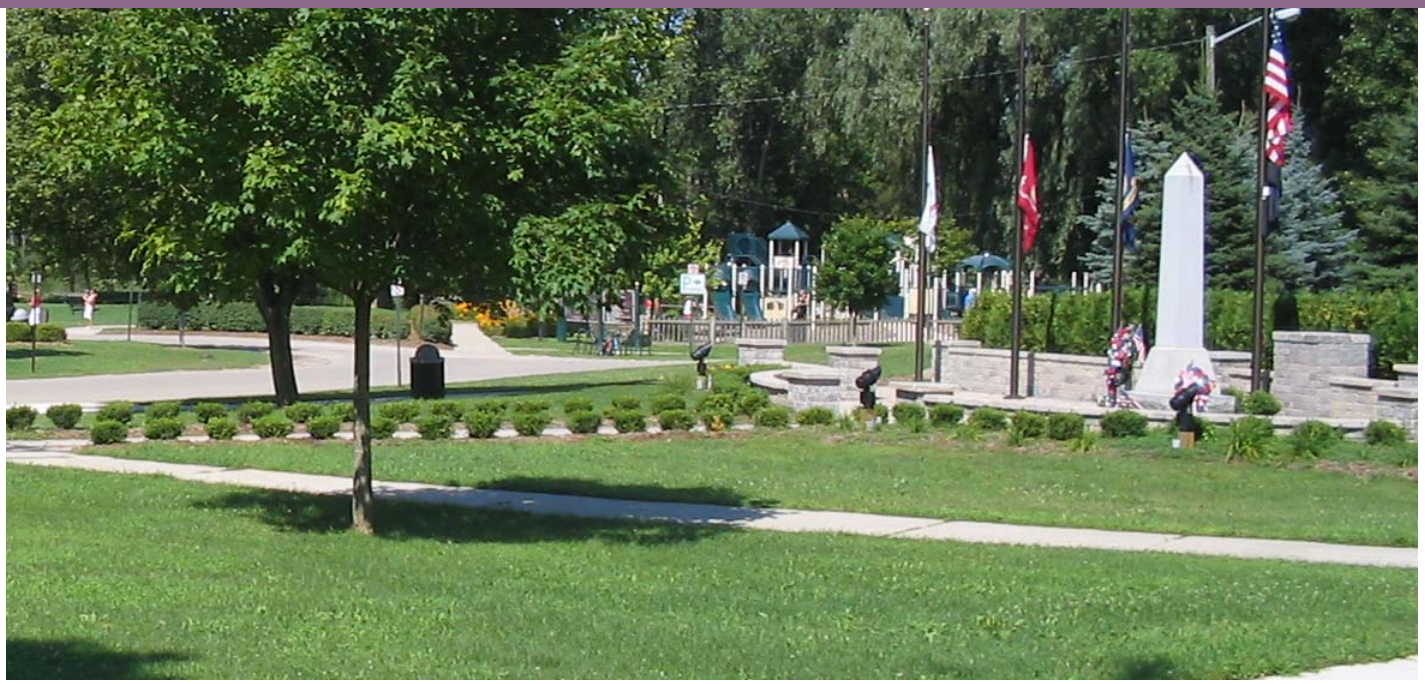
passage of this millage, the Township is able to commit approximately $1.6 million as local match toward the construction of the trail. Construction of this segment is anticipated in 2007.

The third segment planned within Milford Township would connect Kensington Metropark to Proud Lake State Recreation Area. This approximately two mile non-motorized trail is in HCMA's long-term plans in order to continue the system east within property that is owned by HCMA.

The fourth segment within the Township is planned to be located north of the Village limits. This 3/4 of a mile segment is planned to lead from Muir Middle School north into Highland State Recreation Area. No detailed planning, route identification, or design has occurred on this segment.

4

Community Services and Facilities Assessment



Introduction

The Village and Township of Milford provide a multitude of services and operate a variety of facilities to ensure the continued high quality of life for their residents. These services and facilities have a range of functions including public safety, specialized social services, education, and parks and recreation. In addition to the services provided by the Village and Township, the residents of Milford have access to a wide variety of amenities managed by private organizations and regional government agencies.

Government Facilities and Emergency Services

Many of the Village and Township governmental facilities are located in the civic complex on the south side of Atlantic Street in the Village of Milford. Included within the complex are the Village and Township Municipal Offices, Milford Police Department, Milford Senior Center, and the Department of Public Works.

The Milford Police Department serves both Village and Township residents by providing community policing and a complete 911 dispatch system. The Police Department is currently comprised of the Chief of Police, 17 full-time sworn police officers, ten reserve officers, five dispatchers, one full time secretary/clerk, and one part-time secretary. The Police Department works as an official department of the Village of Milford, but is contracted out by Milford Township.[1]

The Milford Senior Center provides a valuable service primarily to residents 50 years of age or older. The Center offers an array of activities and special events such as dinners, game nights, fitness activities, instructional sessions, health screenings, and guided group trips. With a capacity of 160 people, the Senior Center is also available for rent after hours and on the weekends.[2]

The Milford Fire Department provides fire and emergency medical response services to the Village and Township of Milford. The Department operates two fire stations: Fire Station #1 is located on the south side of Huron Street in the Village, while Fire Station #2 is located at the intersection of Buno Road and Old Plank Road in the Township.

The Milford Township Library was formerly located at the municipal complex on Atlantic Street. Because of the need for additional space, the residents of the community approved a millage that facilitated the construction of a new library approximately four years ago. The new Milford Township Library is located at 300 Family Drive in the western portion of the Village. In addition to the standard services, the library offers various adult and youth programs and internet accessible computers for public use.

Other governmental facilities within Milford include a United States Post Office, two water towers, the Milford Historical Museum, and the Milford Waste Water Treatment Plant. The location of these facilities are noted on the **Community Facilities Map**.



Milford Township Library.

Educational Facilities

Public Schools

The Village and nearly all lands within the Township are within the limits of the Huron Valley School District. The Huron Valley School District also encompasses all of Highland Township, and portions of Commerce, White Lake and Brighton Townships. The Huron Valley School District operates a total of 18 schools educating students from preschool through the 12th grade. According to the National Center for Education Statistics (NCES) for the 2003-2004 school year, the district had a total of 10,877 students and 558 classroom teachers.

Four of the Huron Valley Schools are located within the Village of Milford, while no public schools are located within the Township. The four schools in the Village are shown on the **Village Community Facilities Map** and detailed below:

- Baker Elementary School (263 Students, Preschool to 5th Grade)
- Johnson Elementary School (399 Students, Kindergarten to 5th Grade)
- Kurtz Elementary School (419 Students, Kindergarten to 5th Grade)
- Muir Middle School (586 Students, 6th to 8th Grade)

The Huron Valley School District operates two primary high schools, Lakeland High School and Milford High School. Milford High School is the closest to the Village and Township, located on Milford Road just north of the Township limits. Milford High School has a total of 1,921 students in 9th through 12th grades.[3]

A very small area in the southeastern corner of Milford Township is located within the South Lyon Community School District.

Private Schools

Three private schools are found in Milford and are all early education schools. Christ Lutheran School is located on General Motors Road in the Village. Affiliated with the adjacent Lutheran Church, Christ Lutheran School has a total of 80 students in preschool and kindergarten. The second private school is Friends Preschool/Kindergarten. This school, with 75 students in preschool and kindergarten, is located on Atlantic Street in the Village, and is affiliated with the Milford United Methodist Church on the same property. The third private school is the Milford Montessori School, located on Commerce Road in the Township. This school features 112 total students in preschool through third grade.[4]

Higher Education Facilities

Currently, no post-secondary educational facilities are located within the Milford Community. However, a wide variety of post-secondary educational choices are found in the Detroit metro area. Major community and technical colleges in the region include Oakland Community College, with campuses throughout Oakland County. Four year colleges and universities include Oakland University in Rochester Hills, Wayne State University in Detroit, University of Detroit Mercy in Detroit, Eastern Michigan University in Ypsilanti, and the University of Michigan in Ann Arbor. Numerous other public and private trade schools, colleges, and universities are located in the Detroit metro area.

Religious Institutions

Several churches or other places of worship are located within the Village and Township of Milford. These religious institutions are shown on the **Community Facilities Maps** and are listed below:

- South Hill Church
- Christ Lutheran Church
- Milford United Methodist Church
- Living Hope Christian Church
- Milford Presbyterian Church
- First Church – Christ Scientist
- First Baptist Church
- St George's Episcopal Church
- Freedom Life Church of God
- St Mary Catholic Church
- Milford Assembly of God

Clubs and Fraternal Organizations

Also shown on the **Community Facilities Maps** are several private clubs and fraternal organizations. These facilities include:

- American Legion Hall
- Carls Family YMCA
- Milford Masonic Temple

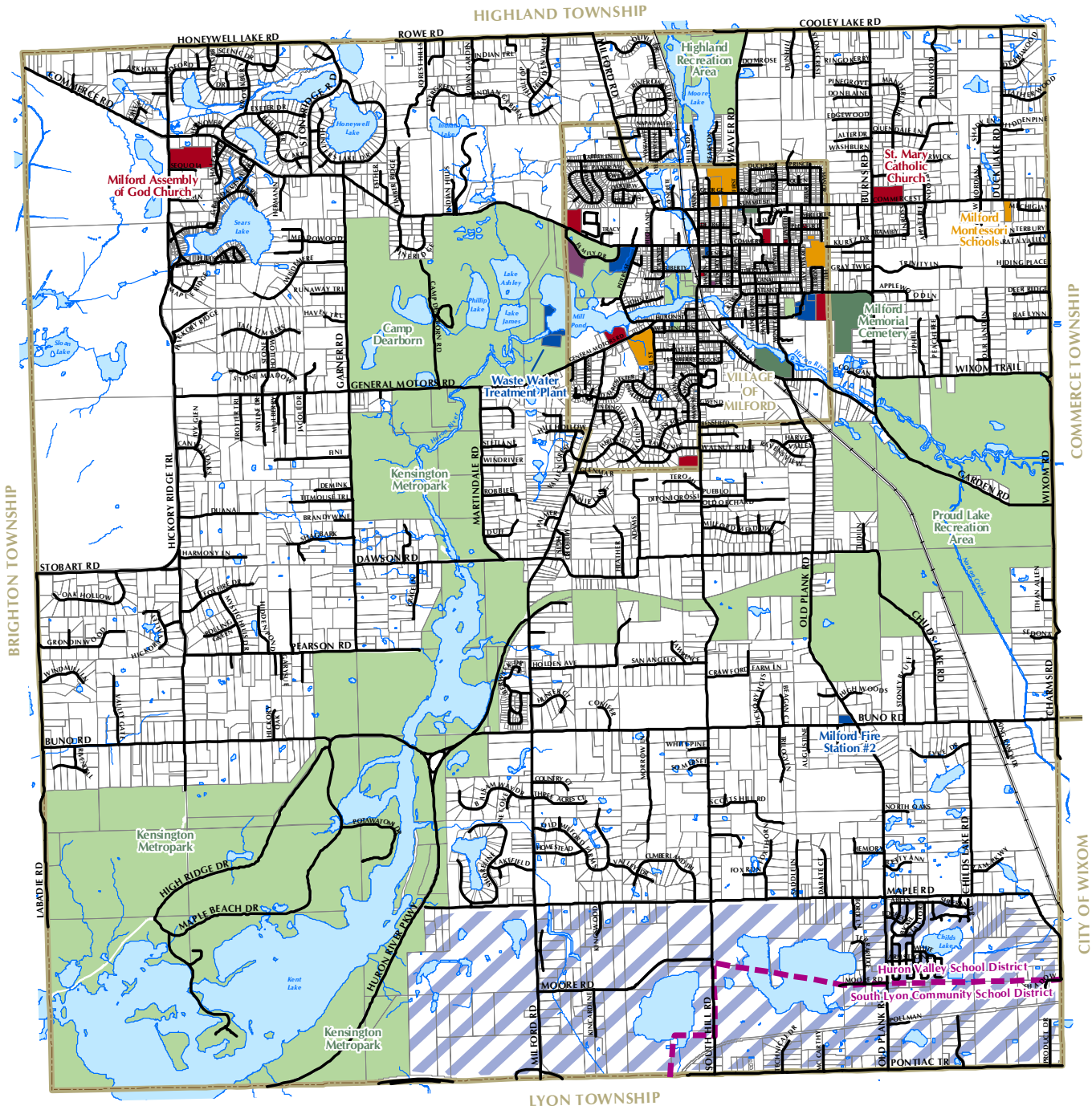
The Carls Family YMCA is a new facility located on Family Drive in the western portion of the Village. The activities and facilities offered at the 32,000 square foot building include an aerobics studio, indoor aquatic center, gymnasium, wellness center, weight room, day camps, babysitting, wellness classes, and offsite programs.[5]

Cemeteries

Three cemeteries are found within Milford. The historic Oak Grove Cemetery is located along the Huron River in the southeastern portion of the Village. The St. Mary's Cemetery can be found on Summit Street in the Village. The Milford Memorial Cemetery is located on the south side of Atlantic Street in Milford Township.

Parks Facilities

The Milford Community enjoys an abundance of recreational opportunities. In total, the Village of Milford operates six municipal parks, scattered throughout the Village. Although the Township does not offer any municipal parkland, several large recreational facilities operated by outside agencies or private organiza-



Milford Township
Community Facilities Map

Legend

Community Facilities

- Cemeteries
- Religious Institutions
- Clubs and Fraternal Organizations
- Parks Facilities
- Government Facilities
- Educational Facilities

- Southeast Milford Utility Area
- Public School District Limits
- Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Community Facility Source: Wade Trim field survey of July 2006. Utility Area Source: Milford Township.
School District Source: Michigan Geographic Data Library.



Carls Family YMCA.

tions are located within the Township. A description of the parks and recreational facilities within the community is provided below, while the locations of the facilities are shown on the **Community Facilities Maps**.

Central Park. The 12 acre Central Park is located on the north side of the Mill Pond/Huron River in the center of the Village, within walking distance of the downtown district. The park currently features a children's playscape structure, tennis court, basketball courts, sand volleyball courts, and special event pavilion.

Riverview Park. This small park is located along Main Street, on the north side of the Huron River, across from Central Park. Although no active recreational facilities are present, the park does offer walkways and benches for visitors to enjoy the views of the river.

Southside Park. This park is located between Huron Street and Washington Street, west of Main Street, south of the downtown area and is the site of the original 1836 Public Square. The five acre park features play equipment, horse shoe pits, remote control race car track, picnic tables, and an authentic log cabin.

Hubbell Pond Park. The Hubbell Pond Park site, located on the north side of the Mill Pond in the western portion of the Village, is largely undeveloped, but does feature walking trails and ball fields. The site is also home to the Milford Public Library and Carls Family YMCA.

Fairgrounds Park. Fairgrounds Park is located adjacent to the Milford Senior Center and municipal complex, south of Atlantic Street. The three acre park is mainly an undeveloped natural area but does feature shuffleboard courts and a picnic area.

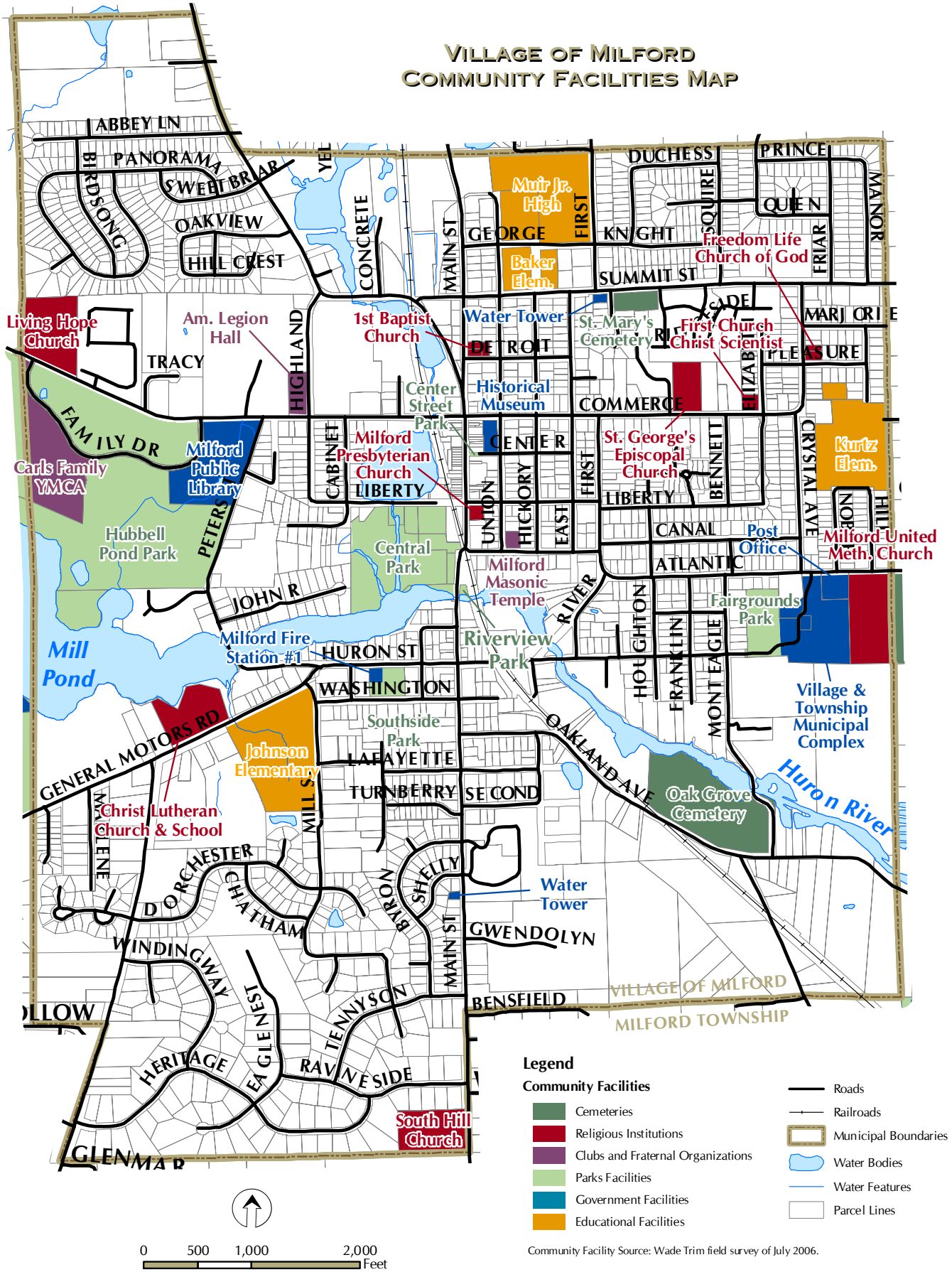
Center Street Park. This small urban park is located on the east side of Main Street in the downtown area. The park has a courtyard feel and features benches, a gazebo, and a water fountain.

Camp Dearborn. Camp Dearborn is located west of the Village in Milford Township. The 626 acre recreational facility is actually owned by the City of Dearborn, offering lower rates for Dearborn residents, but is also open to the general public. Camp Dearborn offers many facilities and activities including beaches, campsites, playgrounds, hall rental, paddle boats, adventure golf, softball diamonds, heated swimming pool, and the 27-hole Mystic Creek Golf Course.[6]

Kensington Metropark. The Kensington Metropark is a major recreation facility encompassing most of the land on both sides of Kent Lake in the southwestern portion of Milford Township. The 4,481 acre Metropark is owned by the Huron-Clinton Metropolitan Authority, a regional recreation agency operating parks throughout the Detroit Metropolitan area. Most of the land within the Metropark is undeveloped and reserved for natural areas, but several active recreational facilities are spread throughout the park. These recreational facilities include an 18 hole golf course,



Central Park.



Community Facility Source: Wade Trim field survey of July 2006.

disc golf course, nature center, farm learning center, picnic areas, beaches, boat rentals and a paved hiking/bicycle trail.[7]

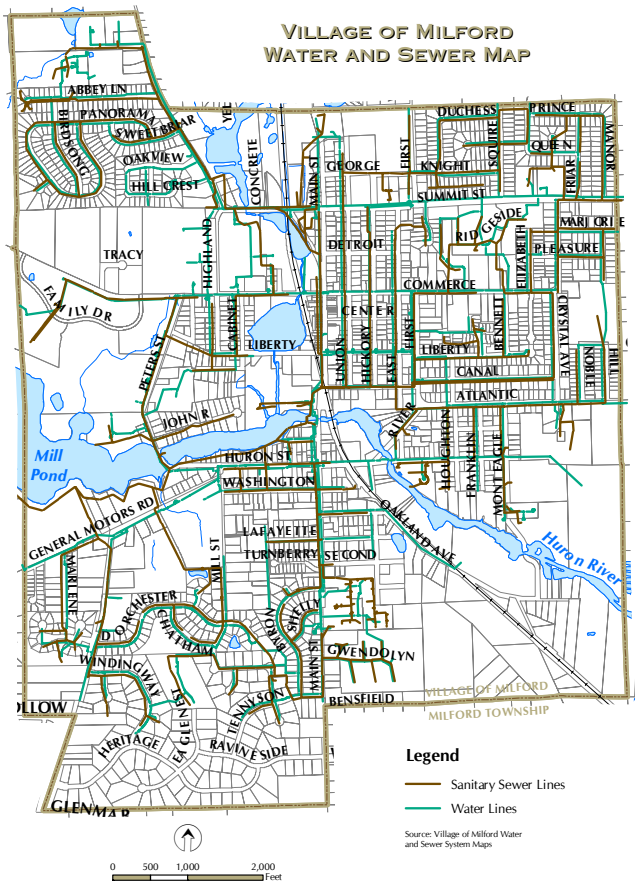
Additionally, two state recreation areas encompass portions of Milford Township. These include the Proud Lake Recreation Area and the Highland Recreation Area. The Proud Lake Recreation Area, located within both Milford and Commerce Townships, covers more than 4,700 acres of land along the Huron River and offers camping, hiking, fishing, horseback riding, swimming, hunting, canoeing and other activities. The Highland Recreation Area, predominantly located within Highland and White Lake Townships, covers 5,900 acres of land. A variety of recreational activities can be pursued within the recreation area including hunting, swimming, fishing, hiking, biking, horseback riding, snowmobiling, boating, and cross country skiing.[8]

Public Utilities

Public water and sewer systems are provided throughout the Village of Milford. These utility services are managed by the Village Department of Public Services. The locations of water and sewer lines in the Village are shown on the **Village Water and Sewer Map**. In the Township, private well and septic systems are utilized as no public water or sewer systems are currently available. However, as will be discussed below, a new special assessment district has been formed in the Township that will eventually be served by public water and sewer.

Generally, public water and sewer lines extend throughout the Village. The only areas of the Village not served by public water and sewer are found at the periphery, in particular, the southeast and southwest corners. The large lot residential development in the southwest corner of the Village is served by individual well and septic systems.

The water supply to Village residents is currently provided by two, 12-inch water wells constructed in 1961 and an iron removal/treatment facility constructed in 1974. A third production well has been drilled for future use. The Village is divided into three pressure districts designated as North, South, and Central. The system has two water storage towers and an average daily rate of 760,000 gallons pumping into the distribution system. The water distribution system includes



approximately 143,400 feet (27.2 miles) of water main ranging from 2-inch to 12-inch in diameter.[9]

The Village's gravity sanitary sewer system has 122,700 feet (23.2 miles) of sewer mains ranging in size from 8 inches to 21 inches in diameter. Included in the system are four lift stations and several force-mains that pump the sewage from lower areas up to a higher elevation. An interceptor sewer main generally follows the Huron River moving sewage to the Wastewater Treatment Plant just west of the Village. The treatment plant is designed for an average flow of 1.042 million gallons per day (MGD) with a 2.604 MGD peak flow.[10]

Up to the present date, the entire Township of Milford has been served through private water and septic systems. However, a special assessment district was recently established to provide future public water and sewer service to an area of the Township facing increased development pressures. The limits of this special assessment district are generally formed by Maple Road to the north, the Milford Township/City of Wixom border to the east, Pontiac Trail to the south,

and the Kensington Metropark to the west, although several properties within this area have "opted out" of the district. Currently, the construction of the sewer system to serve the special assessment district is nearly complete while the water system is in the design phase.

(Footnotes)

1 "Police Department." Village of Milford Website, June 2006. Http://www.villageofmilford.org/1/village/police_department.asp.

2 "Senior Center." Village of Milford Website, June 2006. Http://www.villageofmilford.org/1/village/senior_center.asp.

3 National Center for Education Statistics, Institute of Education Sciences, U.S. Department of Education. Data for the 2003-2004 School Year. Http://nces.ed.gov/ccd/districtsearch.

4 National Center for Education Statistics, Institute of Education Sciences, U.S. Department of Education. Data for the 2003-2004 School Year. Http://nces.ed.gov/surveys/pss/privateschoolsearch.

5 Carls Family YMCA, YMCA of Metropolitan Detroit Website, June 2006. Http://www.ymcadetroit.org/Carls%20Family%20YMCA/default.aspx.

6 Dearborn Recreation. City of Dearborn Website, June 2006. Http://www.campdearborn.com.

7 Kensington Metropark. Huron-Clinton Metroparks Website, June 2006. Http://www.metroparks.com/parks/pk_kensington.php.

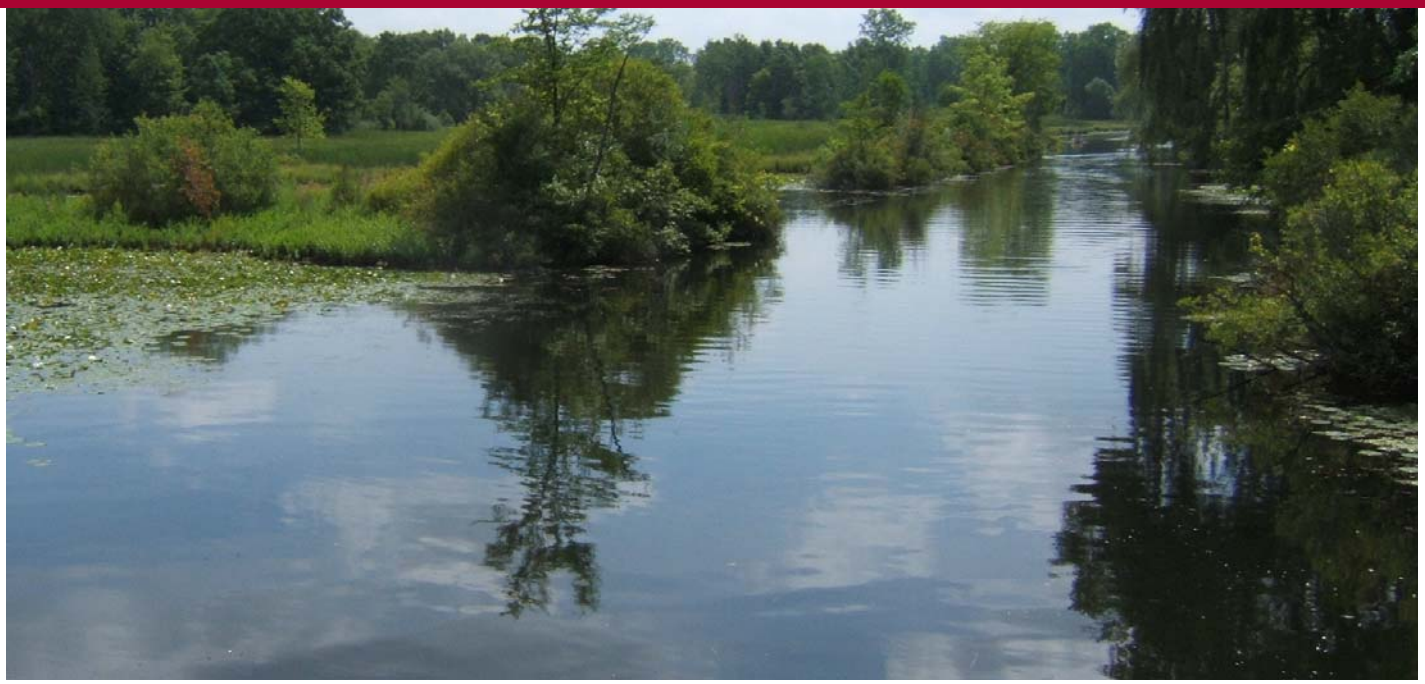
8 Highland Recreation Area and Proud Lake Recreation Area. Michigan Department of Natural Resources Website, June 2006. Http://www.michigandnr.com/parksandtrails/ParksandTrailsSearch.aspx.

9 Department of Public Services Water Supply System. Village of Milford Website, June 2006. Http://www.villageofmilford.org/1/village/department_of_public_services.asp?NsID=1402.

10 Department of Public Services Wastewater Collection System. Village of Milford Website, June 2006. Http://www.villageofmilford.org/1/village/department_of_public_services.asp?NsID=1408.



5 Natural Features Inventory



Introduction

The natural environment is a significant factor when planning for future land development. Constraints such as steep slopes can prohibit the construction of a structure, while wetlands may affect the desired layout of a subdivision. Conversely, the natural environment can be impacted by land development. Thus, when preparing a master plan, it is important to examine the natural environment in order to determine where development is best suited, and where it should be restricted.

When integrated properly into development proposals, physical features serve to enhance the character and appearance of the constructed environment. Conversely, ignoring physical features, or misusing them, can have significant, long-term negative consequences. Therefore, it is usually better to design with nature than to attempt to substantially change an area's physical environment.

In particularly sensitive areas within a community, development should be prevented. Environmentally sensitive areas are lands whose destruction or disturbance will affect the life of a community by either:

1. Creating hazards such as flooding or slope erosion;
2. Destroying important public resources such as groundwater supplies and surface water bodies; or,
3. Wasting productive lands and non-renewable resources.

Each of these effects is detrimental to the general welfare of a community, resulting in social and economic loss.

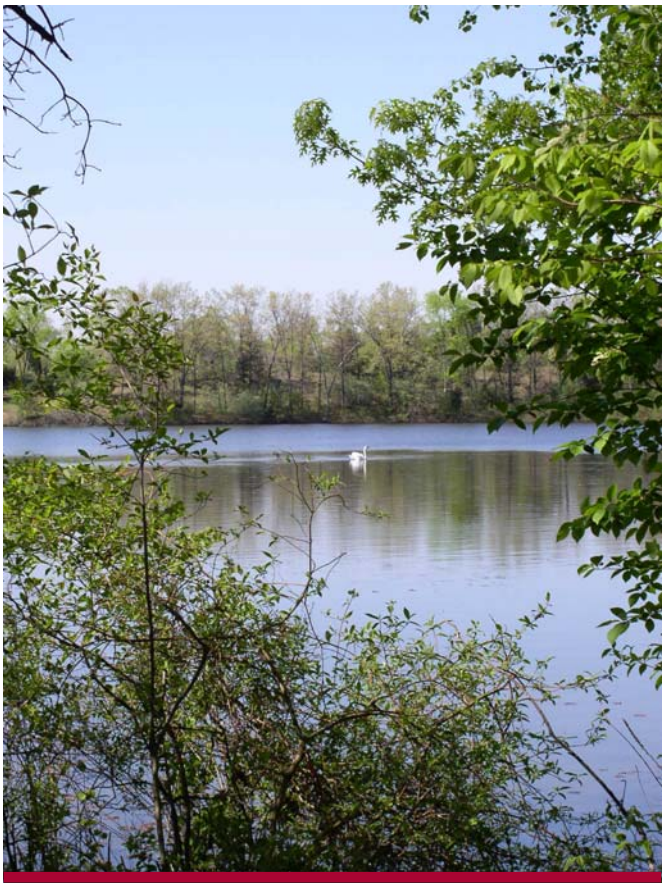
Climate, geology, topography, woodlands, wetlands, water resources, wildlife and soil conditions are among the most important natural features impacting land use in the Milford community. Descriptions of these features follow.

Climate

The climate of Oakland County is seasonal, as the region experiences considerable changes in temperatures and precipitation throughout the year. The average temperature range for Oakland County in January is between 15 and 30 degrees Fahrenheit, in July it is between 61 and 84 degrees Fahrenheit. The average number of days below zero degrees Fahrenheit is 7, while the average number of days above 90 degrees Fahrenheit is 11. The average growing season in Oakland County lasts 163 days. In terms of annual precipitation, the County averages 29 inches of rainfall and 35 inches of snowfall per year.[1]

Geology

The geology of Oakland County can be described in terms of quaternary (surface) geology and bedrock



Beautiful natural settings like this are found throughout Milford.

(sub-surface) geology. Quaternary geology refers to materials deposited by continental glaciers while bedrock geology relates to sedimentary rocks underlying the glacial deposits. The description below was derived through quaternary and bedrock maps and general summaries of Michigan geology prepared by the Michigan Department of Environmental Quality.

The quaternary (surface) geology of Michigan developed during the Pleistocene age as a result of glacial action. These surface deposits effectively blanket much of the bedrock geology of the State, except in a few instances where bedrock protrudes through to the surface (primarily in the western Upper Peninsula). Glaciers scoured out the Great Lakes, dumped piles of debris (moraines) along their edges and left flat plains of clay rich soils (glacial till) where the glaciers died and melted in place. The glacial meltwaters formed vast rivers that built wide, sandy plains of outwash. Many of Michigan's inland lakes were created when blocks of ice fell off the glacier, became covered by

debris and eventually left a hole when the block melted. According to the generalized quaternary geology map of Michigan, the southeastern corner of Oakland County consists of lake deposits (lacustrine) of sand, silt, clay and gravel. The rest of Oakland County, including Milford, consists of moraines of glacial till and outwash plains of sand and gravel.

The bedrock (sub-surface) geology of Oakland County, as well as the entire Lower Peninsula of Michigan, is made up of Paleozoic and Mesozoic sedimentary rocks of the Cambrian to Jurassic age. These rocks constitute a large regional geological structure known as the Michigan basin. As described above, this bedrock is covered by glacial deposits and, generally, depending upon the thickness of the glacial deposits, is located at depths from 40 to 300 feet below the surface. The Paleozoic rocks of the Michigan basin contain many important resources such as petroleum, limestone, dolomite, shale, salt and gypsum. According to the bedrock geology map of Michigan, Oakland County is primarily underlain by shale, a dark fine-grained sedimentary rock formed by the compaction of clay, silt and mud.[2]

Topography

Topographic conditions can have a significant influence on land development patterns. Topography, for example, can impact the site location, orientation and design of buildings, roads and utilities. Where topography is extreme, slopes become an important consideration due to concerns relating to the ability of the land to bear the weight of buildings and the danger of erosion. Sometimes, topographic variations offer opportunities to appreciate the scenic environment, providing attractive views and recreational opportunities.



View of the Mill Pond looking east. Note the rolling topography of the Village in the background.

As shown on the **Topography Maps**, the Milford Community is advantaged by an aesthetically pleasing setting that features gently rolling terrain at varied elevations. In addition to the standard mapping of contour lines at 33-foot (10 meter) intervals, the map depicts the topography of Milford through a digital elevation model, displayed using a graduated color scheme that distinguishes the differing elevations within the community. In this scheme, the lowest elevations of the community are shown in dark green, with the colors transitioning into lighter greens, yellows and oranges as the elevations rise, until reaching the highest elevations of the community, which are represented by dark red colors. Both the digital contour line data and digital elevation model were obtained through the Michigan Geographic Data Library (MiGDL).

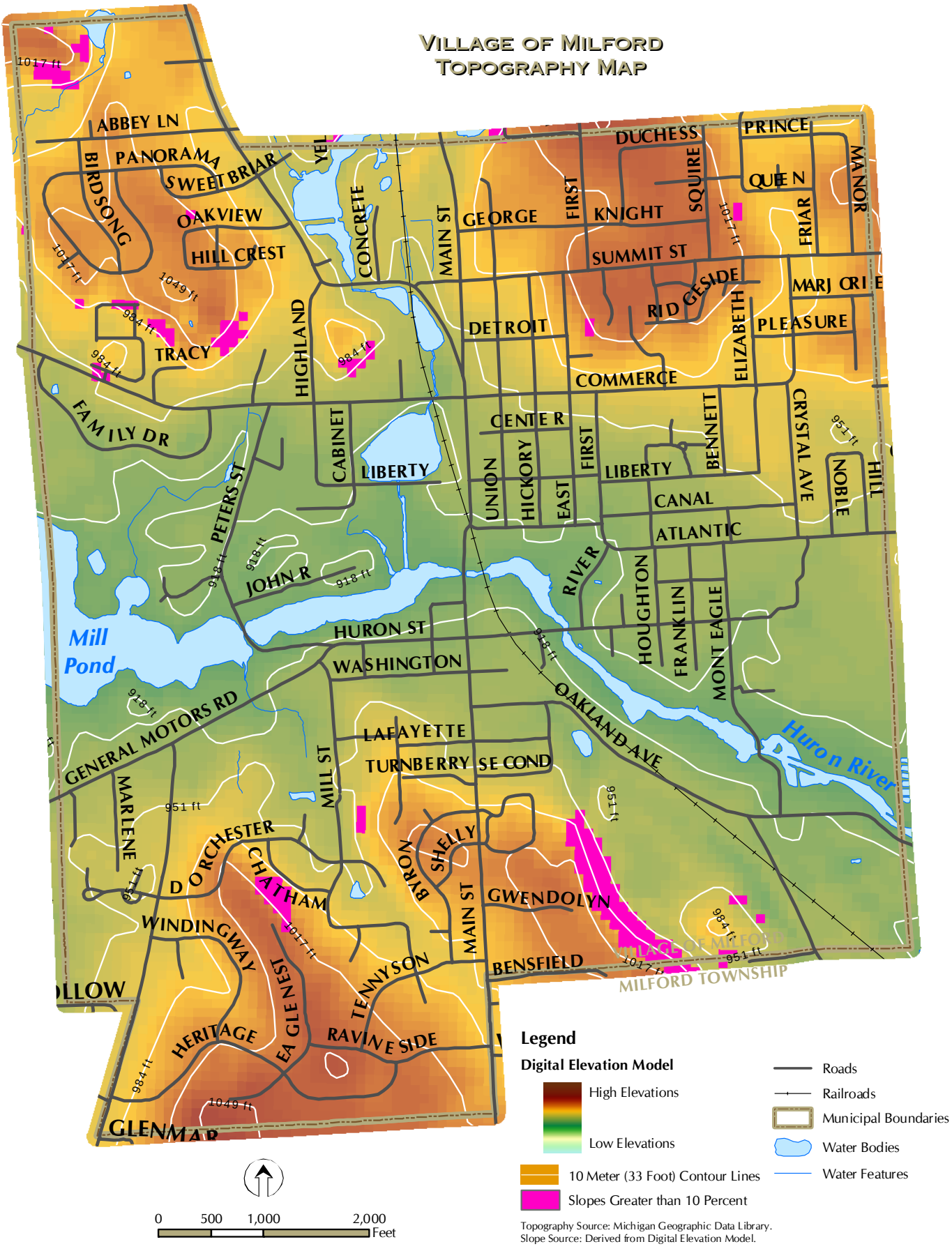
The lowest point in Milford is Kent Lake, in the southwestern corner of the Township, which has an elevation of approximately 885 feet above sea level. This low-lying area extends northeast along the Huron River into the Village of Milford, and then southeast back into the Township, along the Huron River and the Norton Creek. Low elevations of below 950 feet above sea level are also found along the southern Township limits.

The highest point in Milford, at about 1,190 feet above sea level, is found along the western edge of the Township within the General Motors Proving Grounds property. Generally, this area of higher elevation, in the form of rolling hills, encompasses the northwestern section of the Township. A second area of hilly terrain at higher elevations is located south of the Village along South Hill Road and Old Plank Road.

Within the Village, the northern and southern sections feature rolling hills at higher elevations. The southeastern corner of the Village features a large ridge with a slope in excess of ten percent. The central portion of the Village, generally following the Huron River and Mill Pond, is generally flat.

The **Topography Maps** also show the location of steep slopes (greater than ten percent), as derived by a com-

Village of Milford
Topography Map

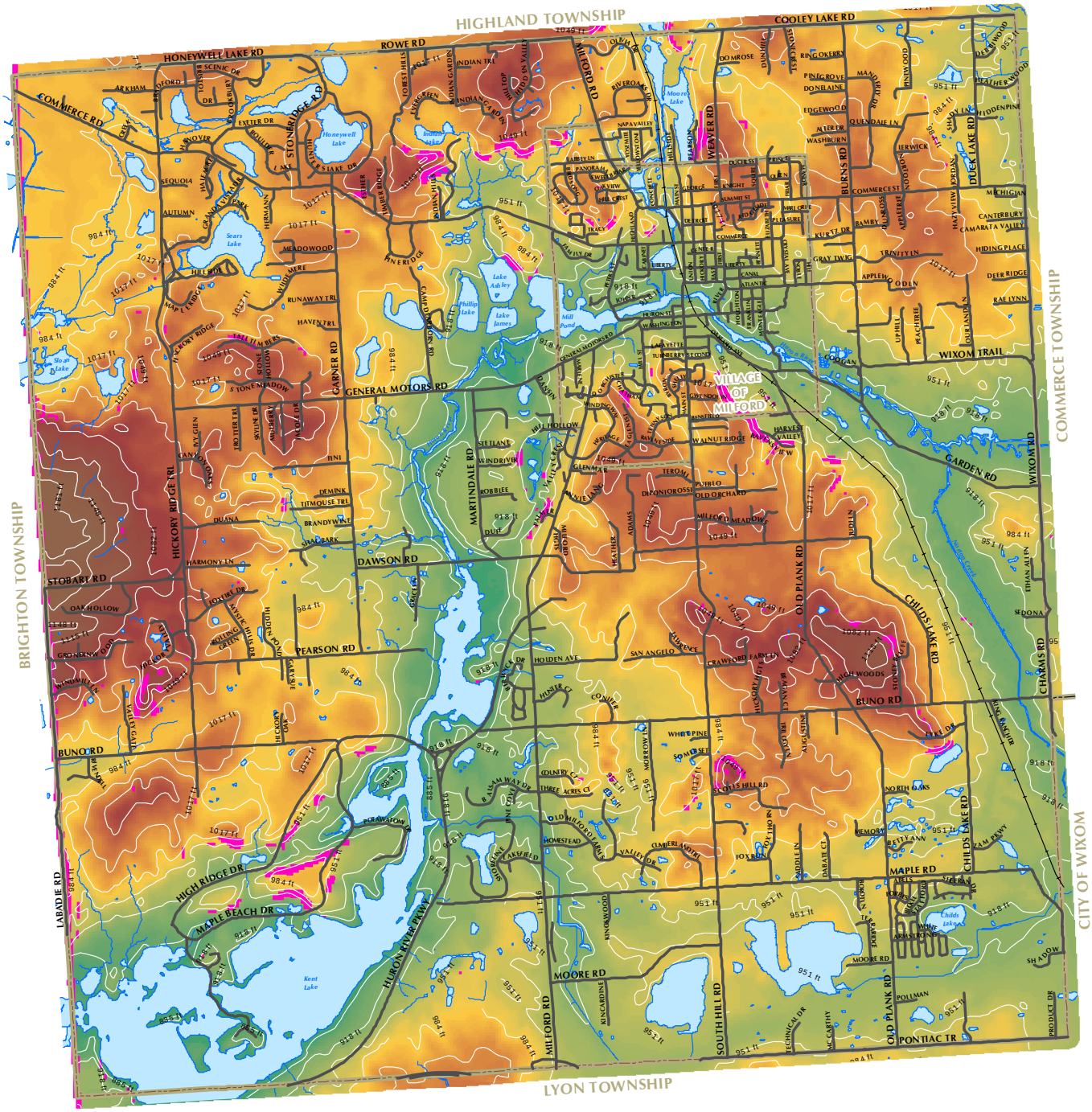


Legend

Digital Elevation Model

- High Elevations
- Low Elevations
- 10 Meter (33 Foot) Contour Lines
- Slopes Greater than 10 Percent
- Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features

Topography Source: Michigan Geographic Data Library.
Slope Source: Derived from Digital Elevation Model.



Milford Township Topography Map

Legend

Digital Elevation Model

High Elevations

Low Elevations

10 Meter (33 Foot) Contour Lines

Slopes Greater than 10 Percent

Roads

Railroads

Municipal Boundaries

Water Bodies

Water Features

0 0.25 0.5 1 Miles

Topography Source: Michigan Geographic Data Library.
Slope Source: Derived from Digital Elevation Model.

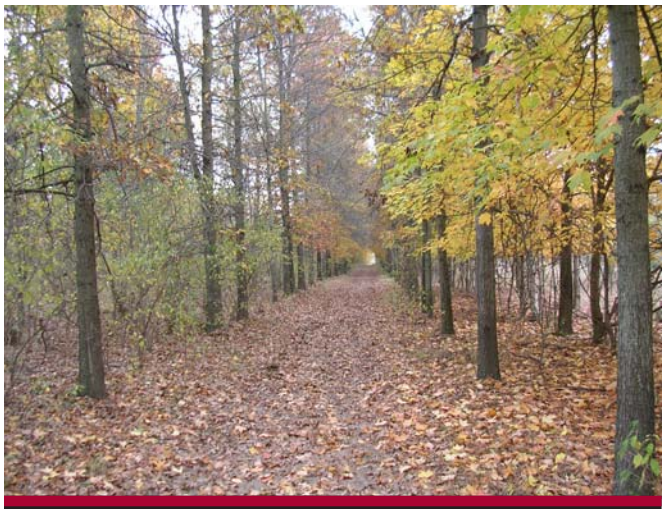
puterized analysis of the digital elevation model. In general, there are only a few areas of the community that pose significant development constraints due to excessive slopes.

Woodlands

Woodland information for Milford is partially derived from the Michigan Resources Information System (MIRIS) 1978 Land Use Cover Data obtained by the Michigan Geographic Data Library (MiGDL). The MIRIS land cover data depicts general concentrations of various land uses including residential, commercial, institutional, agricultural, wetlands and woodlands. The MIRIS land use data further separates woodlands into additional categories of which six are found in Milford: aspen/birch, central hardwood, lowland conifer, lowland hardwood, other upland conifer, and pine.

Because the MIRIS land use data was developed in 1978, the Project Team utilized 2002 aerial photography to update the woodland information. By superimposing the 1978 MIRIS data on top of the aerial photographs, we were able to make modifications to the woodland information, which mostly involved the elimination of woodland areas that no longer exist because of recent urban development.

Lastly, natural tree row data, obtained from Oakland County, completes the delineation of woodland areas in Milford. This tree row layer was prepared by Oakland County and is based on a combination of 1995 land use data from the Southeast Michigan Council of Governments (SEMCOG) and 1997 aerial photography. Generally, the tree row data classifies smaller areas of woodlands that were not identified by the more general MIRIS land use data.



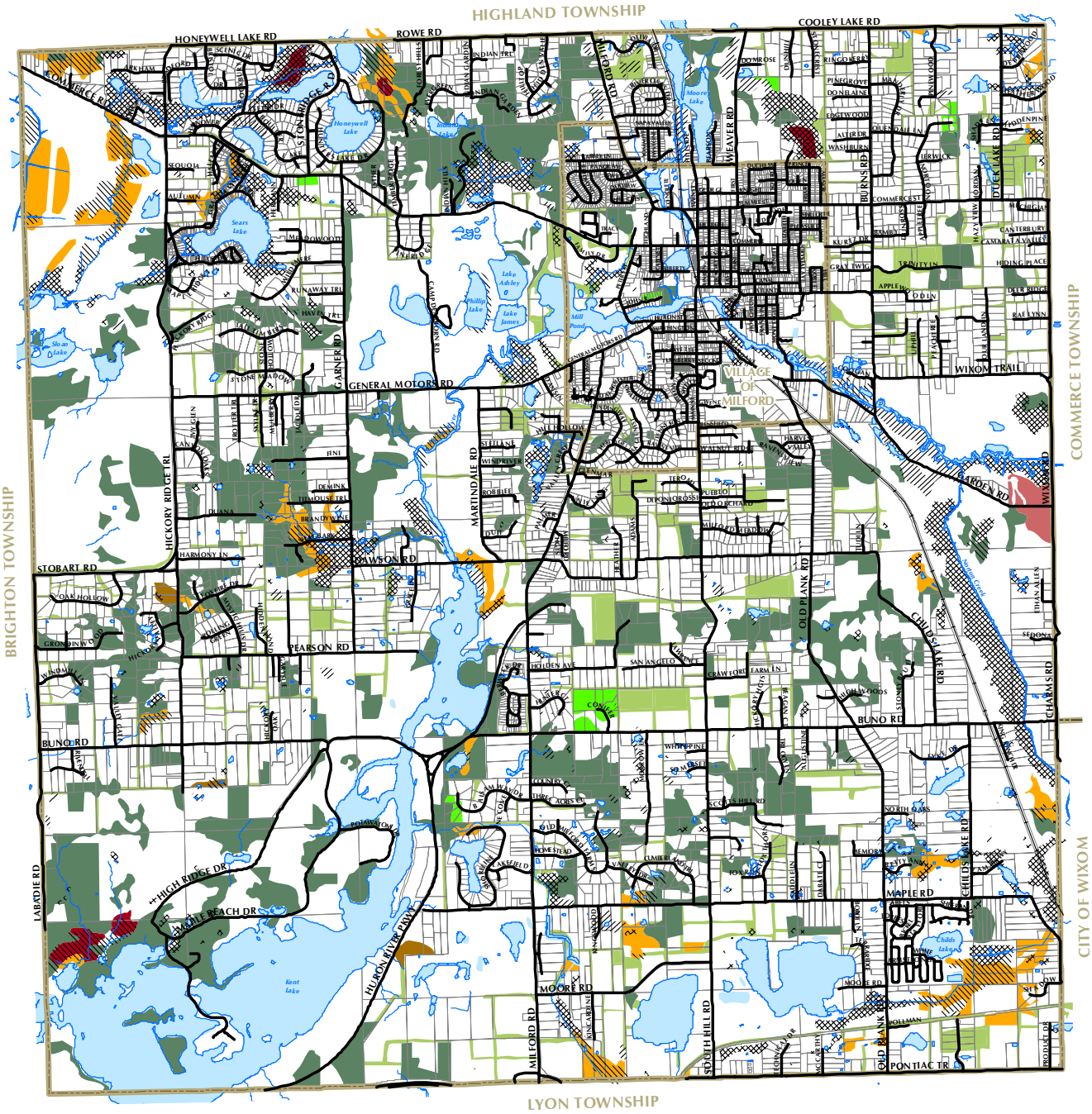
Preserved land within Kensington Metropark.

The **Environmental Features Maps** show the location of woodlands in Milford. In total, woodlands comprise more than one-fifth (21 percent) of the entire land area of the Village and Township. Of the MIRIS classified woodland categories, central hardwood is by far the most prevalent in the Milford Community, comprising 13.0 percent of land in the community. A typical central hardwood forest is comprised of deciduous tree species such as oak and hickory. Lowland hardwood forests cover 487 acres or 2.2 percent of the land in Milford. These forests feature deciduous trees and are typically present just above floodplains or wetlands. When combined, the coniferous or evergreen forest types of pine, lowland conifer, and other upland conifer comprise only about 150 acres or less than one percent of Milford. Tree rows, as classified by Oakland County, comprise a significant amount of land in Milford at about 1,130 acres or five percent. The type of tree species found within the tree rows was not identified by Oakland County.

Because of the many benefits associated with wooded areas, the significant amount of woodlands found in Milford should be considered an asset to the community. For human inhabitants, forested areas offer scenic contrasts within the landscape and provide recreational opportunities such as hiking and nature enjoyment. In general, woodlands improve the environmental quality of the whole community by reducing pollution through absorption, reducing the chances of flooding through greater rainwater infiltration, stabilizing and enriching soils, moderating the effects of wind and temperature, and providing habitats for wildlife.

Wetlands

Wetlands are often referred to as marshes, swamps or bogs. The US Army Corps of Engineers defines wetlands as "those areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Residents



Milford Township
Environmental Features Map

Legend

Woodlands

- Aspen, Birch
- Central Hardwood
- Lowland Conifer
- Lowland Hardwood
- Other Upland Conifer
- Pine

- Tree Rows

Wetlands

- Emergent
- Forested
- Scrub-Shrub

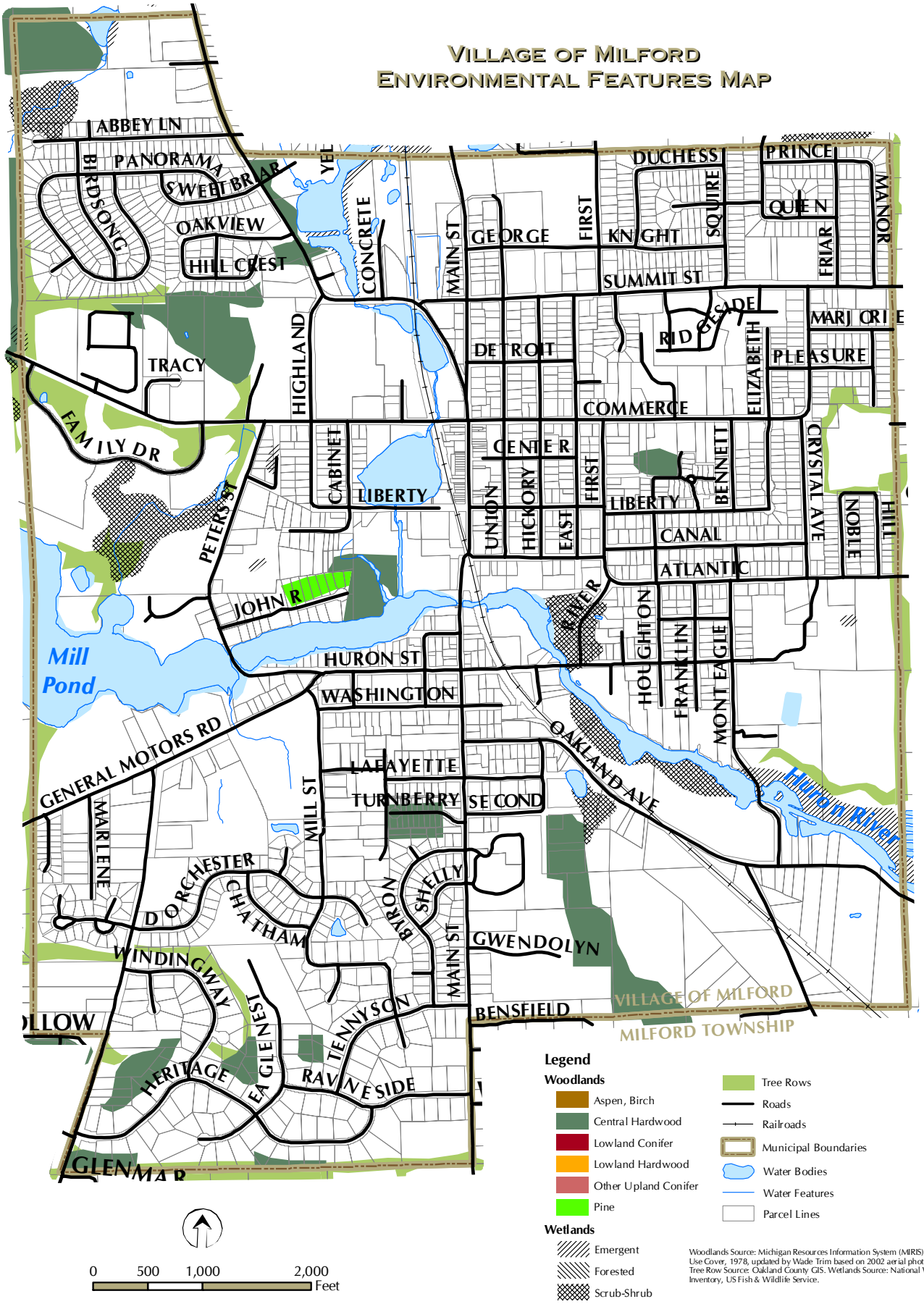
- Roads
- Railroads

- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Woodlands Source: Michigan Resources Information System (MIRIS) Land Use Cover, 1978, updated by Wade Trim based on 2002 aerial photography. Tree Row Source: Oakland County GIS. Wetlands Source: National Wetlands Inventory, US Fish & Wildlife Service.

Village of Milford
Environmental Features Map



Woodlands Source: Michigan Resources Information System (MIRIS) Land Use Cover, 1978, updated by Wade Trim based on 2002 aerial photography. Tree Row Source: Oakland County GIS. Wetlands Source: National Wetlands Inventory, US Fish & Wildlife Service.

of Michigan are becoming more aware of the value of wetlands. Beyond their aesthetic appeal, wetlands improve water quality of lakes and streams by filtering polluting nutrients, organic chemicals and toxic heavy metals. Wetlands are closely related to high groundwater tables and serve to discharge or recharge aquifers. Additionally, wetlands support wildlife, and wetland vegetation protects shorelines from erosion.

Wetland information was provided by the National Wetlands Inventory, U.S. Fish & Wildlife Service, and was obtained through the MiGDL. Of the wetland categories classified by the National Wetlands Inventory, three are found within Milford: emergent wetland, forested wetland and scrub-shrub wetland. Emergent wetlands contain herbaceous plants that will only grow within water or damp environments, excluding mosses and lichens, and are often called marshes, meadows, or fens. Forested wetlands are characterized by woody vegetation that is 20 feet or taller, often including a canopy of mature trees, an under-story of young trees or shrubs, and a ground level herbaceous layer. Scrub-shrub wetlands are dominated by woody vegetation less than 20 feet tall, including shrubs, young trees, and trees or shrubs that are small or stunted because of environmental conditions.[3]

In total, wetlands comprise 1,568 acres or 7.0 percent of the Milford Community. Wetland areas are mostly found along Milford's many rivers, creeks and lakes. The largest wetland variety is scrub-shrub, which covers more than 900 acres. Forested wetlands cover about 350 acres while emergent wetlands cover about 300 acres. The **Environmental Features Maps** show the geographic location of wetland types in Milford.

Water Features

Oakland County has a greater density of lakes than any other county in the State of Michigan. Approximately 1,468 natural lakes are present within the County, more than any other in Michigan, and the County is also the home to the headwaters of the Huron, Flint, Shiawassee, Clinton and Rouge Rivers. Milford clearly has some of the most valuable among these resources within its borders, and is bisected by the Huron River. Many natural and man-made lakes and ponds are easily accessible within the community. Most notably, Kent Lake, Indian Lake, Moore Lake, Sears Lake, Sloan Lake, Honeywell Lake and Childs Lake, as well as the Mill Pond, provide natural



Viewing the Huron River from the Mont Eagle bridge.

water, recreation opportunities, view sheds, and natural settings. In total, surface water bodies comprise 1,834.1 acres or 8.2 percent of the total land area of the Village and Township.

Milford is located completely within the Huron River watershed. According to data provided by the Huron River Watershed Council, the watershed is home to one-half million people, numerous threatened and endangered species and habitats, and two-thirds of all southeast Michigan's public recreational lands. Because of its importance, 27 miles of the Huron River and three of its tributaries were designated by the State as a Scenic River under Michigan's Natural Rivers Act (Public Act 231 of 1970).

The headwaters of the Huron River begin in the northern portion of Oakland County. The approximately 136 mile long river then travels southwesterly through Oakland County and Milford and into Livingston County; then flows in a southeasterly direction through Washtenaw and Wayne Counties, and eventually empties into Lake Erie. Along the way, 24 major tributaries flow into the river.[4]

According to the Huron River Watershed Council, the watershed is threatened by the cumulative impacts of urbanization throughout the watershed, particularly in the headwaters, growing volumes of sewage discharge, alteration of the hydrology by 98 dams, the filling in of wetlands and floodplains, and a number of other pressures.[5]

Wildlife

The lakes and rivers, as well as associated wetlands, of Milford are home to a significant stock of wildlife including warm water sport fish species, such as largemouth and small mouth bass, perch, panfish such as bluegill, and northern pike. The Huron River also supports a small population of cold water species, such as brown and rainbow trout. This concentration of species, the community's close proximity to heavily populated areas within the region, the large amount of public land and the ease of access to water bodies have made Milford a popular location for sport fishing in Southeast Michigan.

The significant wooded areas preserved in the community also offer a high density of whitetail deer, coyotes, fox, squirrels, raccoons and other small species native to Michigan and its environs. These species not only contribute to the natural beauty of the area and its popularity for hiking, biking, horseback riding and other outdoor activities, but also support a healthy hunting population. Common bird species supported in the community and county as a whole include quail, turkey, pheasant, ducks and geese. Great Blue Heron Rookeries are also located within the community. Numerous songbirds and other species are popular with birdwatchers.[6]



Wildlife in Milford along the proposed trail within Hubbell Pond Park.

Threatened and Endangered Species

Oakland County is home to a number of plants and animals that are threatened, endangered, or are of special concern as identified in Michigan Natural Features Inventory (MNFI) database which is maintained by the Michigan DNR, Wildlife Division, Natural Heritage Program.

The endangered species list on the following page presents the endangered or threatened plant and animal species of Oakland County, which are protected under the Natural Resources and Environmental Protection Act of the State of Michigan (Part 365 of Public Act 451 of 1994, as amended). In total, Oakland County features 36 threatened or endangered species (2 bird, 2 fish, 7 invertebrate, 1 mammal, 2 reptiles, and 22 plants).

The list also includes plant and animal species of special concern, 33 of which are located within Oakland County. While not afforded legal protection under the act, many of these species are of concern because of declining populations in the State. Should these species continue to decline, they would be recommended for threatened or endangered status. Protection of special concern species before they reach dangerously low population levels would prevent the need to list them in the future by maintaining adequate numbers of self-sustaining populations.

Soil Conditions

When planning for types and intensity of future land uses, the condition of soil is one important factor that determines the carrying capacity of land. Soils most suitable for development purposes are well drained and are not subject to a high water table. Adequate drainage is important in minimizing storm water impacts and the efficient operation of septic drain fields. Adequate depth to the water table is necessary to prevent groundwater contamination from septic systems or other non-point source runoff. In Milford, where public storm water and sewer systems are limited outside of the Village, soil drainage and water table depth is especially relevant. The construction of roads, buildings and septic systems on poor soils requires special design considerations. In addition, costs for developing in these sensitive areas are greater than in less constrained parts of the landscape.

Oakland County Endangered Species List			
Common Name	Type	Federal Status	State Status
Blanchard's cricket frog	Amphibian		SC
Cooper's hawk	Bird		SC
Red-shouldered hawk	Bird		T
Cerulean warbler	Bird		SC
Common loon	Bird		T
Hooded warbler	Bird		SC
Eastern sand darter	Fish		T
Redside dace	Fish		E
Pugnose shiner	Fish		SC
Swamp metalmark	Invertebrate		SC
Snuffbox	Invertebrate		E
Wild indigo duskywing	Invertebrate		SC
Huron river leafhopper	Invertebrate		SC
Wavy-rayed lampmussel	Invertebrate		T
American burying beetle	Invertebrate	LE	E
Poweshiek skipperling	Invertebrate		T
Tamarack tree cricket	Invertebrate		SC
Pinetree cricket	Invertebrate		SC
Blazing star borer	Invertebrate		SC
Round pigtoe	Invertebrate		SC
Gravel pyrg	Invertebrate		SC
Regal fritillary	Invertebrate		E
Purple lilliput	Invertebrate		E
Rayed bean	Invertebrate		E
Rainbow	Invertebrate		SC
Least shrew	Mammal		T
Woodland vole	Mammal		SC
Silver maple	Other Element		
Dotted hawthorn	Other Element		
Hornbeam, blue-beech	Other Element		
Northern pin oak	Other Element		
American plum	Other Element		
Great blue heron rookery	Other Element		
Spotted turtle	Reptile		T
Black rat snake	Reptile		SC
Blanding's turtle	Reptile		SC
Copperbelly watersnake	Reptile	PS:LT	E
Eastern massasauga	Reptile	C	SC
Eastern box turtle	Reptile		SC
Gattinger's gerardia	Vascular Plant		E
Leadplant	Vascular Plant		SC
Hairy angelica	Vascular Plant		SC
Missouri rock-cress	Vascular Plant		SC
Three-awned grass	Vascular Plant		T
Sullivant's milkweed	Vascular Plant		T
Canadian milk-vetch	Vascular Plant		T
Side-oats grama grass	Vascular Plant		T
False hop sedge	Vascular Plant		T
Richardson's sedge	Vascular Plant		SC
American chestnut	Vascular Plant		E
Hill's thistle	Vascular Plant		SC
Nut-grass	Vascular Plant		
White lady-slipper	Vascular Plant		T
Nodding mandarin	Vascular Plant		
English sundew	Vascular Plant		SC
Umbrella-grass	Vascular Plant		T
Showy orchis	Vascular Plant		T
Downy gentian	Vascular Plant		E
Stiff gentian	Vascular Plant		T
Swamp rose-mallow	Vascular Plant		SC
Green violet	Vascular Plant		SC
Goldenseal	Vascular Plant		T
Twinleaf Vascular	Vascular Plant		SC
Furrowed flax	Vascular Plant		SC
Virginia flax	Vascular Plant		T
Seedbox	Vascular Plant		SC
Mat muhly	Vascular Plant		T
Ginseng	Vascular Plant		T
Small-fruited panic-grass	Vascular Plant		SC
Orange or yellow fringed orchid	Vascular Plant		T
Vasey's pondweed	Vascular Plant		T
Bald-rush	Vascular Plant		T
Clinton's bulrush	Vascular Plant		SC
Prairie dropseed	Vascular Plant		SC
Bastard pennyroyal	Vascular Plant		T
Toadshade	Vascular Plant		T
Prairie birdfoot violet	Vascular Plant		T

State Status: E = endangered, T = threatened, SC = special concern.

Federal Status: LE = listed endangered, LT = listed threatened, PS = partial status (federally listed in only part of its range), C = species being considered for federal status.

Source: Michigan County Element Lists, Michigan Natural Features Inventory, March 2001. Http://web4.msue.msu.edu/mnfi/data/County_lists_2001.pdf

Hydric Soils information is obtained through the Soil Survey Geographic (SSURGO) Database, which is essentially the County Soil Survey prepared by the Natural Resource Conservation Service (NRCS) in digital format. The SSURGO soils data was made available through the Michigan Geographic Data Library (MiGDL) website. In practical terms, the NRCS defines hydric soils as soils that meet one of the following criteria:

1. Are poorly drained;
2. Have high water tables at or near the surface of the ground; or,
3. Are frequently ponded or flooded for long durations.

Because of these characteristics, hydric soils pose a significant constraint to urban development.

The geographic distribution of hydric soils is shown on the **Soil Conditions Maps**. Although hydric soils can be found throughout the community, particular concentrations are found: along the Huron River and Norton Creek within and southeast of the Village; north of Pontiac Trail along the southern Township border; and surrounding the creeks and lakes in the northwestern corner of the Township. In total, hydric soils comprise 2,448 acres or 10.9 percent of the land area in the Milford Community.

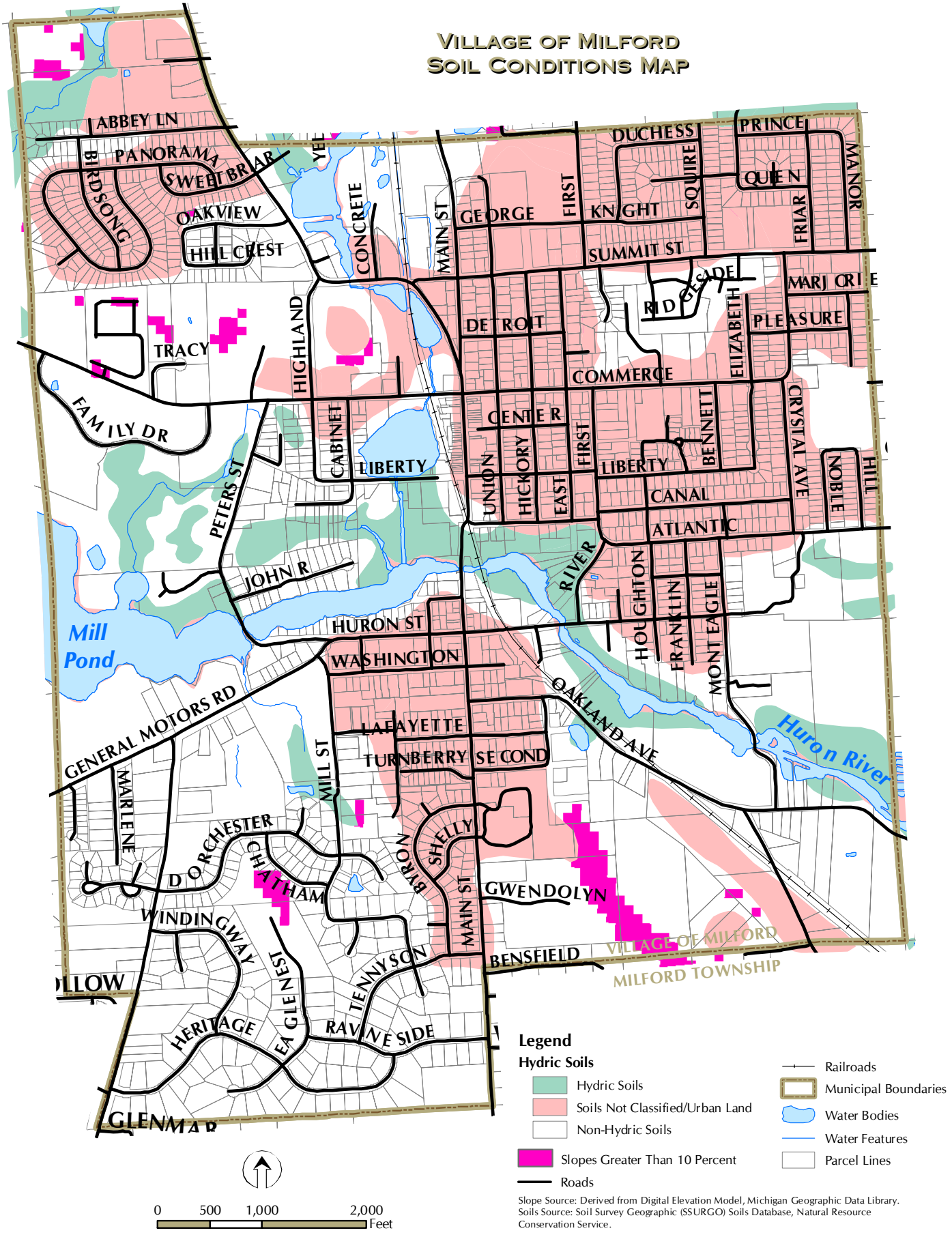
In addition to hydric soils, soils located on steep slopes merit special consideration and are a major constraint to the development of land. Therefore, the maps also show the location of steep slopes in excess of ten percent within Milford. In general, there are only a few areas of the community that pose significant development constraints due to excessive slopes.

While the soil conditions maps can be used as a general guide for determining soil constraints at the community level, it should not be applied on a property-specific basis. Such site-specific analysis can only be accomplished through detailed investigations and soil testing.

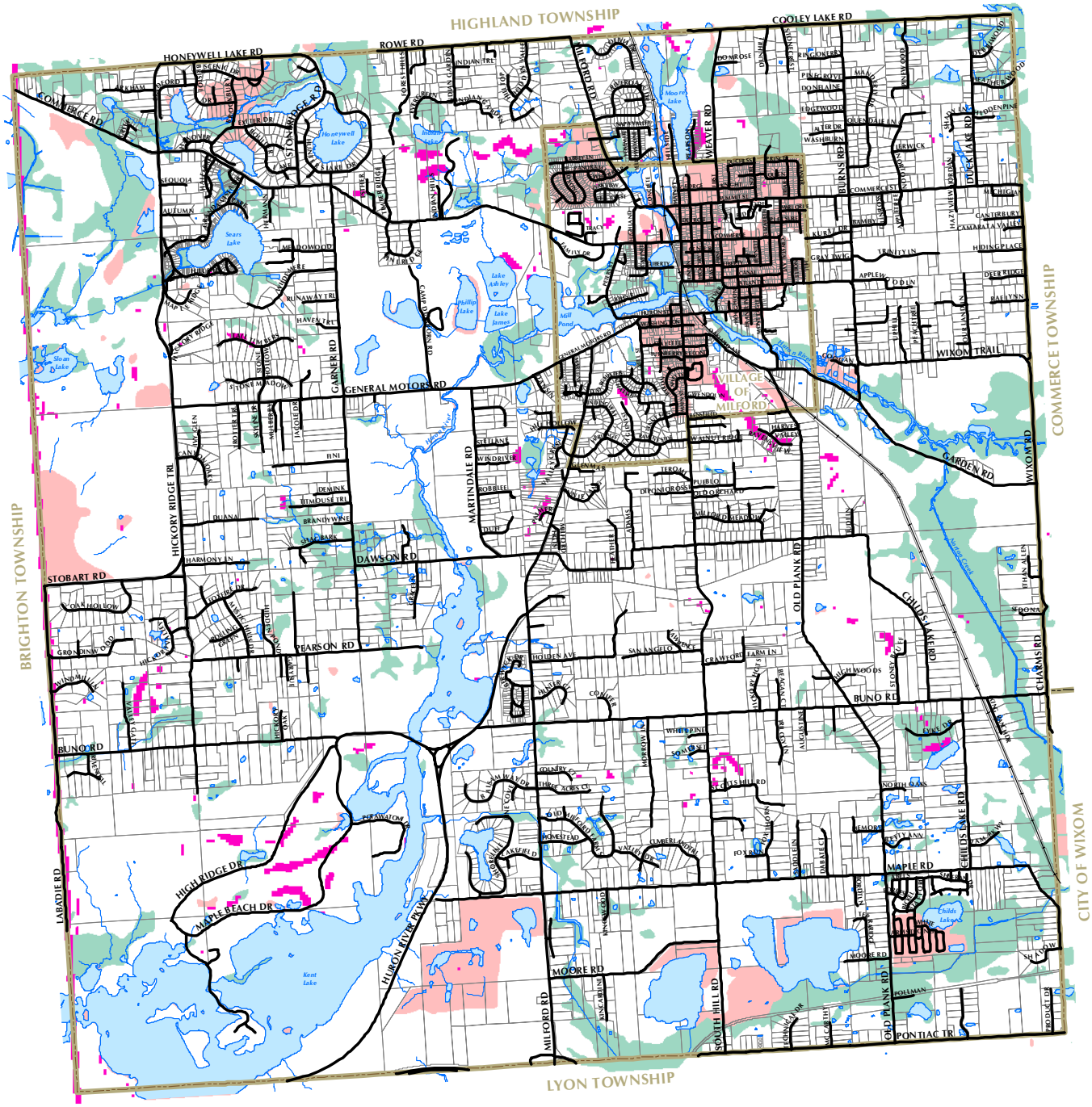
Oakland County's Natural Area Stewardship Program

The goal of Oakland County's Stewardship Program is to develop a network of linked natural areas throughout the County. The first step to help achieve

Village of Milford
Soil Conditions Map



Slope Source: Derived from Digital Elevation Model, Michigan Geographic Data Library.
Soils Source: Soil Survey Geographic (SSURGO) Soils Database, Natural Resource Conservation Service.



Milford Township
Soil Conditions Map

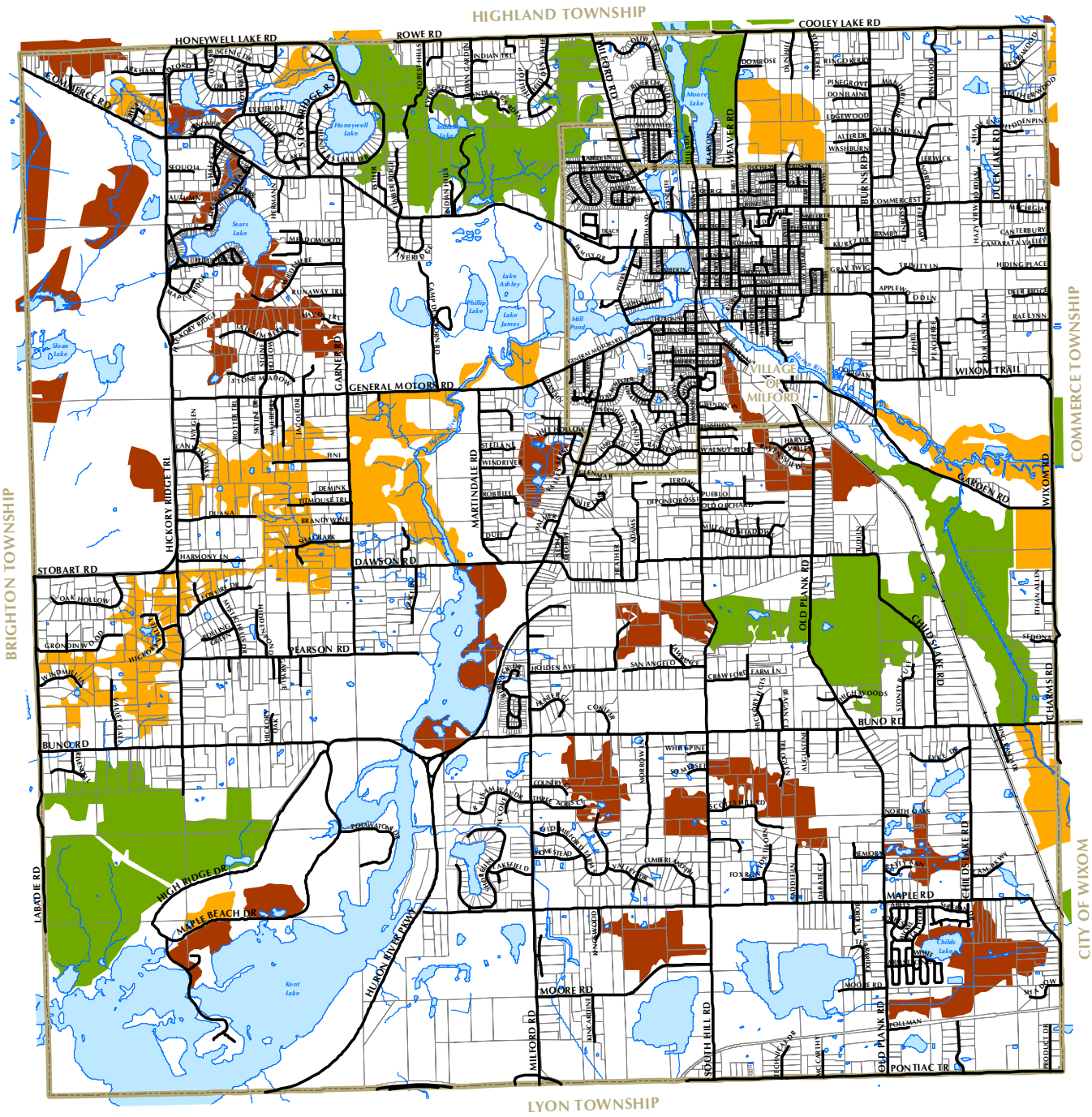
Legend

Hydric Soils

- Hydric Soils
- Soils Not Classified/Urban Land
- Non-Hydric Soils
- Slopes Greater Than 10 Percent
- Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

Slope Source: Derived from Digital Elevation Model, Michigan Geographic Data Library.
Soils Source: Soil Survey Geographic (SSURGO) Soils Database, Natural Resource Conservation Service.



Potential Conservation/ Natural Areas Map

Legend

Natural Areas

- Priority One
- Priority Two
- Priority Three

Roads

Railroads

Municipal Boundaries

Water Bodies

Water Features

Parcel Lines

0 0.25 0.5 1 Miles

Source: Oakland County Potential Conservation/Natural Areas Report, 2004, prepared by Michigan Natural Features Inventory.

this goal was the development of the Oakland County Potential Conservation/Natural Areas Report. The report identifies the location of possible conservation areas and then ranks them by level of importance. The report states the following:

"Potential Conservation Areas are defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. In addition, these areas may provide critical ecological services such as maintaining water quality and quantity, soil development and stabilization, pollination of cropland, wildlife travel corridors, stopover sites for migratory birds, sources of genetic diversity, and floodwater retention."

Essentially, the County utilized much of the information provided in this Chapter to make some determinations regarding potential conservation sites. Emphasis was specifically placed on the intactness of the potential conservation area, wetlands and wetland complexes, riparian corridors, and forested tracts. The potential areas were then ranked by level of priority from one to three. The **Potential Conservation/Natural Areas Map** identifies these priority conservation areas within the Milford Community.

Summary

As evidenced in the above natural features inventory, Milford is an environmentally diverse community, advantaged by an abundance of natural resources. The topography of Milford is aesthetically pleasing, featuring gently rolling terrain at varied elevations. Woodlands and wetlands are significant, totaling 21 percent and 7 percent of the community, respectively. Surface water bodies are numerous, covering 8 percent of the community. Hydric soils, posing a significant constraint to urban development, cover nearly 11 percent of the total land area of the community. With these natural amenities in mind, future development in Milford will need to be thoughtfully planned to preserve these important environmental features.

(Footnotes)

1 *Oakland County Profile*. Michigan Economic Development Corporation, 1995 NOAA Climate Summary. Http://www.michigan.org/medc/miinfo/places/OaklandCounty/?section=all.

2 Various Sources. *Geology in Michigan*, Michigan Department of Environmental Quality. August 2006. http://www.michigan.gov/deq/0,1607,7-135-3311_3582—,00.html

3 *Classification of Wetlands and Deepwater Habitats of the United States*. U.S. Department of the Interior, Fish and Wildlife Service, Office of Biological Services. December, 1979. http://www.fws.gov/nwi/Pubs_Reports/Class_Manual/class_titlepg.htm

4 *What Makes our Watershed Special?* Huron River Watershed Council. February 2006. http://hrwc.org/text/special.htm

5 *Annual Report*. The Huron River Watershed Council. 2003-2004.

6 Charter Township of Milford Recreation Master Plan, 2003-2007.



6

Existing Development Pattern



Introduction

The focus of this chapter is an examination of current land use patterns, their distinguishing characteristics and their impact on future land development. An important aspect of a master plan study is having a firm understanding of the types of land use activities that are currently taking place within the community. The way in which land is currently being used is one of the basic determining factors of its general character and development potential. A thorough knowledge of these factors and site conditions furnishes community leaders with basic information by which future residential, commercial, industrial and public land use decisions can be made.

The existing land use map and acreage tabulation chart, provided in the following pages, will serve as key references for the consideration of land use and infrastructure improvements in the future.

Methodology

Digital land use data for Milford Township and Village, current through 2004, was initially obtained from Oakland County. To verify the land use data and incorporate recent land use changes, the Project Team conducted a field survey in July of 2006. The digital land use data from 2004 was then updated based on the field survey notes, and a new 2006 existing land use map was prepared using ESRI ArcGIS software.

As shown on the **Existing Land Use Maps**, land use data for the Village and Township is displayed on a parcel by parcel basis, where each parcel is classified into one of 12 existing land use categories. An explanation of each land use category is provided below.

1. Agricultural - Any land use devoted to farming activities such as cultivated farm land, livestock grazing land, or orchards, and related agricultural structures.

2. Single-Family Residential - This category includes single-family detached structures plus any accessory structures such as garages. This category also includes single-family attached structures, up to three units attached, such as duplexes.

3. Multiple-Family Residential – This category includes: single-family attached structures (more than four units attached) such as condominiums, row houses, and stacked ranches; traditional multiple-family structures such as apartments; elderly care facilities such as group homes and assisted living facilities; and related accessory structures such as carports, parks, and recreation facilities.

4. Mobile Home Park – This category includes parcels containing multiple mobile home structures that are in the nature of a community or mobile home park plus any streets, service drives, and community area such as yards, clubhouses, and pools. A single mobile home structure on a parcel is not classified as a mobile home park, but rather, single-family residential.

5. Commercial/Office - This existing land use category encompasses parcels used for wholesale, retail, office, entertainment, or services, including parcels having such uses predominately at street level on multifunctional structures, plus related accessory uses such as parking areas and service drives.

6. Public/Semi-Public – This category includes parcels and facilities that are held in the public interest and are usually exempt from real property taxation in addition to any related accessory structures. Examples of public uses include governmental facilities, schools and post offices. Examples of semi-public uses include churches, hospitals, cemeteries, and fraternal organizations.

7. Transportation/Utility/Communication – This category encompasses lands containing above or below-ground utility or communication facilities such as electric and gas generating plants, transmission lines, booster and transformer stations, wastewater treatment plants, and water towers. In addition, airports, railroad yards, or buildings related to utility, transportation and communications companies are included in this category.

8. Industrial – Properties classified as industrial are used predominantly for manufacturing or the processing of materials or articles, but not retailing, in addition to related storage areas, and warehousing. Commercial waste disposal sites, land fill operations, and junk yards are also classified as industrial.

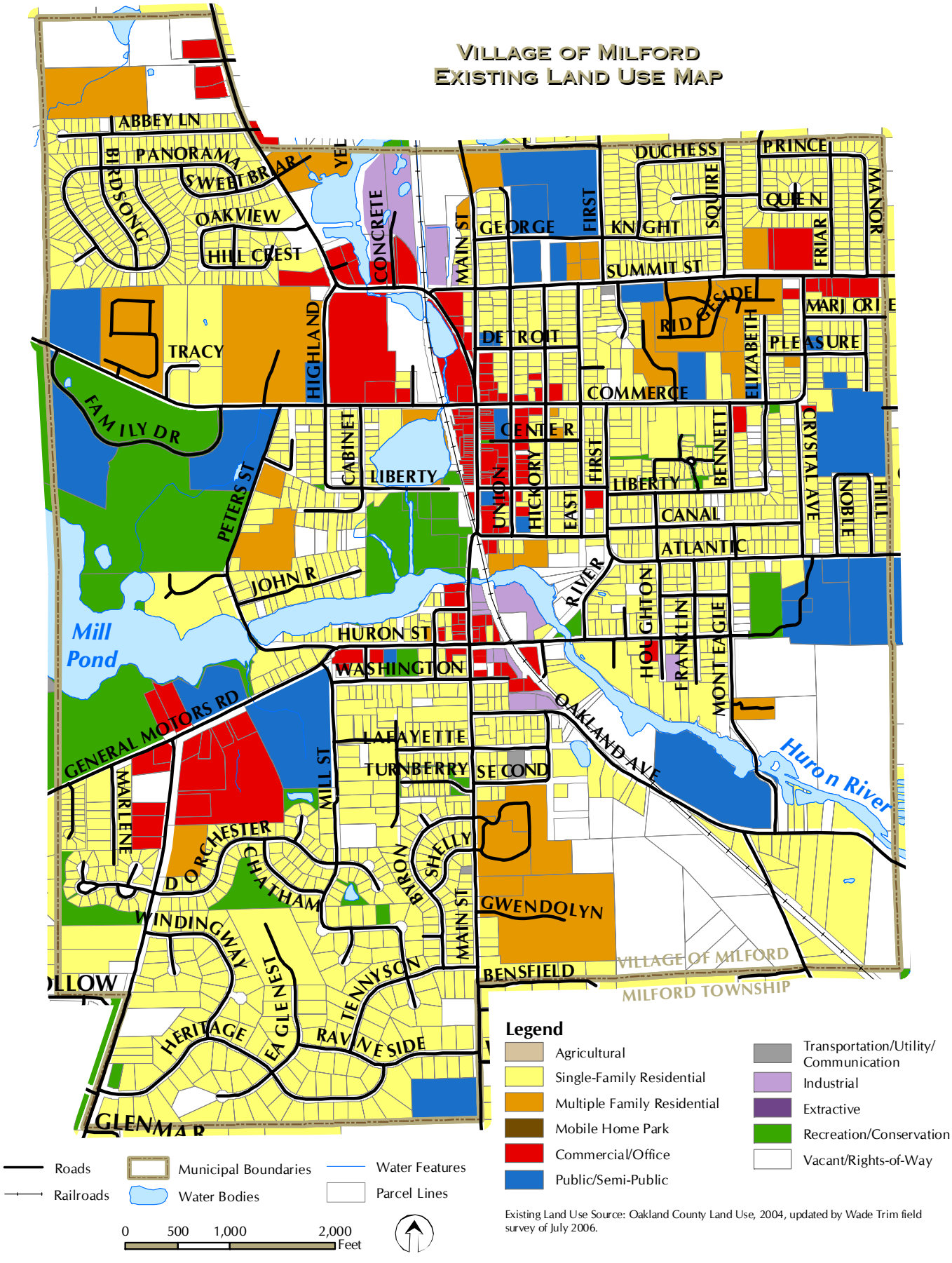
9. Extractive – This classification includes parcels used for surface mining and extraction of materials such as gravel, stone, minerals, ore, soil, or peat.

10. Recreation/Conservation – Parcels utilized for outdoor recreation or natural area conservation is included in this category. These lands may include public or privately-owned parks, outdoor sporting clubs, golf courses, marinas, campgrounds, or areas for which the primary purpose is preservation and conservation of undeveloped natural areas.

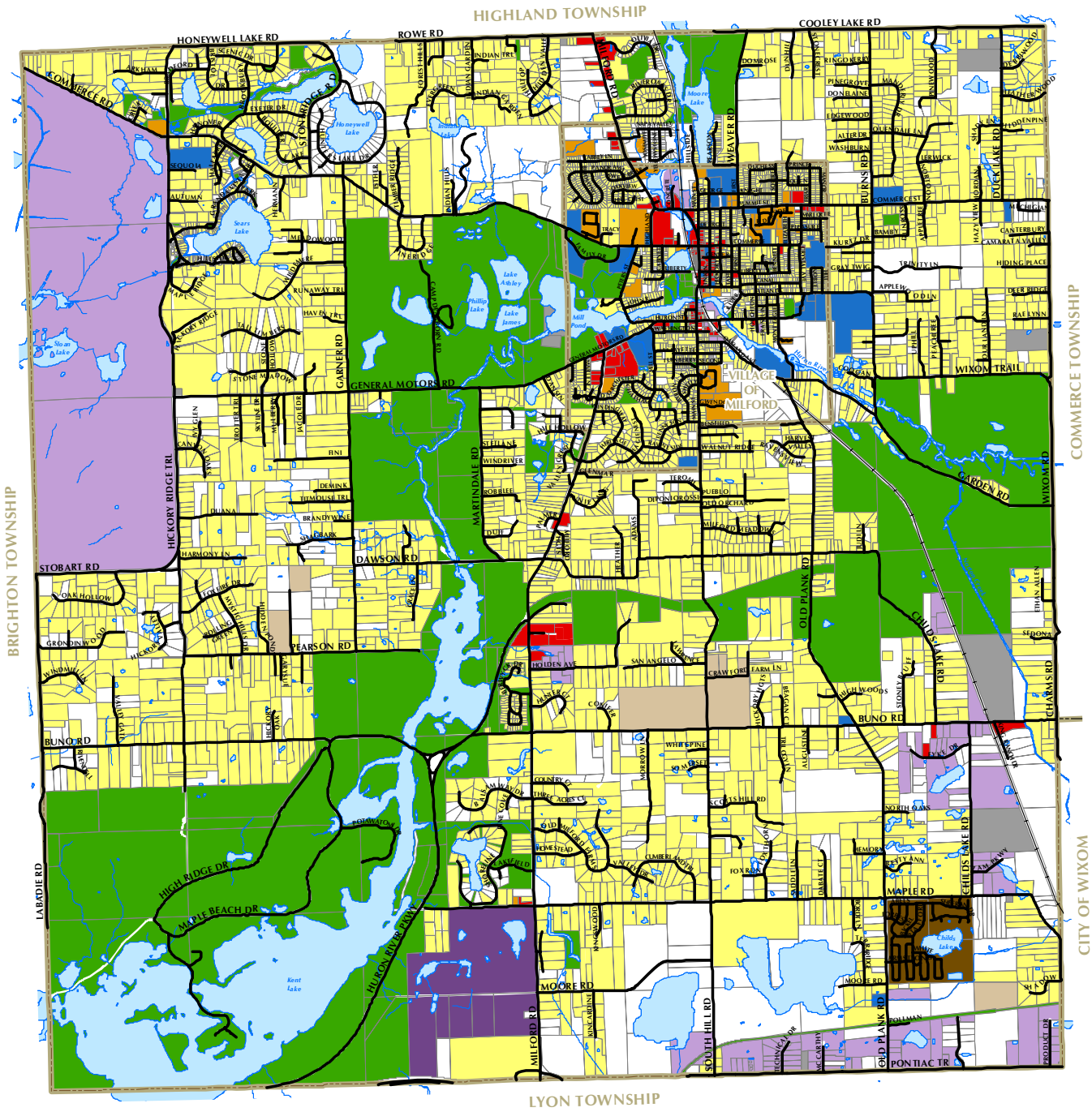
11. Vacant/Rights-of-Way – This category includes undeveloped parcels or parcels that feature vacated structures. Road and railroad rights-of-way are also included in this category.

12. Water Bodies – This category covers all lands that are predominantly and ordinarily covered by water.

Village of Milford
Existing Land Use Map



Existing Land Use Source: Oakland County Land Use, 2004, updated by Wade Trim field survey of July 2006.



Milford Township
Existing Land Use Map

Legend

- Agricultural
- Single-Family Residential
- Multiple Family Residential
- Mobile Home Park
- Commercial/Office
- Public/Semi-Public
- Transportation/Utility/Communication
- Industrial
- Extractive
- Recreation/Conservation
- Vacant/Rights-of-Way
- Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

Existing Land Use Source: Oakland County Land Use, 2004, updated by Wade Trim field survey of July 2006.

0 0.25 0.5 1 Miles

Existing Land Use Distribution

In total, Milford encompasses 22,945.2 acres or approximately 35 square miles. Of this area, the Village comprises 1,608.3 acres or about 2 ½ square miles while the Township comprises 20,886.9 acres or about 32 ½ square miles. Significant areas of the Milford Community are covered by water bodies such as Kent Lake and the Mill Pond. In total, water bodies cover 80 acres within the Village and about 1,750 acres in the Township.

Table 28: Existing Land Use Statistics, 2006

Category	Village of Milford		Milford Township	
	Acres	Percent of Subtotal	Acres	Percent of Subtotal
1. Agricultural	0.0	0.0%	192.0	1.0%
2. Single-Family Residential	623.1	40.8%	7,841.0	41.0%
3. Multiple-Family Residential	137.0	9.0%	8.2	0.0%
4. Mobile Home Park	0.0	0.0%	134.1	0.7%
5. Commercial/Office	86.7	5.7%	59.1	0.3%
6. Public/Semi-Public	128.3	8.4%	80.2	0.4%
7. Transportation/Utility/Communication	1.4	0.1%	180.8	0.9%
8. Industrial	18.8	1.2%	1,763.3	9.2%
9. Extractive	0.0	0.0%	303.7	1.6%
10. Recreation/Conservation	108.5	7.1%	4,559.6	23.8%
11. Vacant/Rights-of-Way	424.5	27.8%	4,010.8	21.0%
Vacant Only	*189.4*	*12.4%*	*2,834.2*	*14.8%*
Sub-Total (Excluding Water Bodies)	**1,528.3**	**100.0%**	**19,132.8**	**100.0%**
12. Water Bodies	80.0	--	1,754.1	--
Total Acreage	**1,608.3**	**--**	**20,886.9**	**--**

Source: Oakland County Land Use, 2004, updated by Wade Trim field survey of July 2006.

The allocation of existing land uses for each community is shown in **Table 28**. Because water bodies are not a developable land use, water surface acreage is not factored into the total when calculating the overall percentage of each land use category. A description of the overall land use characteristics of the Village of Milford and Milford Township is provided below.

Village of Milford Land Use

Agricultural

Currently, no agricultural related properties are located within the Village of Milford.

Single-Family Residential

Lands occupied by single-family residential homes account for 611.6 acres or 40.0 percent of the Village of Milford, making it the largest land use category. The majority of these single-family homes are located within well established residential subdivisions. Although single-family residential uses are scattered throughout the Village, the northeast and southwest quadrants of the Village, in particular, are the most exclusively devoted to residential use.
Typically, single-family neighborhoods in the core of the Village feature quaint homes, while neighborhoods closer to the edge of the Village feature larger and more contemporary homes. In terms of density, most subdivisions in the Village feature small lots ranging from 8,000 square feet to 12,000 square feet in size. The exception to this is the southwest corner of the Village, which features less concentrated residential neighborhoods with lots ranging from one half to one acre in size.

In only a couple of instances within the Village, single-family attached structures (up to three units attached) are found. An example is a new residential develop-



Single-family residential homes in the Village.

ment west of Peter Street and north of the Mill Pond that features a mix of both detached and attached single-family homes. Although attached homes are included, the development retains the character of a typical single-family detached subdivision.

Multiple-Family Residential

As noted above, the multiple-family residential category includes the traditional variety of structures such as apartment complexes but also includes increasingly popular designs such as stacked ranches and townhouses, when attached in clusters of four or more units.

The Village of Milford contains a variety of multiple-family residential types. Traditional apartment complexes include: San Marino Apartments on Commerce Street; South Hill Apartments on Main Street; and Kensington Heights Co-op Apartments on Main Street. Adding to the overall spectrum of housing choices in Milford, several new multiple-family developments, predominantly in the townhouse or stacked ranch variety, have been constructed in recent years.

The multiple-family residential category includes senior living facilities, several of which are found within the Village. Two examples are the Golden Years Village of Milford on Canal Street and the Milford Park Place on Highland Street.



Attached townhouses in the Village.

Generally, multiple-family residential lands are scattered throughout the Village, rather than being concentrated in any one area. In total, multiple-family residential lands comprise 137.0 acres or 9.0 percent of the Village, making it the third largest land use category.



Multiple-family residential development on the south side of Summit Street in the Village.



A business in Downtown Milford.

Mobile Home Park

At present, the Village of Milford does not contain any manufactured home parks.

Commercial/Office

Milford's traditional downtown business district serves as the commercial anchor for both the Village and Township. In fact, the appeal of Downtown Milford extends well beyond the limits of the Village and Township, as its charming character and unique businesses attract patrons and visitors from throughout the region.

The downtown business district generally is located on both sides of Main Street between Huron Street to the south and Summit Street to the north. Downtown Milford presently features a wide variety of commercial and office uses. Some of the common business types include jewelry stores, clothing stores, pubs, fine dining restaurants, gift shops, art galleries, banks, insurance offices, and professional offices. Although the ground floors of most of the downtown buildings are almost exclusively devoted to commercial and office use, many also feature second story (or higher) residential units such as loft apartments.

Outside of the business district, several other commercial nodes are found within the Village. These nodes are located at: Milford Road at General Motors Road; Commerce Street at Summit Street; and Milford Road at Highland Street. All three of these nodes are anchored by grocery stores but also include smaller commercial businesses and office uses. In total, the commercial/office category comprises 86.7 acres or 5.7 percent of the total land in the Village.

Public/Semi-Public

Public and semi-public uses occupy 128.3 acres of land accounting for 8.4 percent of the total Village land area. Similar to commercial and office uses, the majority of the public and semi-public uses within Milford are found within the Village. Examples of public and semi-public uses in the Village include the Village and Township governmental offices, several churches, schools, clubs, and cemeteries.

Transportation/Utility/Communication

Only three properties in the Village are classified in this land use category, which accounts for 1.4 acres or 0.1 percent of the Village. Included are the two water towers located within the Village.

Industrial

The Village of Milford does not contain a significant amount of industrial land with a total of 18.8 acres or 1.2 percent of the Village. The industrial establishments that are located within the Village are primarily concentrated in two areas: in the north end of town near Summit Street and Concrete Drive; and in the area along Huron Street, south of the river. Examples of Village industries include Midwest Dock & Dredge, Inc., located on Huron Street and Milford Glass Service, located on South Main Street.



Concrete plant in the northern portion of the Village.

Extractive

At present, the Village of Milford does not contain any properties used for extractive purposes.

Recreation/Conservation

The Village of Milford features a significant amount of recreation/conservation land totaling 108.5 acres or 7.1 percent of the Village. The six municipal parks located within the Village comprise much of this total acreage. These parks include Central Park, Riverview Park, Southside Park, Hubbell Pond Park, Fairgrounds Park, and Center Street Park. A more detailed description of each park is included in the Community Services and Facilities section of this Master Plan. In addition to the municipal parks, several private parks or dedicated open space areas add to the total recreation/conservation acreage in the Village.

Vacant/Rights-of-Way

A total of 424.5 acres or 27.8 percent of the Village land is either vacant or dedicated for road and railroad rights-of-way, making it the second largest land use category behind single-family residential. Within this category, lands that are vacant account for 189.4 acres while lands dedicated for rights-of-way comprise 235.1 acres.

The largest concentration of vacant land is found in the southeastern corner of the Village along Oakland Avenue, Old Plank Road and Mont Eagle Street. Another area featuring large vacant properties is located in the northern portion of the Village, west of Milford Road.

Water Bodies

Water bodies account for a total of 80.0 acres within the Village limits. This acreage is not factored into the total land area of the Village when calculating the overall percentage of each land use category.

Milford Township Land Use

Agricultural

Unlike many rural Michigan townships, the agricultural industry does not have a significant presence in Milford Township. At present, only a handful of properties are dedicated to agricultural activities totaling 192.0 acres or 1.0 percent of lands in the Township. Most of these agricultural properties are found on the north side of Pearson Road and the north side of Buno Road in the central portion of the Township.

Single-Family Residential

Similar to the Village, the largest percentage of land in Milford Township is devoted to single-family residential use. In total, such lands comprise 7,841.0 acres or 41.0 percent of the Township.

Outside of the large recreation properties, General Motors proving grounds property, and industrial area on the north side of Pontiac Trail, Milford Township is almost exclusively devoted to single-family residential use. Most commonly, residential areas in Milford Township consist of low density single-family detached subdivisions. To a lesser extent, single-family detached homes are also located on large lots extending along the county roads. Surrounding Sears Lake in the northwestern portion of the Township, older cottage style residential homes on very small lots are found.

Milford Township's single-family residential areas exhibit a clear rural and environmental character and are generally designed to integrate natural features such as ponds, woodlands, and rolling topography. In this attractive and exclusive setting, many of Milford Township's residential subdivisions have been developed to include luxurious and modern homes. Following this trend, new residential construction is occurring in many areas of Milford Township, an ex-



New single-family residential subdivision under construction in the northern portion of the Township (surrounding Honeywell Lake).



Large single-family residential homes on a lake in Milford Township.

ample being the area surrounding Honeywell Lake in the northern portion of the Township.

Multiple-Family Residential

In total, multiple-family residential lands comprise only 8.2 acres of Milford Township. Only a few parcels are dedicated to multiple-family use including the West Hickory Haven Nursing Center, located at the intersection of Hickory Ridge Trail and Commerce Road, and a new attached residential development off of Milford Road north of the Village. The small percentage of this type of land use is expected in the more rural atmosphere of the Township as opposed to the Village core.



A multiple-family residential development under construction in the Township.

Mobile Home Park

One mobile home park, Child Lake Estates, is located in Milford Township at the southeast corner of Old Plank Road and Maple Road. This park encompasses 134.1 acres of land and accounts for 0.7 percent of the total land in the Township.

Commercial/Office

The residents of Milford Township are generally dependent on commercial centers in outside communities such as the Village of Milford to meet their everyday convenience needs. Only a handful of commercial/office properties are located in the Township, which in total, comprise 59.1 acres or 0.3 percent of the Township. Typical uses in the Township include professional office buildings, restaurants, and smaller convenience commercial businesses. The area along Milford Road north of the Village has seen the construction of several new professional office buildings in the recent years.

Public/Semi-Public

Public and semi-public uses are infrequently found within the Township, and comprise only 80.2 acres or 0.4 percent of the Township. The public and semi-public uses that are found in the Township include the Milford Assembly of God and St. Mary Catholic churches, the Milford Memorial Cemetery, Township Fire Station, and Milford Montessori School.

Transportation/Utility/Communication

As noted above, this category encompasses lands containing above or below-ground utility structures in addition to railroad yards, or buildings related to utility, transportation and communications companies. In total, lands in this category comprise 180.8 acres or 0.9 percent of the Township. One of these sites is the Milford Wastewater Treatment Plan, located west of the Village.

Industrial

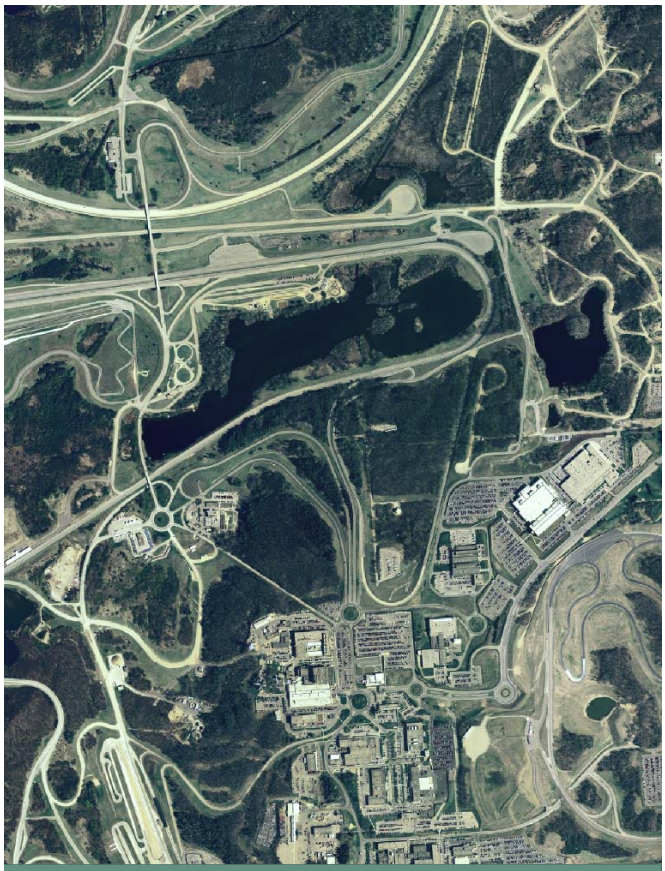
Milford Township features several major industrial facilities. In total, lands utilized for industrial purposes amount to 1,763.3 acres of land or 9.2 percent of the Township, making it the fourth largest land use category.

The General Motors Proving Grounds property found in the western edge of the Township accounts for much of the Township's industrial land. This facility occupies more than 1,300 acres of land in Milford Township and also extends into neighboring Brighton Township. This facility was opened by General Motors in 1924 and remains one of the premier test track facilities in the world.

Outside of the proving grounds property, industrial lands are mostly concentrated in the southeastern corner of the Township. More specifically, a wide variety of industrial enterprises are located on the north side of Pontiac Trail between South Hill Road and the City of Wixom, and in the area surrounding Buno Road at Child's Lake Road.



An industrial establishment in Milford Township.



An aerial view showing a portion of the General Motors Proving Grounds property in the Township.

Extractive

The only area of land used for extractive purposes in Milford Township is found at the southwest corner of Milford Road and Maple Road. This large extractive operation amounts to 303.7 acres or 1.6 percent of the Township.

Recreation/Conservation

Milford Township is advantaged in having access to an abundance of recreational amenities and opportunities. This is evidenced by presence of several major public and private recreational facilities within the Township limits including the Kensington Metropark, Camp Dearborn, Proud Lake Recreation Area, and the Highland Recreation Area. As is detailed further in the Community Services and Facilities section of this Master Plan, each of these regional recreation facilities offers a wealth of activities.

In addition to the major recreation facilities, many of the residential developments in Milford feature privately owned parks or open space areas. In total, recreation/conservation lands comprise 4,559.6 acres or 23.8 percent of the Township, making it the second largest land use category.



A view of Kent Lake within Kensington Metropark.

Vacant/Rights-of-Way

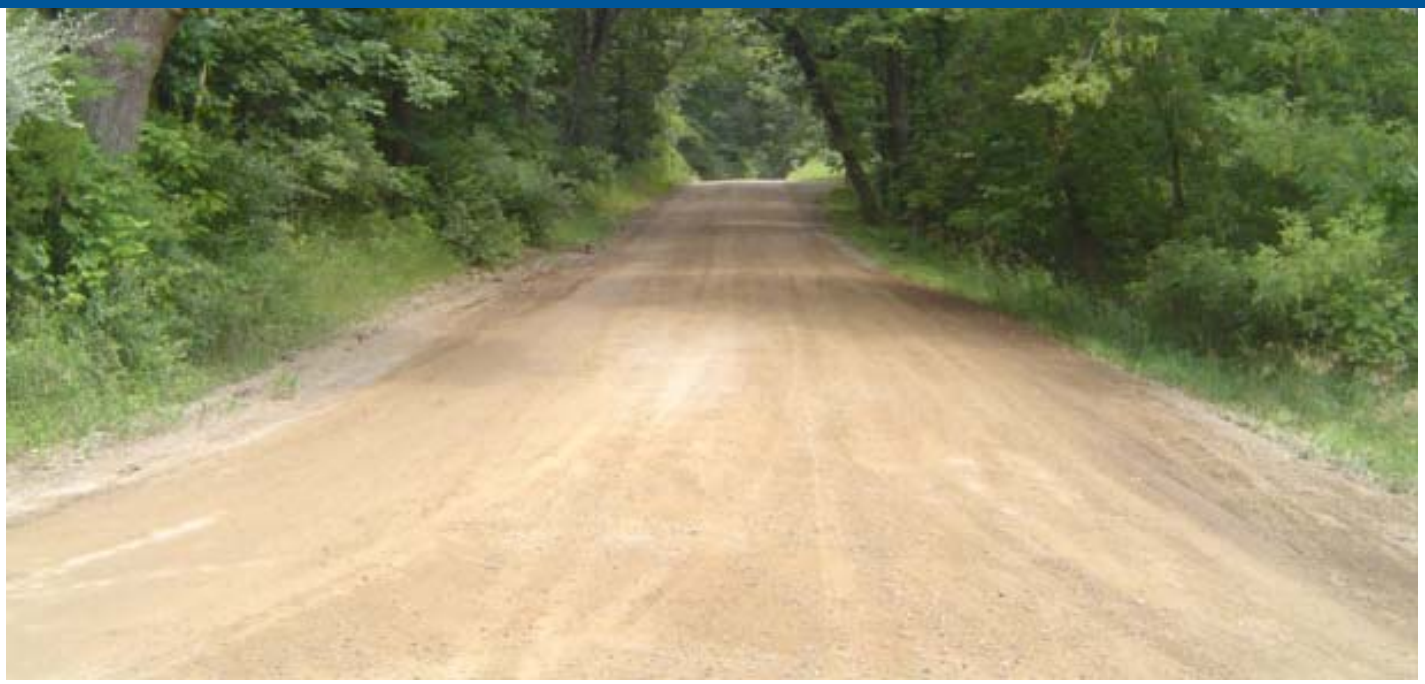
A total of 4,010.8 acres or 21.0 percent of the Township land is either vacant or dedicated for road and railroad rights-of-way. Of this total, vacant lands account for 2,834.2 acres while lands dedicated for rights-of-way comprise 1,176.6 acres. Generally, vacant lands are scattered throughout all areas of Milford Township, with the exception of a few more concentrated areas of vacant lands.

Water Bodies

Water bodies account for a total of 1,754.1 acres within the Township limits. Some of the major bodies of water include Kent Lake, Moore Lake, Honeywell Lake, Sears Lake, Mill Pond and the Huron River. Surface water body acreage is not factored into the total land area of the Township when calculating the overall percentage of each land use category.



7 Community Character Analysis



Introduction

The character of the Milford Community is essentially what makes it a premier address not only in Oakland County, but all of Southeast Michigan. As stated in the Market Assessment of this Plan, the character of this community is essential to the retention of existing citizens and the attraction of new residents. When examining the seven Lifestyle Preference types that have chosen to live in the Milford Community, one thing becomes very clear. There is a true sense of an enjoyment of "small town" amenities surrounded by a rural atmosphere.

Understanding and protecting these values will be a major component of the master planning process. To begin the appreciation of this community, an analysis of its fundamental character was performed to help guide the future policy decisions of this Plan. This chapter begins from the broader perspective of the Township, then narrows its focus to the Village down to historic properties.

Milford Township

Overview and Impressions

The natural beauty and sense of community in Milford Township makes it a very desirable place to live, work and recreate. Broadly defined, the community character that defines Milford Township is a combination of distinctive and common elements, both natural and built. When defining the character of this community, it is also important to recognize the value of areas which contain little or no built improvements, such as scenic viewsheds or critical habitat areas that support wildlife, and their contribution to context.

Integrated properly into the planning and development process, significant natural and constructed features can greatly enhance the character of the community.



Aerial photo of Milford Township.

As an example, Milford Township's direct adjacency to several publicly owned, ecologically and recreationally significant natural areas provide the residents with a strong natural context upon which to base their daily lives. In short, the strong relationship between the natural and built environment in Milford Township is probably the key defining element in the character of this community and, as such, every effort should be made to preserve this relationship.

Natural Environment

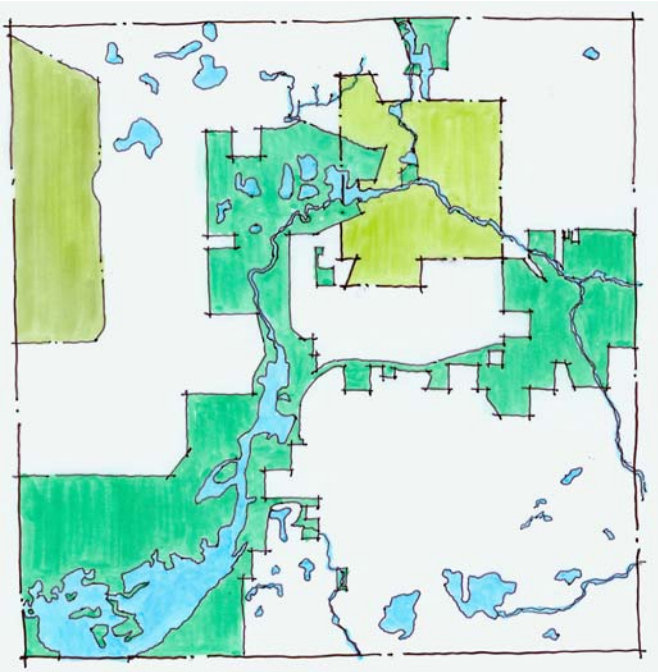
Milford Township is home to thousands of acres of open space consisting primarily of the many parks and preserves located in and around the Township. Though the Township owns no parkland or facilities, agencies such as the Huron-Clinton Metropark Authority, the State of Michigan, and Oakland County provide numerous recreational opportunities for the residents of the Township and the surrounding communities, as well as providing for the preservation and protection of many ecologically sensitive areas such as lakes, rivers and wetlands. Parks and Preserves include: Proud Lake State Recreation Area, Lakeland Trails State Park, Highland Recreation Area, Island Lake Recreation, Kensington Metropark, Camp Dearborn and others.

In 2001, the Township established a Township Parks and Recreation Commission which serves as advisors to the Township Board and Supervisor. Their mission is to lead the Township in the provision of recreational facilities and opportunities for residents and visitors through land acquisition for construction and habitat preservation. The Commission recognizes also the importance of coordination with other park organizations to continue to expand upon an already well developed network of recreational lands and activities. Additionally, Oakland County has placed a high priority on the protection of quality natural areas as part of its effort to continue to provide residents with opportunities for superior outdoor living and recreation. Several parcels targeted for protection have been identified in Milford Township.

The network of open space and recreational opportunities in the Township are typically located along and/or adjacent to key water features. These water features are all located within a complex wetland, lake, and stream network near the headwaters of the Huron River. Planning for preservation and protection of these and others features in the County is critical.



Township open space and parkland.



Township existing watercourses.

The Huron, Shiawassee, Clinton, Flint and Rouge Rivers all originate in Oakland County and their watersheds are some of the most populous in the state. Leading by example, nearly the entire length of the Huron River within Milford Township is on public lands.

The Township provides a desirable setting because it also contains some of the most notable topography in the region. Generally speaking, much of Southeast Michigan has relatively flat topography. However, the rolling hills, series of inland lakes, and distinct landforms created by the Huron River result in an interesting variety of slopes which create opportunities for both scenic resources and recreational opportunities. This is true in particular in the east of Milford Township, near the Proud Lake State Recreation Area and the areas surrounding Kensington Metropark in the southwest corner of the Township.

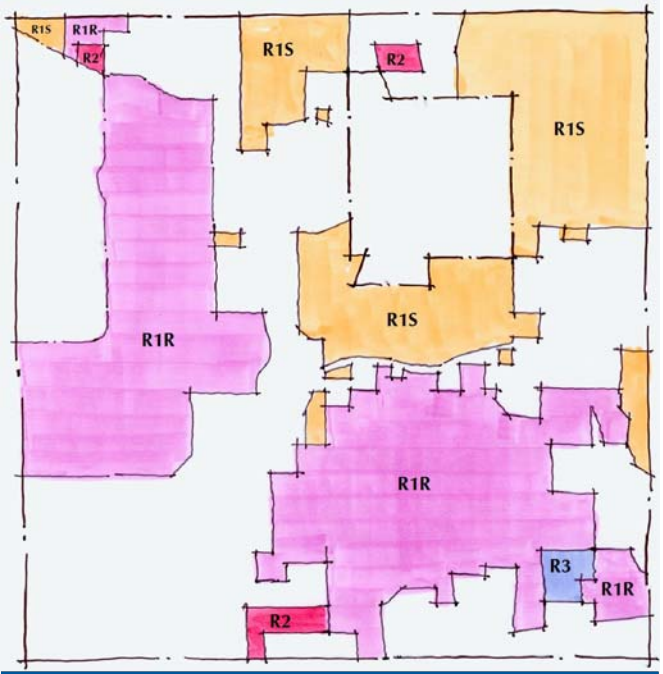
Built Environment

Most of Milford Township is rural in character. However, it is important to make the distinction between "rural" and "agricultural." Most of the rural areas have been built upon or are planned for development and only one active farm remains in operation.

Therefore, in Milford Township, rural means rural residential. The Township has seen a steady stream of population growth and development since the 1960's and it continues to grow at a rate greater than much of the rest of Oakland County, according to the US Census of 2000.

Much of the development in the south and west of the Township has taken the form of large lot development on parcels greater than or equal to three acres in size. In the central and northeast portions of the Township, the parcel sizes range from one to one and one-half acres with larger parcels interspersed.

This pattern of development is reflected in the current Land Use Plan and Zoning Map. Significant portions of the west and south of the Township are zoned for single-family rural residential and the majority of the remainder of the Township is zoned as suburban residential. Most industrial uses are located in the southeast corner. Considering that many tracts of land remain forested or heavily vegetated, this pattern of development contributes greatly to the rural quality of the Township.



Residential zoning districts in Milford Township.

The Township is easily accessible given its close proximity to Interstate 96, along its southern border, and the M-59 Highway to the north. Additionally, there is an extensive network of county roads forming a grid pattern along the section lines throughout the Township. Many are tree lined and gravel surfaced which strongly contributes to the largely rural feeling of the majority of the Township. Preserving this character is, therefore, a high priority for the Township.

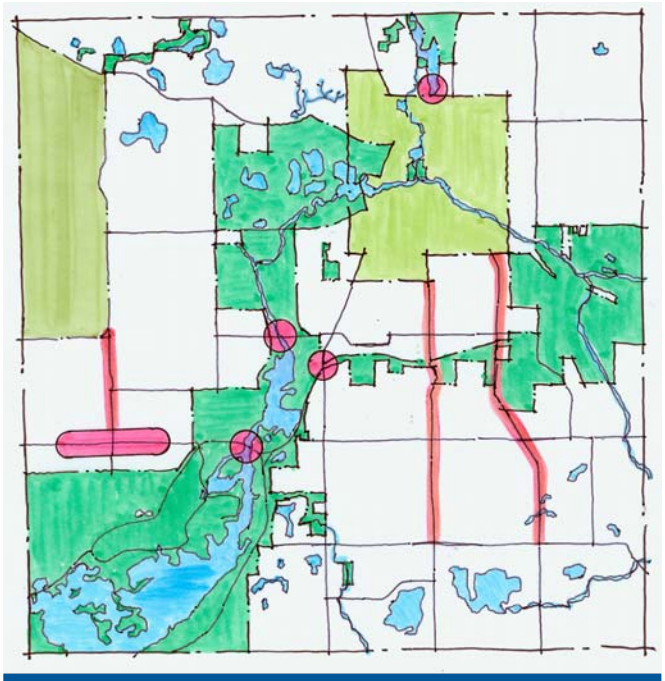


Gravel surfaced roads contribute to the rural feeling of the Township.

The State of Michigan Natural Beauty Road program is one vehicle for preserving the character of these roads. The goals of the Natural Beauty Roads program are to identify and preserve in a natural, essentially undisturbed condition, certain county-local roads. These roads would have unusual or outstanding natural beauty by virtue of native vegetation or other natural features within or associated with the right-of-way, for the use and enjoyment of local residents and the public in general.

Opportunities exist for the designation of several roads as Natural Beauty Roads in the Township. These roads include: Buno Road, Old Plank Road, Maple Road and others.

The views of the many natural areas and waterways in the Township from roadways add significantly to the quality of the experience for local residents and visitors alike. However, despite the preponderance of natural areas and the topographical relief, few significant viewsheds remain. As such, it will be important to identify and preserve those few quality viewsheds that do remain.



Potential natural beauty roads (orange) and prime viewsheds (pink) in Milford Township.

Summary

The physical surroundings of any environment, both natural and built, play a crucial role in the future planning and development of areas. Items such as land use patterns, transportation network, natural features, facilities and physical form all contribute to the quality of life for the people who live, work and recreate in the Township.

Finally, the symbiotic connection between the Township and the Village is essential to help maintain the distinct character of the Township. Through this relationship, opportunities for economic, environmental, and social sustainability become available to residents of both communities. The Village provides a location for social interaction, retail activities, and community engagement while the Township supports an environmentally diverse setting. Sharing of these attributes contributes to the overall character of the Milford Community.

The Village of Milford

Overview and Impressions

While some aspects of Milford Village are typical of "Main Street Michigan", in many ways it is a very rarefied place resulting from the particular confluence of natural geographic features and the human efforts to make use of them over time. One comes upon it almost as a surprise; that is, if you don't manage to miss it completely. This sense of "discovery" is an important part of the charm and mystique of the Village, which are essential to its character.

This "hidden" quality also results from the discontinuities that compromise that sense of "wholeness" which is an essential aspect of any real place. Discontinuity, while most prominent in the cul-de-sac nature of much recent development, is also present at key points in the older areas of the Village. Comprehending the existing *tensions* between *connectivity* and *discontinuity,* each of which have both positive and negative aspects, is key to understanding the character of the Village. The discovery of the proper balance between these two forces through the planning and design process will be critical for making recommendations in the Master Plan that can be effectively implemented.



Aerial photo of the Village of Milford.

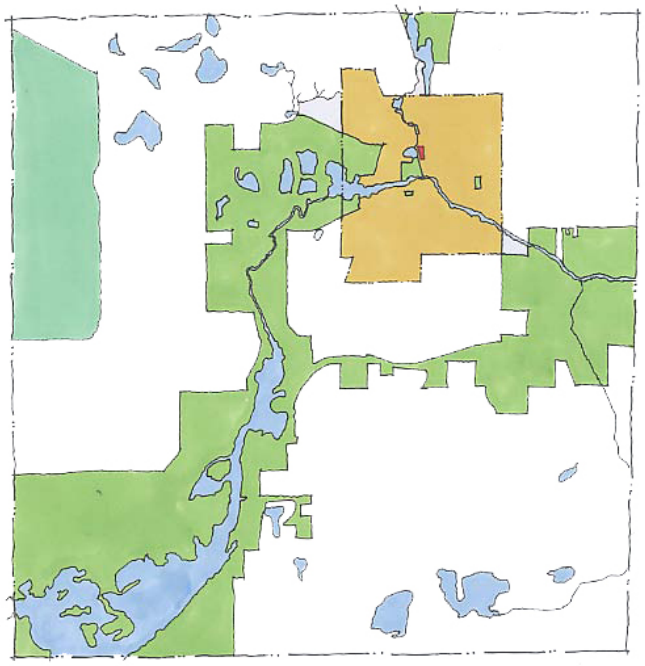
The Natural Meets the Human: the Village Context

Three Parks: the Village in the Middle

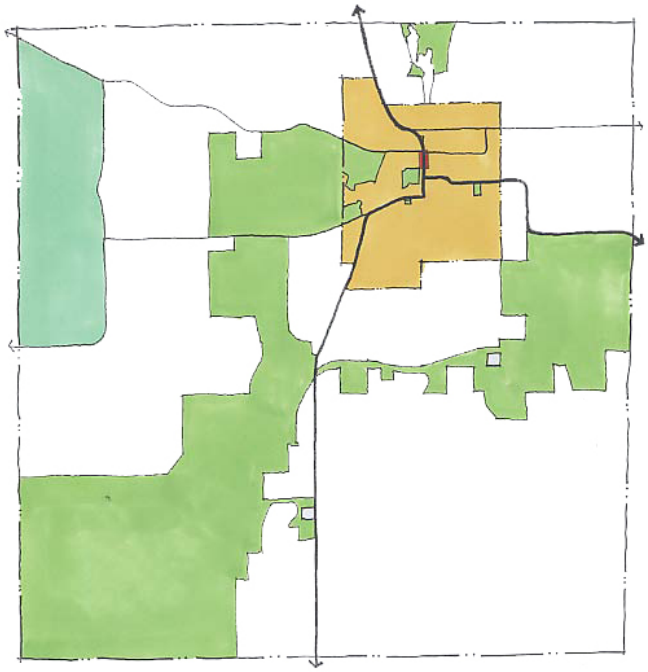
The Village of Milford is blessed with direct adjacency to three ecologically and recreationally significant publicly owned natural areas:

- Kensington Metropark/Island Lake State Recreation Area to the west;
- Highland State Recreation Area to the north; and,
- Proud Lake State Recreation Area to the east.

Additionally, Camp Dearborn and the General Motors Proving Grounds to the west also comprise large areas of green space. All of these areas connect both the Village and the Township to all of the surrounding townships and villages. *These natural areas foster both connectivity and discontinuity.*



Milford Village and the green space network within Milford Township.



Three main roads provide access to the Village.

Three Main Roads: Getting There

That sense of "surprise" in coming upon the Village is present in the three main access routes:

- Wixom Road/Atlantic Avenue from the south east/I-96/Wixom-Detroit, perhaps the most charming;
- Milford Road to Huron Street from the south west/I-96/Brighton-Ann Arbor, more developed; and
- Milford Road to Summit Street from the north/ M-59/Highland Township, the most open and developed.

Unlike many Michigan villages, getting there is not a straight shot; the roads wiggle through the grid, angle, curve, and finally straighten when they meet Main Street, offering some glimpses and views but creating a sense of arrival with an element of surprise. *These access limitations foster both connectivity and discontinuity*.

Commerce Road, from east and west, and to some degree Stobart, Hickory Ridge Trail, and General Motors Road to Huron Street from the west, forms a secondary layer in the local road network.

Three Paths: A River, a Railway, and Roads

In the Village of Milford itself, the defining physical characteristics are the following:

- The East-West axis of the Huron River, supplemented by the network of canals and millponds running northward. This is a major recreational path for canoeists. It is also a visual connector between the north and south portions of the Village where it is visible.

- The Southeast to Northwest line of the Rail way that slices through town on a mostly elevated right-of-way. This combination of embankments and portals creates significant "pinch points", and is a major physical barrier between the eastern and western portions of the River, as well as a barrier between the heart of Main Street and Central Park.

- The Milford/ Main/ Atlantic/ Wixom network connects the Village with each of the three main access routes. Main Street itself ends as a dirt road at both the north and south Village limit lines (refer to Photo A).

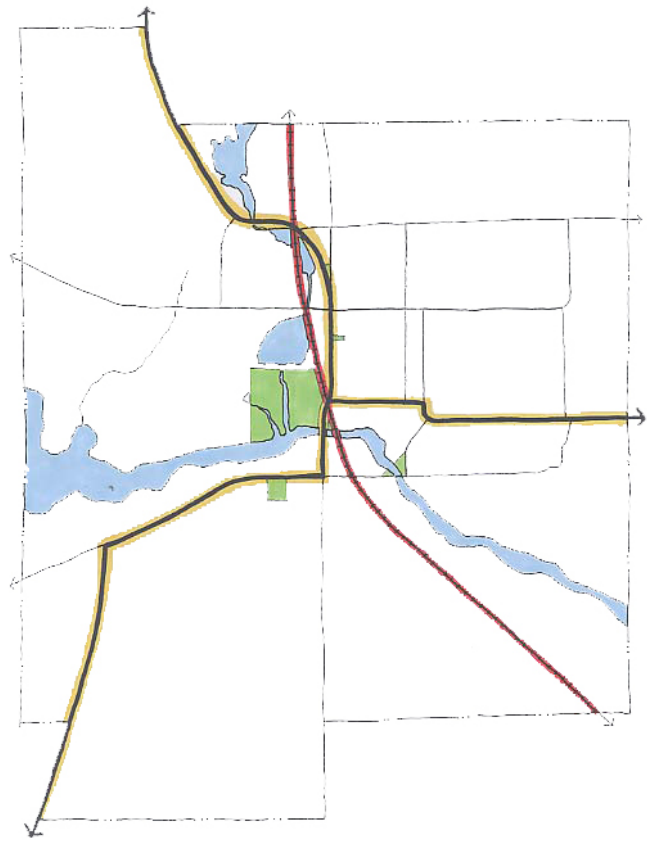


Photo A: Main Street, south of Commerce.

These three pathways foster both connectivity and discontinuity. They form the primary barriers/connectors that roughly partition the Village into large general districts based on the following combined dividers/uniters:

- Village North of the Huron River/Village South of the Huron River;
- Village Southwest of the railway and Village Northeast of the railway; and,
- Village Northeast of road network and Village South and East of road network and Village Northwest of road network.

These general districts overlap as the paths weave together and intersect, and will not necessarily correspond with the identified character districts. Nor are these the only barriers/connectors that impact the character of the Village; many other smaller but significant barriers/connectors exist within these districts. Also, an important new set of pathways is in the process of extension: pedestrian/multi-use trails connecting through the Village to the three main natural areas.



River, railways and roads in the Village.

The Heart of the Matter: the Village Center

Three Pieces: Sub-Districts in the Village Center: Central, South, and North

The Village/Main Street District is divided into three well-defined areas, partially by the three paths but also by changes in street character:

- Central Sub-District: The heart of Main Street, this is the substantially intact historic core of the Village, between Canal Street and Commerce Street. It is separated from the South Sub-District by the railway bridge over Main and Canal, and the embankment. South of Liberty, the railway embankment gradually pinches the west side of Main into another "flatiron" site. *Within this Central Sub-District, there are several "opportunity sites", either vacant or underutilized: the "missing teeth" of Main Street.*

- South Sub-District: From the railway bridge/ embankment to Oakland Avenue, this area includes Central Park and the Main Street Bridge over the River. *The railway bridge/ embankment, while forming a "gateway to the Central District," effectively cuts the Central Sub-District off from Central Park and the key intersection of Huron and Main Street.*

- North Sub-District: Commerce Street marks a distinct change in the character of Main Street. Milford Road curves northwest, development is newer/more suburban, and the chain of mill-ponds forms the western edge. This district contains numerous redevelopment opportunities, including the proposed Milford Place and the industrial sites to the north. Indeed, it includes the under-construction Flatiron Building development; which may shift the perceived Sub-District Boundaries north (refer to Photo B). *Extending the DDA district north wards to include more of this area could also help encourage and direct redevelopment.*

These Sub-Districts reflect both connectivity and discontinuity, both at their fault line/disconnection points with other Sub-Districts and within the Sub-Districts themselves.

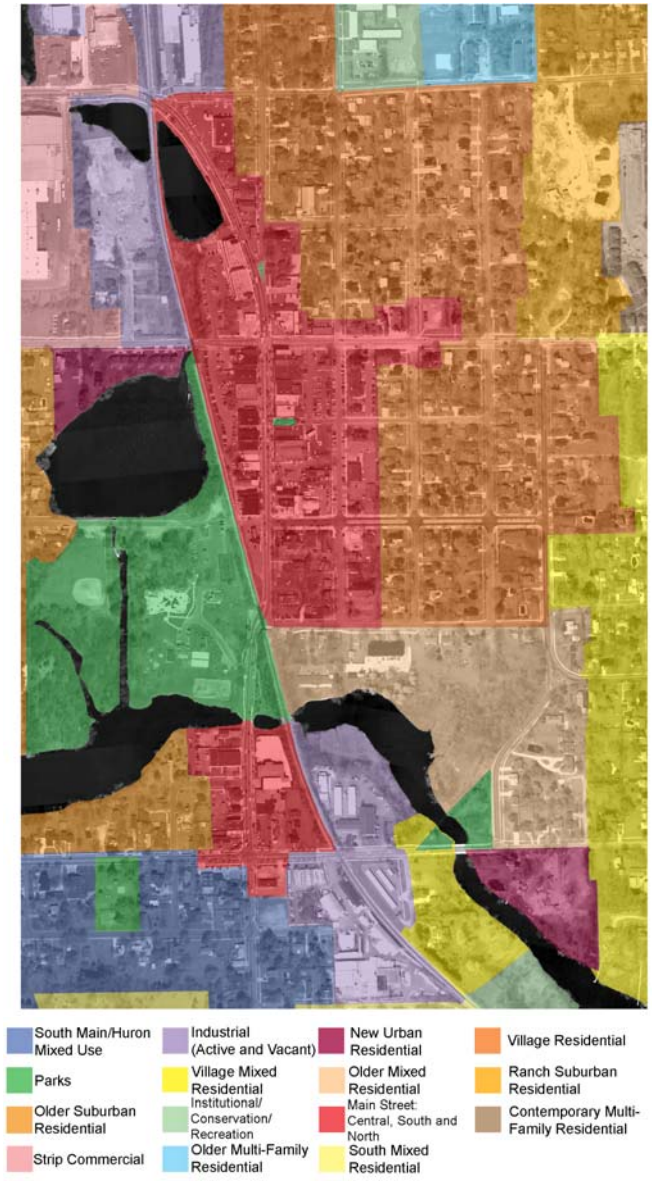


Photo B: Milford Road and the Mill Pond in the North Sub-District of the Village Center.

<u>Three Gateways/Barriers: Main Street River Bridge, Railway Bridge/Culvert, Commerce Railway Bridge</u>

There are three significant barriers/gateways in the Village Center, each impacting the discontinuity/connectivity equation:

- Main Street River Bridge: this very busy bridge is part of the South Sub-District. Central Park and the railway embankment define the north side; while the south side is miscellaneous

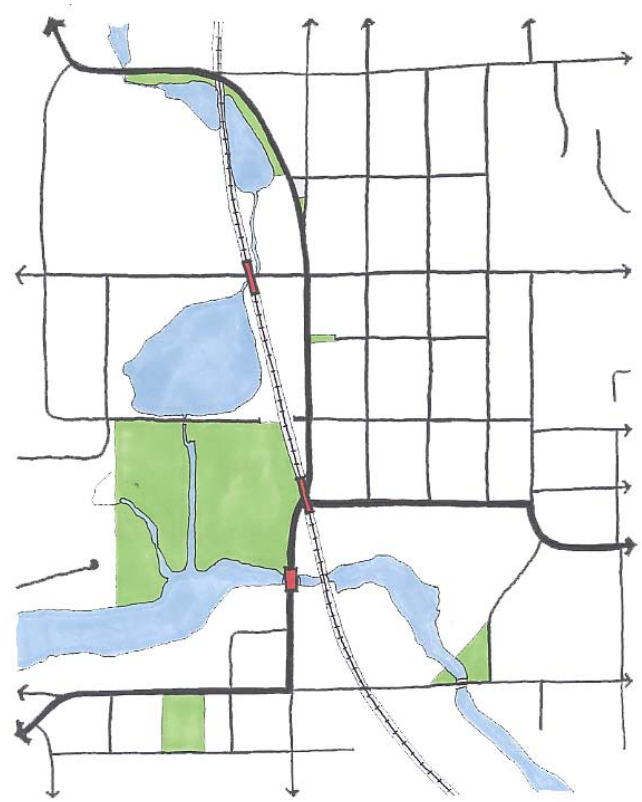


The Village Center identified by character districts.

commercial and parking. *It is also the only Class 1 road crossing the River within the Village.*

- Railway Bridge/Culvert: The viaduct over Main Street forms a gateway from the South Sub-District to the Central Sub-District of the Village Center. However, the particular configuration of the "jog" in Main Street right at the Canal Street intersection is neither pedestrian nor auto friendly, and combined with the embankment, presents a major disconnect between the South and Central Sub-Districts (refer to Photo C). *The stone culvert through which the River passes under the railway embankment is a major barrier in the east-west continuity of the River as a recreational connectivity element.*

- Commerce Railway Bridge: The Commerce Railway Bridge occurs at a very important juncture. As a gateway from recreational resources (YMCA and parks) and high-quality new residential to the west, it is adjacent to potential redevelopment sites on both sides to the north, and also happens to cross the stream connecting two mill ponds: *rail, water, road and redevelopment all come together. Looking south on this stream is a lovely framed view of the Power Control Tower across the Pond, an important viewshed.*



Three gateways to the Village Center.

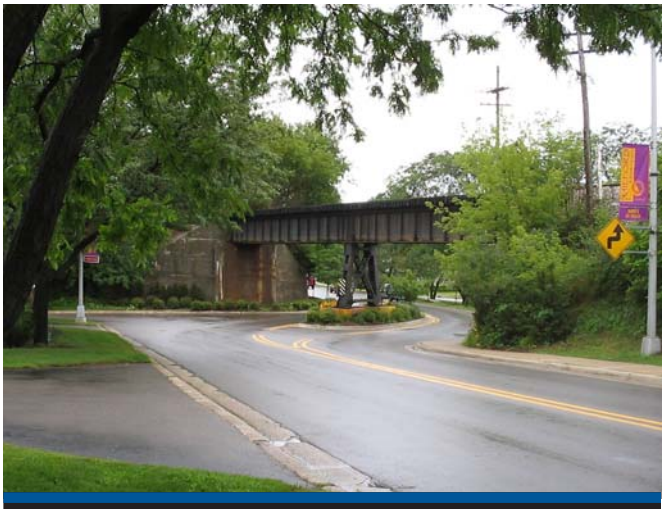


Photo C: Railroad trestle over Main Street looking south.

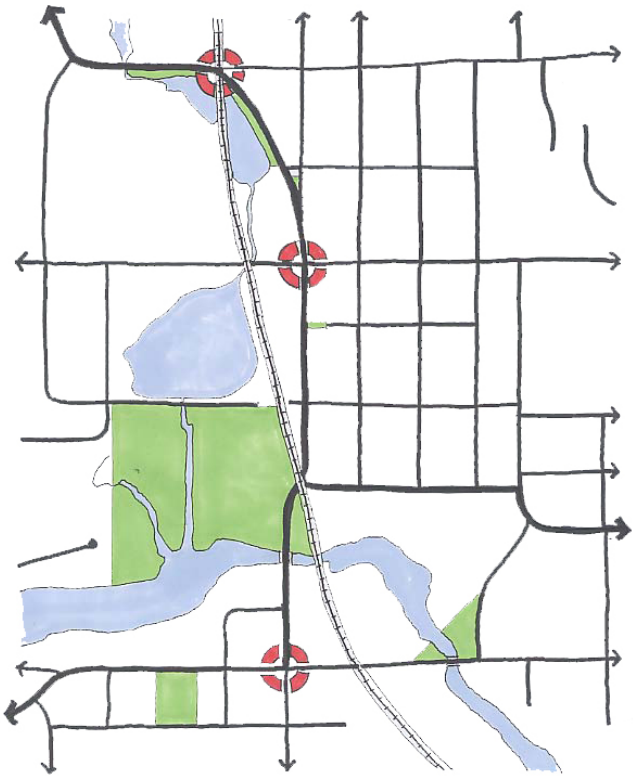
Three Congestion Points: Huron/Main Street; Commerce/Main Street, Milford Road/Summit Street

The sense of discovery that results from the limited access to the Village has a downside which also contributes to the success of the Village as a destination. Traffic congestion at key points results in discontinuities that preclude distributing traffic throughout a network. Virtually all through traffic must pass over the Main Street Bridge on the Huron River. Creative solutions to traffic management, such as modern traffic circles, can be utilized to improve flow. Any intersection reconfiguration will have an impact on land use in the areas of the following congestion points:

- Huron and Main Street: Perhaps the busiest intersection with the longest back-ups in the Village, this signaled intersection is most heavily used by vehicles turning left from Huron onto Main, and right from Main onto

Huron. While there are several active businesses north on Main, the intersection, in general, has vacant or underutilized parcels. *This area could be completely rethought in terms of use and configuration as part of the South Sub-District of the Village Center.*

- Commerce and Main Street: Currently, the northern edge of the Central Sub-District, traffic from the north on Milford Road merges with Main Street at the Flatiron site just north of this signalized intersection. Most of the congestion is on Milford and Main north and south of Commerce during red lights, impacted by left turns onto Commerce. Commerce is much wider and less pedestrian-friendly than Main Street. This intersection, with potential redevelopment sites, could also be reconfigured, and the Central Sub-District extended northwards to Detroit Street and the Mill Pond.



Three congestion points in the Village.

- Milford Road and Summit Street: This intersection is the most "suburbanized" of the three, with Rite-Aid and the future redevelopment of the Singh property. It is further complicated by the grade-level railway crossing immediately to the west. Also, no left turns are allowed from Milford onto Summit. Summit provides access to the Middle School and the northern residential areas, as well as to developed areas west of the Village. *Reconfiguration here, also as a possible traffic circle, could open possibilities of traffic distribution through the Village street network.*

Three Missing Links: Liberty Street, Village Center to River, Village Center to Central Park

Though there are various missing links, cul-de-sacs, discontinuities, etc., some of these are part of Milford's desirability as a place to live: the existence of quiet residential streets, many of them non-through streets. However, the need for connectivity to help overcome the major barriers such as the railway embankment is most apparent at three key points: *(Note: it is assumed that the Peters Street/Huron Street Bridge will be rebuilt, recreating a critical missing link among neighborhoods and part of the "loop" between Huron/Main and Commerce/Main).*

- Liberty Street: As a lovely boulevard of historic homes running westward from First Street to Union Street, Liberty dead-ends across

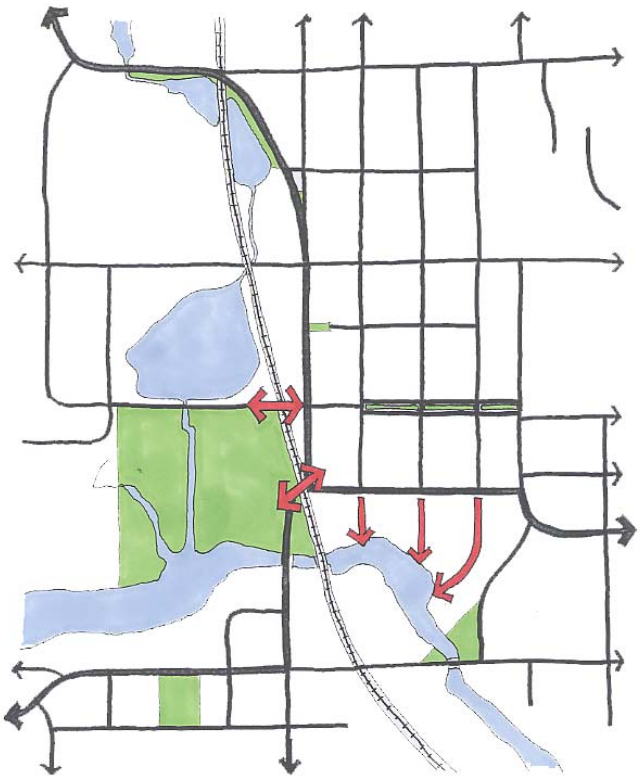


Photo D: Liberty Street looking east from Central Park.

Main at the railway embankment. From the west and south of the Mill Pond and north of Central Park, it also ends at the railway embankment (refer to Photo D). This is a crucial missing connection between Main Street, the Historic District, and the west side of the Village and Central Park and, therefore, the River. *Some form of underpass at the rail way should be created here for both pedestrians and vehicles to help overcome the east/west division of the Village partially attributable to the railway embankment.*

- Village Center to River: The north/south streets of the Historic District, east of Main Street – Union, Hickory, and East – currently have no connection, visual or otherwise, to the River east of the railway culvert and south of Canal. One is not even aware that the River is there. The current uses in this area to the south of the residential heart of Milford range from a veterinary clinic, to a small assisted living facility, to apartments, to small homes. The area also contains substantial wetlands. *A connection or connections to the River to provide public access, or potentially extend the street grid to the River with some new development, could be considered.*

- Village Center to Central Park: The railway embankment is the *most substantial barrier* between the Village Center/Main Street and Central Park/Mill Pond. Canal Street connects to Main Street as a T-intersection right under the railway bridge. As a result, pedestrian and vehicular access to Central Park is compromised, but Canal Street has a visual connection to the Park under the bridge. Furthermore, River Street, as a connection to the Huron Street Bridge and Park at the River, opens up possibilities for connectivity via Huron and Main back to the River and Central Park. *Enhancing both pedestrian and auto connectivity between Canal/Main and the Park could help overcome the Main Street/Central Park disconnect.*



Three missing links in the Village.

These potential connections at Liberty Street and Canal Street, as well as Commerce Street, can help mitigate this serious disconnect. Other opportunities should be explored to strengthen and connect these links, perhaps involving the design of a trail system along the Mill Pond west of the railway embankment. *All of these potential connections can further the goal of enhancing the Village Center as the hub of a regional recreational trail system.*

Three Parking Strategies: On-Street, Behind Buildings, Street as Parking Lot

Part of the success of the Village Center and Main Street is the availability of parking both on and in close proximity to Main Street. Three main positive strategies have been utilized to provide parking in the Village Center:

- On-Street Parking: Main Street has plentiful metered on-street parking, as do the streets connecting to Main Street. The bulbouts at crosswalks substantially enhance pedestrian safety in the Village Center. *On-Street parking, bulbouts, and decorative paving/ landscaping should be extended to as much of Main Street as possible.*



Photo E: Parking area behind the east side of Main Street.



Photo F: Union Street, an example of the street used as a parking lot.

- Parking Behind Buildings: Both the east and west sides of Main Street have off-street parking areas behind the buildings (refer to Photo E). The west side parking is sandwiched between the backs of buildings and the railway embankment; the east side parking occupies substantial areas all the way to the Union Street right-of-way, between Canal and Commerce. There is also some parking in front of buildings on both sides of the street, notably the jewelry store on the west and the auto parts store on the west. *The parking behind the east side of Main Street is substantial, and actually functions as a parking lot. This land should be studied for partial mixed-use redevelopment potential, especially at Commerce and along Center Street extension to Main Street.*

- Street as Parking Lot: Union Street is currently configured for its entire length as a double-loaded front-in parking lot. This provides a substantial amount of non-metered parking while still maintaining some semblance of "street." *Together with the adjacent lots, this is an even larger bank of parking, and Union Street is single-loaded on the east side, some what sparsely* (refer to Photo F).

  Parking, both on-street and behind-building is clearly a necessity; however, the nature of Union Street as a parking lot creates a different disconnect: between Main Street and the Historic District. *While not a physical barrier like the other "missing links" already described, the large gap in the Village fabric diminishes the sense of connection between the historic commercial and residential areas due to the sheer scale and undifferentiated character of the space.*

Parking is crucial to the ongoing success of the Village Center. However, just as traffic could be better managed by providing multiple alternatives for circulating within a network, parking could be less concentrated. Union Street could remain as a front-in parking street, but both the west side and vacant potions of the east side, as well as the extension of Center Street, represent townhome/live-work redevelopment potential. *This would create both more high-density residential in the Village core, and strengthen the connection between Main Street and the residential portions of the Historic District to the east.*

The Components: A Variety of Types

Types of Open Space

As previously outlined, the context within which the Village is situated is rich in natural beauty and many types of natural spaces, from forests to marshes to fields. Within the Village, the primary open spaces can be characterized based on their type, scale and use.



Parking strategies in the Village Center.

Rivers and Ponds: Surface waterways, including the Huron River and the millponds, with value as recreational space, view sheds, and amenities for both public open spaces and private development. They also help define the character of the Village.

Wetlands: Mostly adjacent to the Huron River and streams, they vary greatly in size and quality, from cattails in the floodplain of the River and ponds to wooded areas within and adjacent to parks, but include the small park at River and Huron.

Natural/Recreational Parks: Central Park, Fairgrounds Park, Janowski Park, and similar areas are in a semi-natural state, often with open woodlands, but include various recreational opportunities, ranging from playgrounds and tot lots to picnic areas and baseball fields.

Cemetery: A significant open space with lovely views of the River.

Schoolyards: Open space associated with schools, mostly dedicated to sports and recreation.

Small Parks: Still green space, but small in scale and in a developed context, such as Southside Park (refer to Photo G). Also includes linear parks, such as the path along the Mill Pond on the west side of Milford Road.



Photo G: Southside Park looking north from Washington Street.

Urban Plazas: Center Street Park on Main Street, and the sculpture park at the Flatiron are mostly hard surfaces but landscaped with plantings, decorative fences, and trees.

Undeveloped Land: Concentrated mostly in the southeast portion of the Village, undeveloped areas range from wooded ridges to fallow fields, to the former landfill area to woods. Some areas, such as those between the railroad embankment and the River parallel to Oakland Avenue, are only accessible through other properties, but could potentially be developed for recreational or residential use.



Photo H: Vacant parcel at the northeast corner of Main and Liberty.



Photo I: Commerce Street, an example of a local artery.

Infill/ Special Opportunities: Beyond these categories lie unique open areas, such as the Canoe Ramp, which provide both recreation and view sheds, and vacant industrial sites/brownfields awaiting redevelopment (refer to Photo H).

Street Types and Building Placements

The Village of Milford contains a wide array of street types; one salient characteristic of Milford is how abruptly these sometimes transition from one type to another. Building placements (setbacks and spacing) typically follow street type.

Main Street: In the Village Center, Main Street is characterized by zero-lot-line buildings forming a (mostly) continuous streetwall with ground floor commercial, a height from one to three stories, wide sidewalks, and pavement from building to curb. It has curbside parking and three lanes: two travel lanes and one left-turn lane. Certain portions of other streets connected to Main Street also share these characteristics.

Main Artery: In various areas, these streets are usually connected to the larger regional network and include Milford Road. Typically, they have paved shoulders and a more open character on the outskirts of the Village, and take on a character more typical of either Main Street or a Local Artery. These streets are lined with a variety of building types, but run the gamut from suburban-style strip centers and elder-care facilities (Highland) to new-urban-style townhomes and singles with a traditional feel (Commerce West of railway tracks).

Local Artery: Wider than a residential street, and containing various uses, these streets have setbacks, though their depths may vary. Portions of Commerce and Summit Streets are local arteries (refer to Photo I).

Residential Street-Historic District: Located east of Main Street and south of Summit, this grid of streets features short blocks, tree-lawns, single-family homes of varying ages, sizes, and quality, and large front yard setbacks. Typically tree-lined, these streets are "classic small-town", but represent the potential for restoration, remodeling/additions, infill, and tear-down/replace.

Local Boulevard: Three blocks of Liberty Street (between First and Union) are a local boulevard with tree-lawns and a tree-lined grassy median. Lined with mostly historic homes, it is a lovely anomaly in the village but does not form part of any street hierarchy.

Residential Street-Older Suburban: Similar in width to the residential streets in the Historic District, but with deeper setbacks and mostly ranch houses. Though tree-lined, and connected with the grid of the Village, they also include some courts and cul-de-sacs.

Residential Street-Recent Suburban: Wider than other residential streets in the Village, with deep setbacks

and sometimes with no sidewalks, these streets have large homes and are generally curving with the topography, and contain many cul-de-sacs and typically are not straight through-streets. Some are new urbanist-style cul-de-sacs.

Country Road: Paved or unpaved, these roads have a rural feeling with widely spaced buildings and varying setbacks. They can traverse mostly undeveloped land, or contain homes of varying ages, from farmhouses to large new homes.

Building Types and Architectural Styles

Milford has a pleasantly varied array of building types and architectural styles. However, the abrupt changes in building type and use, and scattered pieces of open land and vacant sites, can create an atmosphere that almost verges on the chaotic. However, there is much of value, particularly on Main Street and within the Historic District.

Commercial Buildings:

- Historic Main Street Commercial: These are the restored gems of Main Street, with their detail and character intact. Most are from the late Victorian and simple turn-of-the-century American Commercial vernacular styles. Of brick or wood construction, these are typically two but sometimes three stories, with a depth longer than their frontage, which is typically zero setbacks (refer to Photo J).

- Quasi-Historic Main Street Commercial: These buildings have been renovated to look "historical", some having been renovated to include details that were probably not original to the building. This approach runs the risk of creating an atmosphere that is overtly "cuter" than Milford ever was (refer to Photo K).

- Contemporary Main Street Commercial: Some buildings are outright Modern (National City Bank addition) while some are a fresh, contemporary take on the commercial vernacular (Rottermond Jewelers). Both approaches are valid as restoration and more valid than reproduction, and only add to the richness of Main Street, as long as they relate to the scale of their context (refer to Photo L.

Commercial Building Types in the Village


Photo J


Photo K



Photo L


Photo M


Photo N


Photo O


Photo P


Photo Q

- Nondescript Commercial: Some buildings on Main Street are rather nondescript, of no discernable style, and include such inappropriate elements as shake-shingle mansard roofs and large expanses of plate glass (refer to Photo M).
- Contemporary New Urban Commercial: Using traditional materials such as brick masonry and massing in scale with their con text, these buildings also present a fresh take on traditional forms and styles, to varying degrees of success (refer to Photo N).
- Strip Mall Suburban Commercial: Typical one-story retail/commercial buildings, with large fields of parking, and outparcels with smaller chain establishments, typically fast food (refer to Photo O).
- Standard Commercial Prototypes: Chain restaurants, chain drugstores, gas stations (refer to Photo P).
- Office Buildings: Various styles (refer to Photo Q).

Institutional Buildings:

- Churches: Romanesque, Colonial Revival, Neo-Gothic.
- Schools: Historic (converted to residential).
- Schools: 1950's or Contemporary.
- Municipal Complex: Various Postwar and Contemporary styles.
- YMCA: Contemporary.
- Library: Contemporary.

Single-Family Residential Buildings:

- Historic Farmhouse Vernacular (refer to Photo R).
- Historic Colonial Revival (refer to Photo S).
- Historic Neo-Gothic (refer to Photo T)
- Historic Victorian (refer to Photo U).
- Craftsman Colonial (refer to Photo V).
- Western Bungalow (refer to Photo W).
- Post-WWII Bungalow (refer to Photo X).
- Standard Ranch (refer to Photo Y).
- Split-level Ranch (refer to Photo Z).
- Contemporary Colonial Revival (refer to Photo AA).
- McMansion – brick or stone front, quasi-colonial (refer to Photo BB).
- New-Urban Vernacular Colonial (refer to Photo CC).
- New Craftsman Revival (refer to Photo DD).
- Duplexes (refer to Photo EE).
- Contemporary Townhouses (refer to Photo FF).
- New Urban Townhouses (refer to Photo GG).
- Cluster Homes (refer to Photo HH).

Multi-family Residential Buildings:

- Apartment Buildings Post WWII.
- Contemporary Condominiums .
- Elderly Continuing Care Facilities: Converted apartments.
- Elderly Continuing Care Facilities: Purpose-built, contemporary.

Industrial Buildings:

- Mid-century masonry single-story vernacular: Lumberyard, Singh site, etc.
- Pre-Engineered Metal Buildings: Cement plant, lumberyard, self-storage, etc.

Single-Family Residential Building Types in the Village



Photo R



Photo S



Photo T



Photo U



Photo V



Photo W



Photo X



Photo Y



Photo Z



Photo AA



Photo BB



Photo CC



Photo DD



Photo EE



Photo FF



Photo GG



Photo HH

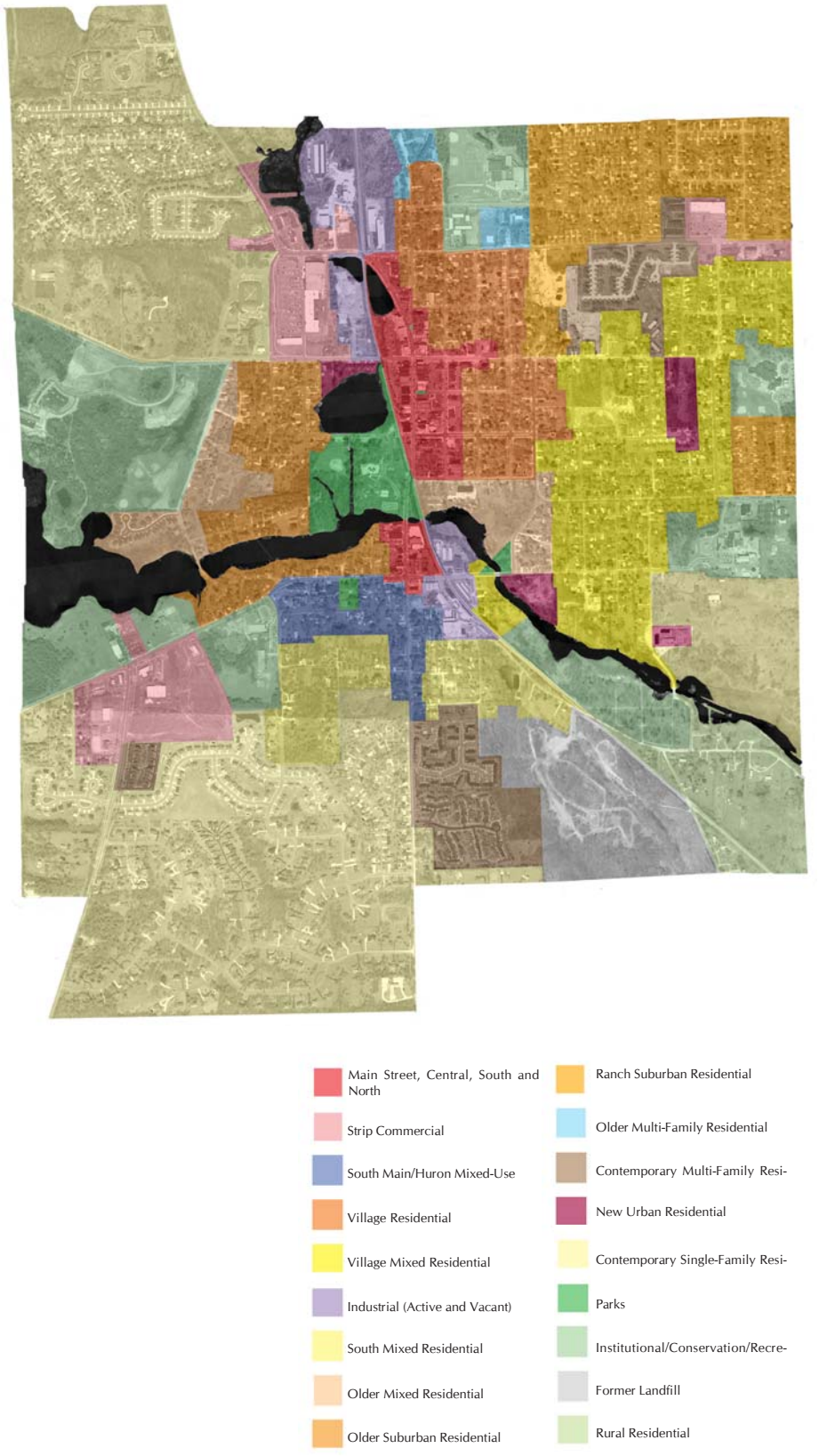
Miscellaneous:

- Power Dam Tower: Landmark.
- Large Barn: Oakland Avenue.
- Railroad Overpasses: Steel structures.
- Railroad Culvert: Dressed stone arch structure.
- Water Tower: Industrial metal structure.
- Gazebos: Wood victorian reproduction.

Preliminary Character District Identification

Based on the above analysis, including the illustrations, diagrams, and photographs as well as the text, the following "Preliminary Character Districts" have been identified (refer to map):

- Main Street: Central, South, and North
- Strip Commercial
- South Main / Huron Mixed-Use
- Village Residential
- Village Mixed Residential
- Industrial (Active and Vacant)
- South Mixed Residential
- Older Mixed Residential
- Older Suburban Residential
- Ranch Suburban Residential
- Older Multi-Family Residential



Preliminary character districts in the Village.

- Contemporary Multi-Family Residential
- New Urban Residential
- Contemporary Single-Family Residential
- Parks
- Institutional/Conservation/Recreation
- Former Landfill
- Rural Residential

Historic Resources and Opportunities

The Milford Community has a rich history dating back to 1832. The legacy of that history is reflected in the rehabilitated storefronts in a vibrant downtown, numerous historic markers, a yearly festival called "Milford Memories" and an active Historical Society.

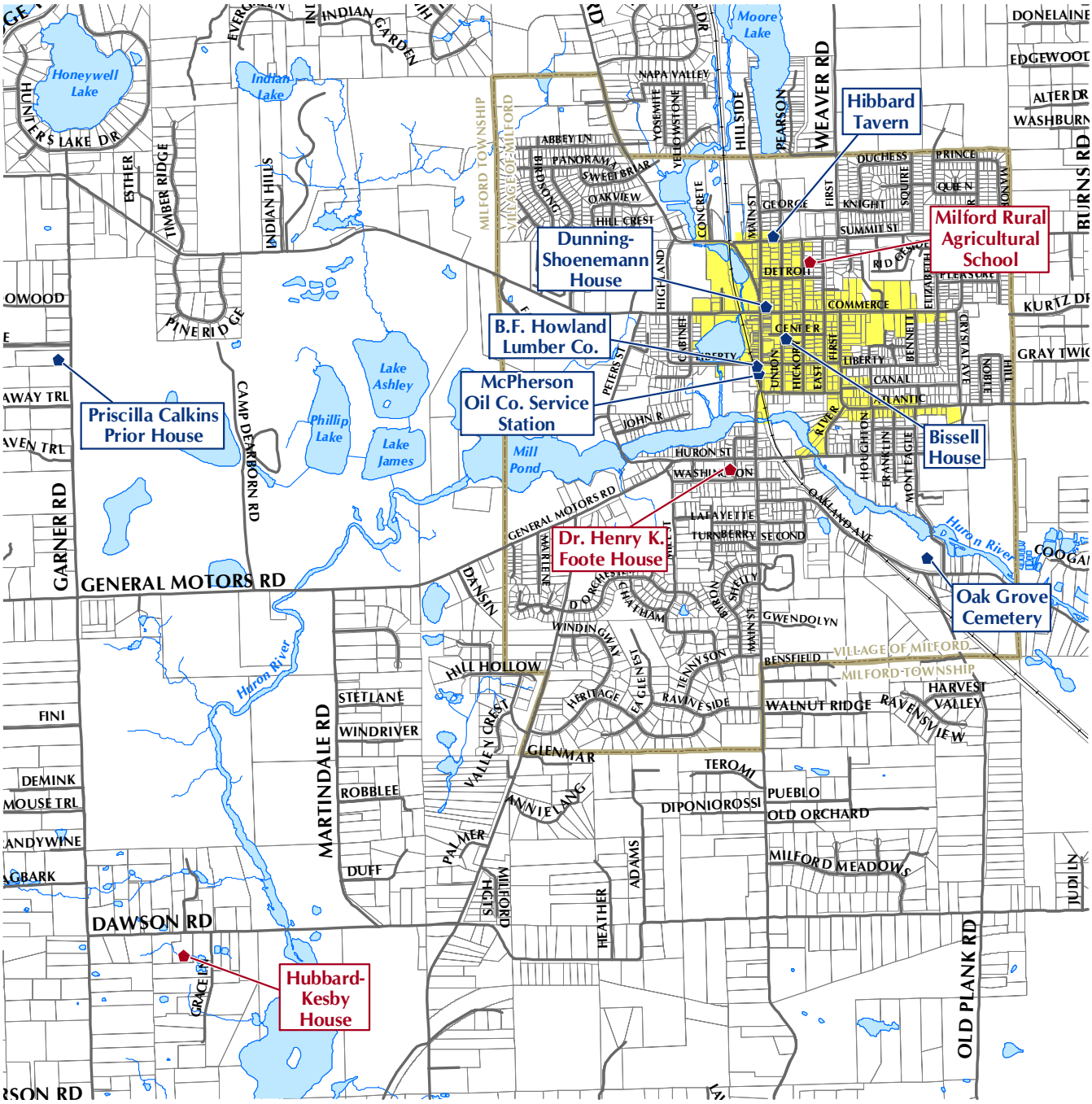
This portion of the Master Plan will detail the programs and efforts with Historic Preservation goals that are currently in existence in Milford, properties currently listed on the State and National Register of Historic places, and suggest areas that are likely to prove historically important for future recognition. As part of the Goals and Objectives for the Master Plan, proposed measures and future opportunities for the protection of historic resources will be examined.

To date, the Village and Township government do not offer any legal protection for historic resources in Milford. However, there is in existence an active Milford Historical Society which pursues preservation projects and promotes appreciation of local history.

The Milford Historical Society was founded in 1973. This organization serves as the center of appreciation of local Milford history. The Society is located in a Greek Revival style house at 125 East Commerce in the heart of the Village, which includes a research and archives room, as well as interpretative displays of local history. Other important work of the Society includes co-sponsoring the microfilming of the Milford Times newspaper, an annual historic home tour and awards, as well as research. The Society published the book entitled, Ten Minutes Ahead of the Rest of the World – A History of Milford for the Village's sesquicentennial.

Sites currently listed on State or National Register of Historic Places in Milford are shown on the **Historic Properties Map** and are described below:

- B.F. Howland Lumber Company, 249 N. Main Street, Milford (State Register) is a good example of vernacular architecture preserved through adaptive reuse. It is associated with the business interest of a former Michigan governor, Josiah Begole.
- Bissell House, 334 Union, Milford (State Register) is architecturally significant as a fine example of a Second Empire structure in Milford.
- Dunning-Schoenemann House, 514 N. Main, Milford (State Register) is a restored building that now serves as a gift shop. It is an outstanding example of Greek Revival architecture.
- Dr. Henry K. Foote House, 213 W. Huron Street, Milford (State and National Register) built in 1857 has architectural significance as a fine example of late Greek Revival temple form residence in original condition. The structure has significance as the home of Dr. Foote, Milford's first physician and prominent local politician. Dr. Foote was elected to three terms in the State Legislature. He died in 1863 while serving as a surgeon for the Fifth Michigan Cavalry in the Civil War.
- Hibbard Tavern, 115 Summit, Milford (State Register) was built between 1836 and 1838 by Aaron Phelps, pioneer settler and first post master of Milford. It is a Greek Revival resi dence and was one of the first frame structures erected in the Village. The home was trans formed into a tavern in the early 1840s. It served the Milford community for many years as a tavern, stagecoach inn and mail drop on the Pontiac-Howell stage line. During the 1860s, the tavern was converted back into a private residence.
- Hubbard-Kesby House, 1965 Dawson Road, Milford Township (State and National Register) was constructed circa 1835-40 by John and Betsy Moore Kesby. The home



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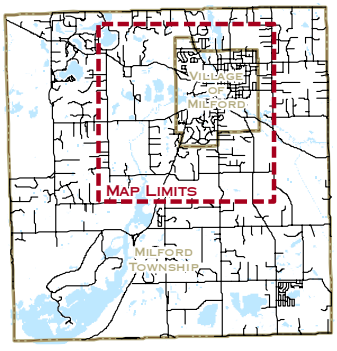


HISTORIC PROPERTIES MAP

Legend

- National and State Registered Historic Site
- State Registered Historic Site
- North Milford Village National Historic District
- Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

Historic Sites Source: Michigan State Historic Preservation Office.
Historic District Boundary Source: Milford Historical Society.

0 0.25 0.5 Miles

maintains architectural significance as an example of farmhouse evolution in Milford and historical significance for its association with a local pioneer family.

- McPherson Oil Company Service Station, 239 N. Main Street, Milford (State Register) is a single-story brick structure displaying commercial Mission architecture influences in a modified Art Deco medium. This building is a rarely-encountered intact example of roadside architecture popular during the 1930's when the automobile became a dominant factor in American life.

- Milford Rural Agricultural School, 630 Hickory Street, Milford (State and National Register) remains virtually unchanged from the time it was built in 1926. This school was an important part of the movement in Michigan for consolidation of schools to provide better education for young people in rural areas. The Arts and Crafts-inspired, Art Deco style of the exterior of the school made it a product of its time, and the fine workmanship and attention to detail throughout guaranteed its survival.

- Oak Grove Cemetery, Garden Road, Milford Township (State Register) contains the graves of the founders and early settlers of Milford, which date back as early as 1832. The cemetery contains some unique headstones and its original iron fence.

- Pricilla Calkins Prior House, 835 Garner Road, Milford Township (State Register) was built in the 1840's and maintains its architectural significance as an example of an early Greek Revival farmhouse in the New England building tradition. The Prior family inhabited the house for nearly a century and their descendants have had an unequivocal impact on the direction and growth of agriculture and education in Milford.

- North Milford Village Historic District, created in 2000, includes approximately 300 contributing buildings dating from the mid 19th century until the 1930s. (National Register of Historic Places).[1]



Hibbard Tavern historical site.

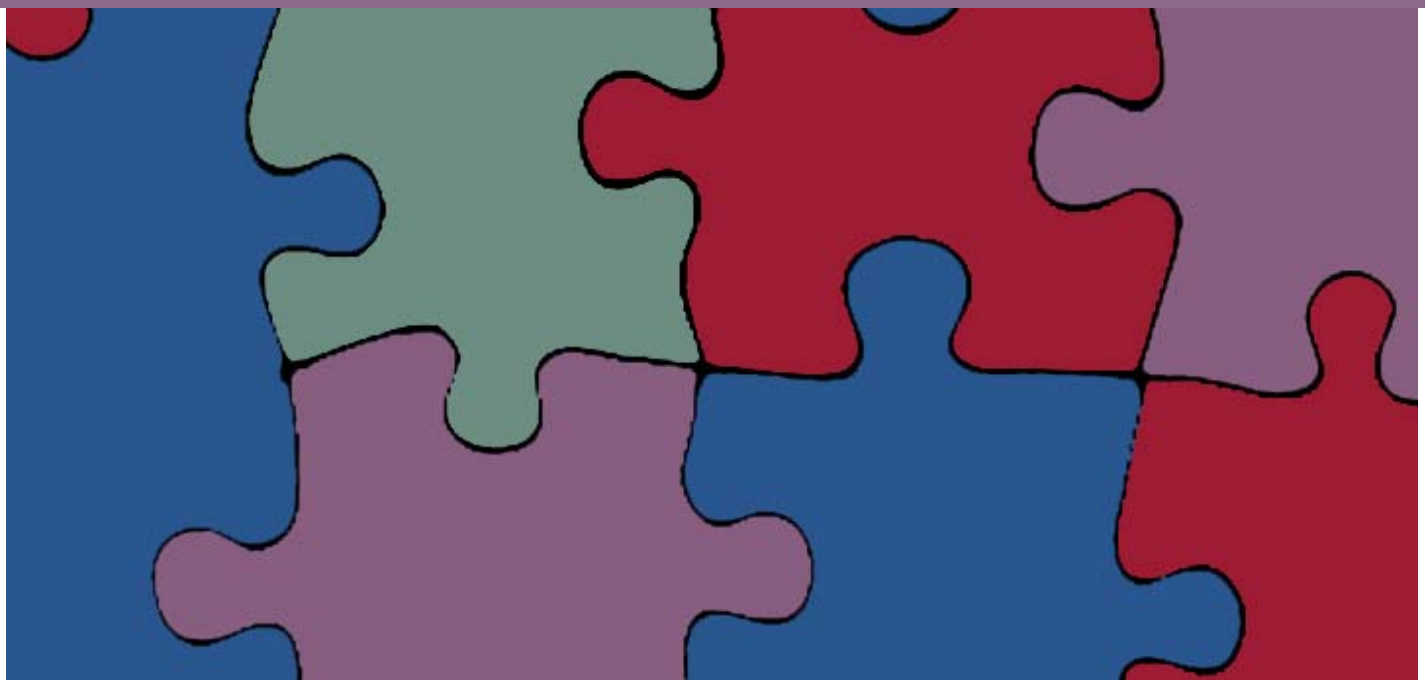
As can be seen, the Village currently has two national register historic sites, six state register historic sites, and one national register historic district. There is definite potential for the downtown commercial buildings along Main and Commerce to be considered for national register designation or a local Milford historic designation.

The Township currently has one national register historic site and one state register historic site. From a cursory windshield survey of the Township, it appears that the main historic mile-marker roads, as well as historic two-lane routes, show the most potential for historic farmsteads and houses. Many of these houses and farmsteads have been severely altered with rehabilitations, but further research and survey is required. There may also be historic resources on secondary roads and, therefore, a windshield survey of the entire Township would be an important first step in identifying these structures. After a windshield survey is completed, an intensive-level survey of potential national register properties could be completed, giving the Township and Village a comprehensive inventory of historic resources for future planning. The survey could be used as a guideline for possible local historic designations.

(Footnotes)

1 "Historic Sites Online." Michigan History, Arts and Libraries Website, August 2006. Http://www.mcgi.state.mi.us/hso/advancematch.asp?ctype=any&cname=Milford&cnty=Oakland

8 Planning Framework



Introduction

The preceeding chapters of this Master Plan comprise a comprehensive snapshot of the community, providing a sound understanding of existing conditions, contraints and opportunities. This chapter sets forth the guideing framework and process employed for establishing the future vision of the community, setting the stage for the succeeding chapters of the Plan, including the Goals, Objectives, and Strategies; Future Land Use Plan; and, Implementation Plan for the Milford Community.

The Village of Milford and Milford Township have seized upon legislative authority to plan for their community. Empowered by 2008 PA 33 (Michigan Planning Enabling Act), each community has willfully participated in the formulation of joint planning goals, objectives and strategies to achieve a built character that is formed by its past heritage, current needs, and community desires.

Brand

The Milford Township and Milford Village Planning Commissions jointly met in February and March of 2008 to discuss shared planning goals and objectives. This time was also used to discuss the key attributes of the Milford Community that they feel are significantly valued.

Through a mission statement exercise, the Community identified the need for a "brand." A brand is the internalized sum of all impressions received by the Community which result in a distinctive position in their mind's "eye" based upon perceived emotional or functional benefits. A brand is typically memorialized in a statement which is brief; can be easily repeated; and, conveys a vivid description of the benefits. The following brand statement was offered and accepted by the participants as meeting these tests:

Milford Community – your front porch to Main Street, healthy living, and innovation.

Guiding Principles

Previous Milford Community Master Plans were constructed upon certain long-standing guiding principles. These principles produced a desirable outcome. As reported in the Township's *Land Use Plan Update* adopted in 1999:

"Through adherence to long-standing zoning standards, based upon comprehensive land use planning, there has been an orderly development pattern in the past. Commercial and industrial uses have been guided into planned areas which have limited intrusion or impact on residential areas. Residential development has occurred in general concentric zones emanating out from the Village."

Certain past guiding principles remain relevant to the current planning effort. They have been augmented and are offered here as a planning framework which supports the brand and land use plan proposals which follow.

1. Maintain a policy of controlled, moderated growth, based upon the principles of "concurrency" — requiring facilities and services at the time of development and "sustainability" — making community planning decisions that will benefit, not burden or penalize, the Community's future generations.

2. Acknowledge the historic community service center in the Village of Milford as a focal point for specialized shopping, office, entertainment and civic functions. Its available services, alternative housing opportunities and downtown historic focal point are features conducive to supporting the Township's surrounding rural residential development pattern.

3. Recognize the emerging importance of the I-96/South Milford Road interchange area as the gateway entrance to the Community from the south. Carefully plan for commercial and residential uses in proximity to this interchange that will benefit from its proximity, as well as its position near the emerging shopping district located to its south in Lyon Township.

4. Understand the positive contribution certain large-scale land uses have had on shaping the existing development pattern: open spaces close to home and work which encourage walking, physical activity and time spent outdoors. These include Kensington Metropark, the Proud Lake State Recreation Area, and Camp Dearborn. Require any proposed changes to these regional land uses to be subjected to Master Plan amendment procedures to ensure that the Milford Community and neighboring jurisdictions fully participate in evaluating proposals for their re-use.

5. Protect "green infrastructure" using Low Impact Development (LID) techniques as a way to conserve native species and ecological sustainability. LID is an approach which emphasizes the integration of site design and

planning techniques that conserve natural systems and hydrologic functions on a site. The Milford Community is uniquely situated within the Huron River watershed. Its fragile lands, water areas and natural assets represent irreplaceable environments for plant and animal life, and for recreational uses.

6 Allow for the continuation, resumption, restoration, reconstruction and extension of legally established nonconforming uses that contribute to Milford's built character or its heritage.

7 Reject sprawl development characterized by spread-out development along roadways, generic or uncoordinated architecture, big box construction, strip malls, and fast-food drive-through restaurants. Instead, focus development within planned centers offering a pedestrian orientation and distinctive design that maintains Milford's strong sense of place and protects its rural atmosphere, characterized by open fields, farmland or woodlands as common elements of the visual landscape.

8 Maintain "life cycle housing" and a full range of supporting community services so that people in various stages of life can find a home they can afford which is suited to their personal needs and tastes.

9 Preserve and protect cultural resources and properties, structures, and neighborhoods having historical significance.

10 Promote the development of community services and facilities that work to integrate and unify the Community.

Our Intent: Smart Growth

In addition to the above guiding principles, the Milford Community intends to pursue sustainable development and community vitality by adhering to the ten principles of smart growth. In contrast to sprawling development, smart growth strives for an integration of use, pedestrian oriented development, and the preservation of natural assets. The ten principles of smart growth are highlighted in the sidebar.

In order to transform the principles of smart growth into a practical framework for community development, the rural-to-urban transect model was developed by leading smart growth proponents. The rural-to-urban transect model defines a series of zones that gradually transition from sparse rural areas to a dense urban center, with each zone embodying a unique development character. The rural-to-urban transect model has been applied to the Milford Community utilizing five zones: Natural, Rural, Suburban, General Urban and Urban Center (see next page). The transect framework for the Milford Community serves as an overarching guide for development and is reflected throughout the Goals, Objectives, and Strategies, as well as the Future Land Use Plan.

Smart Growth Principles

1.
Mix land uses;
2.
Take advantage of compact building design;
3.
Create a range of housing opportunities;
4.
Create walkable neighborhoods;
5.
Foster distinctive, attractive communities with a stong sense of place;
6.
Preserve open space, natural beauty, and critical environmental areas;
7.
Strengthen and direct development towards existing communities;
8.
Provide a variety of transportation choices;
9.
Make development decisions predictable, fair and cost effective; and,
10.
Encourage community collaboration in development decisions.

Milford Community Transect Model

RURAL > > >

Previous Planning Studies

As a starting point for developing the future vision of the community, both the 1998 Village of Milford Master Plan and the 1999 Charter Township of Milford Land Use Plan Update were evaluated, particularly the goal statements and future land use proposals.

Presented below are highlighted goals from the 1998 Village of Milford Master Plan:

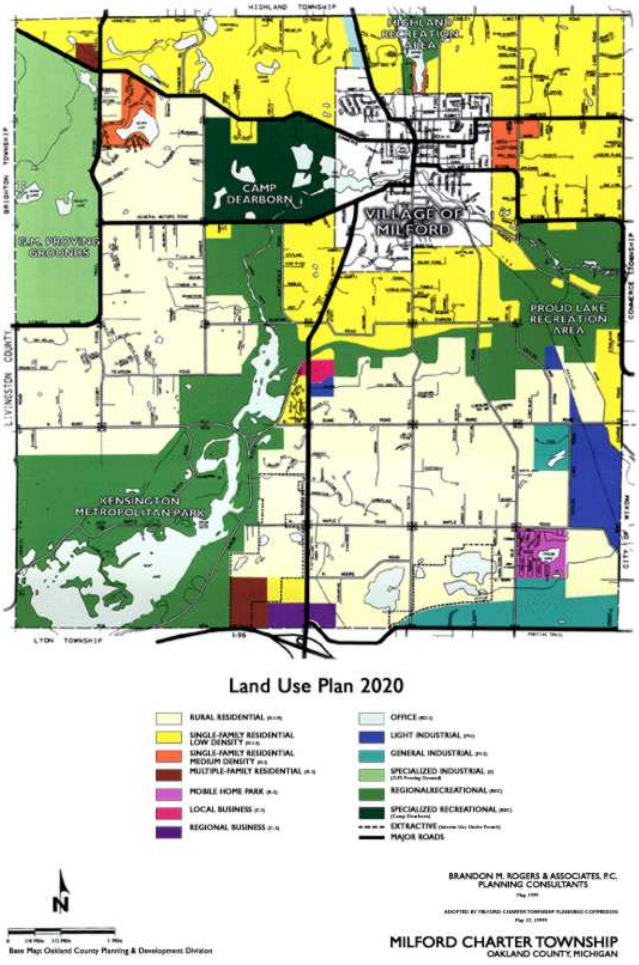
- Promote policies to support the downtown business area;
- Preserve parks and open space;
- Recognize that the Village and Township are economic partners and work toward common goals;
- Stimulate the economic climate through commercial and industrial development;
- Protect ground and surface water quality;
- Develop proper tools and techniques to manage growth; and,
- Create a comprehensive vehicular, bike and pedestrian network.

The goal statements from the 1999 Charter Township of Milford Master Plan are summarized below:

- Balanced land use;
- Preserve natural features and views;
- Strengthen residential neighborhoods to improve quality of life and property values and create a demand for infill housing within residential areas;
- Create pedestrian routes;
- Improve traffic flow;
- Strengthen character and the economic base of Township;
- Visually enhance development; and,
- Update the Zoning Ordinance.

The future land use map prepared for the 1999 Charter Township of Milford Master Plan Update established 13 land use categories to direct future development activities. Overarching recommendations for the Township as included in the 1999 future land use plan are summarized below:

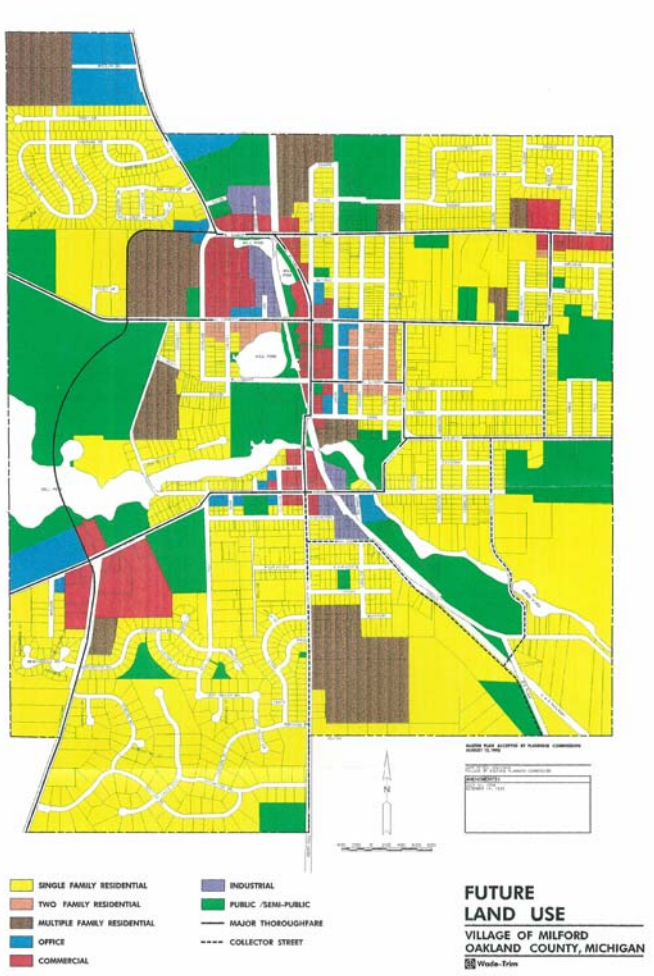
- Maintain a rural residential character through controlled growth;
- Discourage strip commercial development along principal roads in favor of planned commercial sites;



Future Land Use Map from 1999 Charter Township of Milford Land Use Plan Update

- Plan for expansion of mobile home park use in Section 36;
- Recognize the emerging importance of the I-96/Milford Road interchange area and provide for planned commercial uses;
- Encourage industrial development along Pontiac Trail, which has improved access to I-96 and Wixom Road in the City of Wixom;
- Allow for reuse of gravel extraction sites consistent with the underlying residential future land use categories;
- Preserve the Township's many public recreation areas and enhance environmental resources;
- Consider North Milford Road as an important entrance to the Township of a primarily residential and low profile office character; and,
- Acknowledge the historic Village center as a focal point for convenience shopping, office and civic facilities.

The future land use map within the 1998 Village of Milford Master Plan established seven future land use categories to oversee future growth. A significant portion of the Village is planned for single-family residential use, designed to protect neighborhood character, prevent encroachment from incompatible uses, avoid overcrowding by requiring minimum yards and open spaces, restrict unnecessary traffic and encourage attractive infill development consistent with family needs. Two-family residential use is planned surrounding the Village core while multiple-family residential uses are scattered throughout the Village. Commercial use is planned for the Village core, in addition to several shopping center nodes (General Motors Rd at Milford Rd, Milford Rd at Highland Ave and Commerce Rd at Summit St). Industrial use is planned in several locations, primarily in recognition of established industrial uses.



Future Land Use Map from 1998 Village of Milford Master Plan

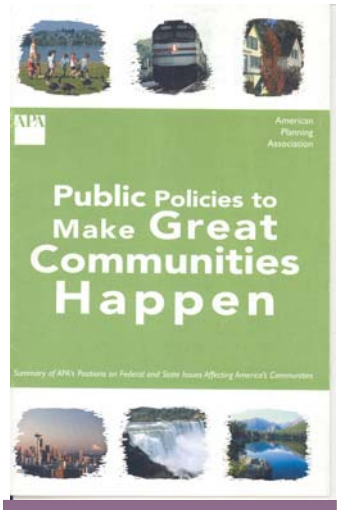
Planning Principles Embraced by Leading Organizations

A variety of organizations with expertise in local governance, planning or design have developed fundamental policies or principles to be applied for the betterment of their respective discipline. Because of the expertise and resources of these organizations, such principles can be utilized as benchmarks to which smaller jurisdictions can strive.

The following policies or principles were reviewed as part of the development of the Milford Community goals, objectives and strategies:

"Public Policies to Make Great Communities Happen," American Planning Association (APA)

The intent of this document is to outline the policies promoted by the APA as essential to achieving smart growth which can lead to better planned communities. In summary these include:



Includes the APA's ten things you can do to make great places happen.

- A unique sense of community and place;
- Preserve and enhance valuable natural and cultural resources;
- Distribute the costs and benefits of development;
- Expand the range of transportation, employment, and housing choices in a fiscally responsible manner;
- Consider long-range and regional implications of short term actions; and,
- Promote public health and healthy communities.

"The Ahwahnee Principles: Toward More Livable Communities," Center for Livable Communities

A growing concern began to spread among the nation's leading urban design professionals regarding how existing patterns of urban and suburban development seriously impair our quality of life. They outlined the symptoms of this type of development to include increased congestion and air pollution, loss of precious open space, costly improvements to roads and public services, inequitable distribution of economic resources, and the loss of a sense of community. By utilizing the best practices from the past and present, the team of professionals crafted a set of fundamental principals to help guide development. These principals would serve to infill existing communities and plan new communities that would better serve the needs of the residents who live and work within them.

The Ahwahnee Principles (excerpt)

All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks, and civic facilities essential to the daily life of the residents.

A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

The community should have a center focus that combines commercial, civic, cultural, and recreational uses.

Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks and greenbelts.

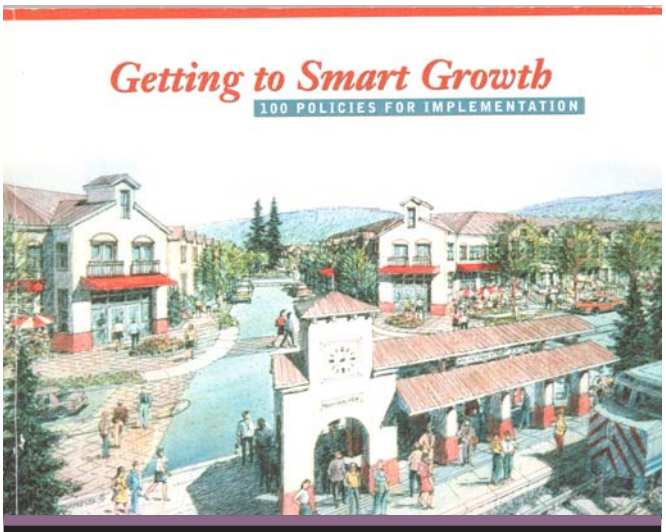
"Criteria for Great Places," Project for Public Spaces, Inc.

Through their research into thousands of public spaces all around the world, Project for Public Spaces has found four key elements that ensure success. These include access and linkages, comfort and image, uses and activities, and sociability. Access and linkages relates to how easy it is to not only get to the space but to maneuver within the space. Comfort and image include people's perceptions regarding whether the space is safe, clean, and provides opportunities for people to sit and interact. Uses and activities specifically relate to whether the space gives people something to do, a reason to come to the space. Finally, the hardest of the four qualities to define and achieve is sociability. Sociability is that intuitive quality of a place that allows people to feel comfortable not only interacting with friends and

neighbors but strangers they meet in the space. Once achieved, sociability provides a stronger sense of place or attachment to the community.

"Getting to Smart Growth: 100 Policies for Implementation," International City/County Management Association (ICMA) –

The Smart Growth movement outlined ten principals that are often associated with healthy, vibrant, and diverse communities that offer their residents choices of how and where to live. As a next step in the evolution of this movement, the Smart Growth Network wanted to address the gap between recognizing the benefits of smart growth and developing policies that would help achieve it. The intent of *Getting to Smart Growth: 100 Policies for Implementation* was to help communities draft policies that would put the smart growth principals into practice.



Includes helpful planning tips from communities around the nation that have implemented smart growth techniques.

Community Involvement

Community involvement, garnered during numerous public meetings, workshops and events, contributed significantly to the overall framework that guided the planning process. For the citizens of the Milford Community, these pubic input activities offered an opportunity to learn about the planning process, hear differing perspectives, share ideas, and work together toward common goals. The public involvement sessions provided the Project Team with feedback on report components, and insight on important issues, community values and expectations. Ultimately, the outcomes of the various community input opportunities were directly incorporated into the goals, objectives and strategies and future planning components of this Master Plan.

The major community involvement opportunities contributing to the overall planning framework are outlined herein.

Village of Milford Survey of Citizen Perceptions

Prior to the commencement of this Master Plan process, in September 2003, a written survey was sent to a random sample of 956 Village of Milford residents; 55 were returned unopened, therefore, the sample size amounted to 901. By mid-October, 45.8 percent of survey recipients had completed and returned the surveys. To protect the integrity of the sample, later responses were not included in the analysis. The survey was conducted by the Institute for Community and Regional Development, Eastern Michigan University. The following comments are taken from the survey report.

A demographic analysis of survey respondents indicated that more than half have lived in Milford more than ten years, and three-fourths indicated that they expect to be living in the Village in three years. Almost half have children at home, nine out of ten are home owners, one quarter are retired, nearly eight out of ten are employed outside the Village and Township, and almost three-fourths have two or more cars in the household.

Less than one in ten of the respondents work in downtown Milford, but seven out of ten respondents make one or more daily trips through the downtown area. More than half would support a road maintenance millage, while one quarter was opposed. Seven out of ten support the Peters Road By-Pass, but respondents are evenly divided (37 percent) over whether to use local dollars for this purpose. Another one quarter is undecided about using local dollars to support the By-Pass.

The results suggest that many respondents are aware of what is going on in Milford and are interested in the community, based on readership of the local newspaper. However, they are not particularly likely to participate in the community by attending meet-

ings or volunteering their time. Recycling is widely used, and parks are more likely to be used than libraries. Overall, respondents are very happy with the quality of services offered in Milford; 78 percent rated services as a four or five on a five-point scale. Street repair and sidewalk maintenance received the least favorable responses.

Respondents overwhelmingly rated the Village as a good or excellent place to live. The quality and availability of parks also received high marks. The lowest rated aspect of the community is traffic flow in the downtown area; only 16 percent had a positive rating. Seventy percent think that traffic flow has gotten worse over the past five years. On the other hand, it is important to note that 84 percent of respondents rate the quality of the downtown positively.

More than nine out of ten support the Senior Center, and seven out of ten strongly agree that the Center is an important part of the community. Seven out of ten either agree or strongly agree on a dedicated millage for the Center. Two-thirds of the respondents expressed support for recreation programs, yet more than half disagreed somewhat or strongly disagreed with a dedicated millage for recreation programs and recreation facilities maintenance.

Respondents were opposed to increases in residential density and in multi-family housing; 85 percent were opposed to additional multi-family zoning. Almost three-fourths were opposed to more commercial or industrial zoning. Respondents were opposed to higher density growth and are willing to allocate tax dollars to slow it.

Overall, respondents were attracted to Milford for its small town atmosphere, rural character, walkable community, parks, and open spaces. They expressed concerns about growth, development, and traffic.

Creating Milford's Future Community Event

The "Creating Milford's Future" community event was conducted on June 12, 2006 by futurist, Ed Barlow, of Creating the Future, Inc. This event was advertised through notices or articles in the Milford Community News (Village and Township newsletter) and the Milford Times (local newspaper). Additionally, event flyers were placed in the Village and Township offices, the Senior Center and a variety of other locations around the community. In total, approximately 100 citizens, officials, and other interested parties attended.

Listed below are highlights on local conditions presented during the session.

The goals of the session were:

- To enhance understanding of the dynamics of a continuum of change;
- To explore structural changes which are occurring and their implications on the way we live and work; and,
- Identify "things to consider" as Milford creates its future.



Flyer for the "Creating Milfords Future" Community-wide event.

Benefits of the joint Master Plan include:

- Trust building;
- Practicality;
- Coordination;
- An opportunity for improved chances of success;
- Satisfy the legal requirement of each to address areas outside their boundaries; and,
- A "synergy" and streamline process for public involvement.

How weak is Michigan's economy?

- 50th in Personal Income Growth;
- 46th in Unemployment Rate;
- 48th in Employment Growth; and,
- 49th in Index of Economic Momentum.

Oakland County and Michigan Information:

- More than one-third of the state's Research and Development (R&D) facilities are located in Oakland County;
- Michigan ranks second in the nation in R&D spending;
- Michigan companies file over 3,000 patents a year placing Michigan in the top ten states for a total number of patents granted;
- Life Sciences in Michigan is a $2 billion industry;
- Over 40 percent of Oakland County residents have college degrees;
- Oakland County has the third highest number of high-tech workers in the nation and twice the corporate R&D professionals compared to the national average;
- Population of Michigan's workforce is 5.1 million;
- 15 public universities, 50+ independent universities and colleges, and 29 community colleges in Michigan;
- Over 96,000 college degrees are granted every year in Michigan, almost twice the national average;
- 2 ½ times the number of master's degrees were issued in Michigan than the national average;
- Close to 1,500 PhD's are granted in Michigan every year, almost twice the national average; and,
- In 2004, Michigan colleges and universities granted over 2,400 bachelor's degrees, 349 master's degrees, and 228 PhD's in biotechnology fields.

Milford's Economic Statistics:

- Higher household average income than Oakland County;
- Home of General Motors Proving Ground with 4,800 employees and 130 visitors per day;
- Average 32,000 automobiles per day in downtown; and,
- Huron Valley Schools, one of the 20 largest school districts and most effective schools in the state.

Ultimately, the goal of this event was to enhance the Community's understanding of the future and how it might influence their decision-making. The topics that were explored, like the rapidly changing social, economic, and political world in which we live, offer both challenges and opportunities to the Milford Community. Through the development of the Milford Community Master Plan, the Village and Township are tackling these issues head on. The goals, objectives, and strategies and future land use proposals developed for this Plan will provide the direction the Community needs to prepare for a continuum of change.

Plan Milford Community Forum #1

The Plan Milford Community Forum #1, a community-wide event, was held on September 26, 2006. To encourage attendance by a wide spectrum of citizens, a variety of methods were used for advertising the forum including articles in the Milford Community News and the Milford Times and flyers distributed throughout the community. The advertising methods proved successful, as approximately 100 citizens, Community officials, and other interested parties were in attendence.

The first portion of the forum was dedicated to providing attendees with an understanding of the key discoveries from the background sections of the Master Plan. This included a citizen viewing gallery of background information highlights, a presentation of the key discoveries by the Project Team, and a question and answer session. The forum continued with a visioning exercise designed to allowing participants the opportunity to identify their "treasures and concerns" in the Milford Community. For this exercise, attendees were divided into a total of nine small groups, with discussion lead by a member of the Project Team assigned to each small group.

Small groups were asked to provide answers to the following three questions:

- Why do you live in the Milford Community?
- What do you treasure in the Milford Community?
- What in the Milford Community are you most concerned about?

Responses from small group members were categorized into four broad categories:

- Green Stuff;
- Built Stuff;
- How you get around; and,
- Other.

Participants most often indicated that they treasure the following:

- Natural features and open spaces within the Community;
- Small town character;
- Historic buildings;
- Walkable downtown/ dining/shopping; and,
- Gravel and scenic country roads.

Participants most frequently noted the following concerns:

- Loss of natural features;
- Uncontrolled growth/sprawl;
- Traffic congestion;

KEY DISCOVERIES: MARKET ASSESSMENT

- Milford Village imports considerable retail activity from households outside the Village.
- Approximately $60 million in retail activity "leaks" out of the Township.
- The Milford Community has substantial economic advantages, but is still subject to regional economic forces.
- 43 lifestyle segments are present in Oakland County. 4 are present in the Village and 7 in the Township.
- The Milford Community will experience modest growth, primarily residential with some opportunities for retail. However, maintaining community character will be vital.

One of the "Key Discoveries" boards presented at the Plan Milford Community Forum #1.

- Commercial development spilling out of the Village into the Township;
- Loss of country roads;
- Loss of community/historic character; and,
- Need for affordable housing and job growth.

While there was some conflict in participant responses, for example a concern regarding traffic congestion but the desire to maintain gravel and scenic county roads, a major theme began to emerge which dealt with protection. Most participants discussed at length the need to "protect" what they most treasured about and the reason they lived in the Milford Community. This theme of protection extended to the rural character of the Township, the historic "small town" charm of the Village, the desire to preserve open spaces and natural resources, and their particular feelings of "community." The succeeding components of this Master Plan, particularly the Goals, Objectives and Strategies chapter, have been designed to reflect the community input gathered at this forum.

Focus Group Interviews

To enhance the development of the goals and objectives for the Milford Community Master Plan, structured group interviews were conducted. The intent of the focus groups was to utilize a more concentrated assemblage of individuals to help identify unique needs and considerations for each community. Two focus group sessions were scheduled for both the Village and Township. The individuals that participated in the focus group sessions were either volunteers who indicated a desire at the first Community Forum or were selected by the Village Manager or Township Supervisor. Ultimately, only three two-hour focus group sessions took place as the first Township session was cancelled due to lack of participant availability. In the end, two were held for the Village stakeholders on April 23 and 25, 2008 and one was conducted for the Township participants on May 1, 2008. In all, thirty-five Milford Community members participated.

Each of the focus groups followed the same format. The participants were welcomed and invited to introduce themselves and share their connection to the Milford Community. Then, the facilitator reviewed the draft Milford Community Master Plan goals and objectives with the group.

Evaluation of Goals

First, the participants were asked to discuss and review each of the seven proposed goals in light of four questions:

1. Are these seven goals the right goals for the Milford Community?

There was overall agreement across the three focus groups that these are the right goals.

2. What are your top two goals?

To answer this question, focus group participants voted on each of the goals, with the following results:

Village Goal Ranking	Votes
1. Thriving Business Districts	12
2. Vibrant Residential Neighborhoods	8
3. A Sustainable Environment	6
4. First-Class Community Services	5
5. A Balanced Transportation Network	4
6. A Strong Economy	1
7. Diversified Industrial Areas	0

Township Goal Ranking	Votes
1. A Sustainable Environment	10
2. Strong Economy	3
3. Diversified Industrial Areas	2
4. A Balanced Transportation Network	1
5. Vibrant Residential Neighborhoods	1
6. First-Class Community Services	0
7. Thriving Business Districts	0

3. Is there a goal you believe should be added?

When prompted with this question, the followin additions were offered for the Village:

- Reaching out to other communities
- Education – K-12 and adult learning
- Cultural Growth – arts, sciences, recreation and historical
- Quality of Life– lifestyle that makes people want to live here
- Recreation – green space, open space, creation not just preservation

The following Township goal was offered:

- Rural area that stays that way as much as possible

The goals were then ranked again in consideration of the new goals that were added, with the following results:

Village Goal Ranking	Votes
1. Thriving Business Districts	12
2. Cultural Growth	10
3. Vibrant Residential Neighborhoods	8
4. A Sustainable Environment	6
5. First-Class Community Services	5
6. A Balanced Transportation Network	4
7. Quality of Life	3
8. Education	2
9. A Strong Economy	1
10. Diversified Industrial Areas	0
11. Reaching out to other Communities	0
12. Recreation	0

Township Goal Ranking	Votes
1. A Sustainable Environment	10
2. A rural area that stays that way….	8
3. Strong Economy	3
4. Diversified Industrial Areas	2
5. Balanced Transportation Network	1
6. Vibrant Residential Neighborhoods	1
7. First-Class Community Services	0
8. Thriving Business Districts	0

4. Is there a goal you believe should not be on the list?

The focus groups did not identify a goal that they believed should be eliminated.

Evaluation of Objectives

Next, the facilitator provided a definition of an objective and participants were asked to review the draft objectives developed for each goal. The objectives were clustered into three categories as they were developed at that time: shared objectives, township objectives and village objectives. The participants were then invited to respond to two questions regarding the objectives for each goal.

1. Are these the right objectives for the goal?

The overall response was "yes" these are the right objectives. There was some discussion on making many of the objectives shared between the Village and Township. In addition, each community had some specifics about modifying some of the Objectives provided for each Goal.

2. Are there other objectives that should be considered?

Yes, during the discussions a variety of ideas for additional objectives and strategies were identified. These ideas are listed below for the Village:

Vibrant Residential Neighborhoods;

- Add a Village objective that encourages appropriate transitions between neighborhoods and businesses

Thriving Business Districts;

- Develop strong identities for north and south based on the natural separation of the Park and Trussle
- Encourage and develop a distinct "look and feel" for each of the three downtown areas
- Develop and implement strategies for connecting the three areas
- Focus on Walkability
- Diversified Industrial Areas
- Define, seek out and accommodate the types of businesses we want in our community
- Add objective to connect the Milford Community to current regional focuses i.e. Ann Arbor/Bio-tech and Oakland County/Automation Alley
- Establish the requirements that will help create the ambiance you want in the community, i.e. setbacks, landscaping

A Strong Economy;

- Taxation is a huge issue for our aging/retirement population
- Do comparative taxation analysis and look for ways to manage tension of taxation/services needs

A Balanced Transportation Network;

- Add consideration for ageing community with decreased ability to drive. We need an objective and strategies that focuses on what and how the non-drivers will get around
- Consider strategies to move without 8-lane highway: access lanes left turn etc, right side passing, roundabouts to move traffic

A Sustainable Environment;
- Strategy – keep road salt out of waterways by using a filtering system

The following additions and revisions to the objectives were offered for the Township:

Vibrant Residential Neighborhoods;
- Consider adding an objective on strategic land conservancy

A Strong Economy;
- Add objective that addresses parking is essential for business support

A Balanced Transportation Network;
- Optimize road capacity and maximize use with "decel and excel" enhancements
- Add objective to address traffic issues by library and YMCA

A Sustainable Environment;
- Need to address noise management
- Add creation of a "woodland" ordinance
- Township has percentage of parklands that could be sold by other agencies, monitor, and purchase where possible.
- Tree management – Can something be put in place to limit the number of trees that can be cut down on a privately owned lot?



Residents viewing background materials presented at the Plan Milford Community Forum #2.

As the goals and objectives were further refined during additional Community Forums and joint Planning Commission meetings, many of these ideas were utilized to create the final goals and objectives for the Milford Community Master Plan.

Green Infrastructure Workshop

In July of 2007, a Green Infrastructure Workshop was held to gather citizen perceptions relating to the green infrastructure network. The attendees first heard a presentation that described the key components of a green infrastructure system, including core habitat areas, smaller habitat sites, habitat corridors, and recreation trails. The economic benefits of a healthy green infrastructure system were also discussed, including enhanced property values, benefits of ecosystem services, and increased desirability and livability within the community.

After the initial presentation, community participants were asked to identify and characterize perceived strengths and weaknesses within the community as it related to a green infrastructure system. Seventeen key points were raised, and are detailed later in the Green Infrastructure Plan.

Participants were then split into three groups and asked to locate and describe, on a large aerial map of the community, a number of key features. These features included natural lands perceived to be of high natural quality; potential natural beauty roads or other scenic roadways; significant vistas or viewsheds; existing, proposed, or desired trail connections; and, any other development or opportunity sites. After an hour of group work, one member from each group presented the inventory results before the entire assembly for discussion. Following the workshop, the results of the community inventories were compiled by the Project Team and transcribed into a series of maps.

The community input collected at the Green Infrastructure Workshop played a key role in shaping the visioning components of this Master Plan, particularly the Future Land Use Plan and Green Infrastracture Plan.

Plan Milford Community Forum #2

The Plan Milford Community Forum #2 was held on January 8, 2008, and was attended by more than 60



Plan Milford Community Forum #2 participants study the draft Future Land Use Plan for the Milford Community.

interested citizens and officials. The primary goal of the forum was to present the draft Goals and Objectives and Future Land Use Plan for citizen review and feedback. Prior to the meeting, a viewing gallery offered participants an opportunity to review the important findings and selected components of the Plan prepared to date.

The forum began with a presentation of the draft Goals and Objectives. Participants were then asked to participate in tabletop discussions, each tabletop focusing on one goal and its corresponding objectives. Participants were asked whether the goal and objectives should be kept, changed, moved or removed.

The forum then proceeded with a presentation of the draft Future Land Use Plan for the Milford Community, the process to create it, and the basis behind it. Participants again engaged in tabletop discussions and were instructed to consider the following:

- If we heard you right, let us know;
- Are land uses in the right place?;
- Is there anything missing?; and,
- Ideas for change?

The results of the workshop were submitted to the Community Planning Commissions for review.

Plan Milford Community Forum #3

Designed as an "open house" for the Master Plan, the Plan Milford Community Forum #3 was held during the afternoon and evening of April 29, 2008. Event attendees were given the opportunity to explore, at their own pace, a gallery of the visioning components of the Master Plan. To help explain the particular Plan components, participants were given a handout package of supporting materials that included definitions and category explanations. Participants were able to provide their comments on the varying components of the Plan through the use of "post-it" notes on the gallery images, comment cards and direct interaction with the Project Team.

The open house also featured a "laptop station" where attendees were able to browse through the entire Master Plan report prepared to date. Finally, a response sheet to the Village Future Land Use Map and Township Future Land Use Map was provided to all participants. The response sheet asked participants to respond to three questions in order to gather any final comments on the various Future Land Use Categories.

Goals, Objectives and Strategies Formulation

The process of developing goals, objectives and strategies for the Milford Community Master Plan involved several steps. An initial draft of the goals, objectives and strategies where created utilizing the guiding and smart growth principles outlined herein as an overarching framework. They were also developed in light of the goals and objectives established in each community's previous Master Plan, as well as those endorsed by organizations such as the American Planning Association. The community input gathered at the various workshop events held throughout the process, as well as the critical findings of the background information as presented in the preceeding chapters of this Plan, also played a key role in shaping the initial draft of the goals and objectives.

The draft goals and objectives were presented at both the Focus Group sessions and the Plan Milford Community Forum #2 for review and revision by citizens of the Community. Further review and refinement by the Milford Planning Commissioners at joint meetings helped ensure that the goals and objectives had met community needs and expectations. The strategies to achieve the goals and objectives were then developed. The strategies were presented at the Plan Milford Community Forum # 3 for careful examination by citizens and officials.

Future Land Use Plan Formulation

The process for formulating the Milford Community Future Land Use Plan began separately for the Village and Township, as preliminary Future Land Use Plans for each community were created and evaluated by their respective Planning Commissions. Once each Commission was in support of the Future Land Use Plan based on community input, a final Milford Community Future Land Use Plan was developed.

Preliminary Plan Development: Milford Village

A draft Village of Milford Future Land Use Plan was initially prepared utilizing the guiding principles, principles of smart growth, and community input as the overall Plan context. In addition, the Project Team called upon a sound understanding of demographic data, potential markets, natural resources, existing land use conditions, and community character while formulating future land use categories. In particular, the preliminary character districts for the Village as identified in Chapter 7 played a key role in the delineation of future land use districts.

The Village Future Land Use Plan was then presented to the Village Planning Commission for evaluation. The Planning Commissioners carefully reviewed the Plan and suggested several revisions based on their intimate knowledge of the Village. The Plan was then ready to be presented to citizens of the entire community at the Plan Milford Community Forum #2 for comment.

Preliminary Plan Development: Milford Township

Alternative Land Use Plans

The formulation of the preliminary Future Land Use Plan for Milford Township utilized a different process than the Village, and involved the evaluation of alternative land use plans. The guiding principles behind each of the alternatives were the same, yet each employed a unique theme or development strategy in light of demographic and market conditions, natural resources, existing land uses, community character, green infrastructure, and the previous Township Future Land Use Plan. The theme behind each alternative is described below.

Alternative A: Established Plan

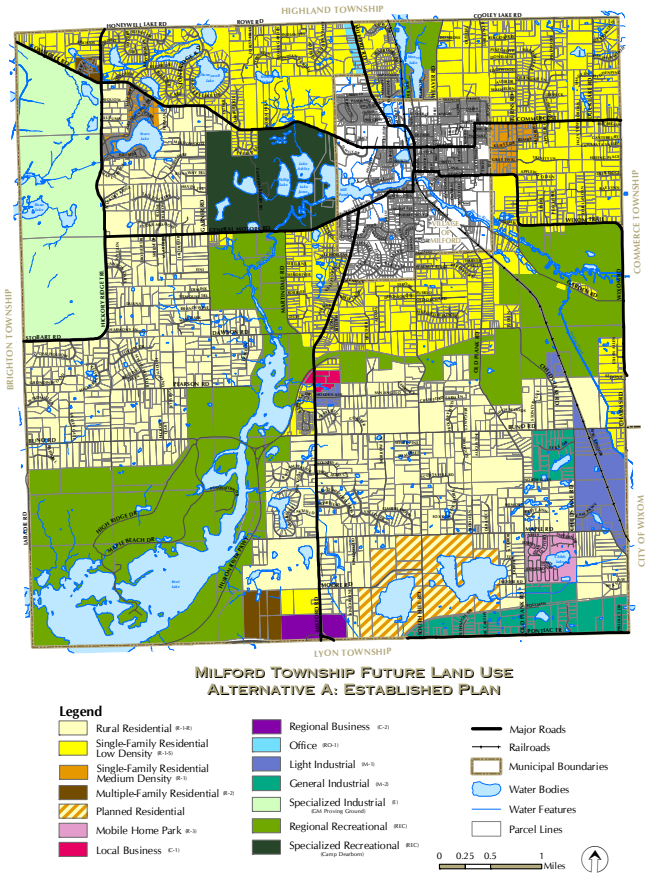
This alternative, as presented in the **Alternative A: Established Plan Map**, was derived from the Township's previous Future Land Use Plan, adopted in 1999. Except for changes in the southern portion of the Township that reflect recent development activity, the Future Land Use districts and allocations are identical to the 1999 Future Land Use Plan.

Alternative B: Conservation Plan

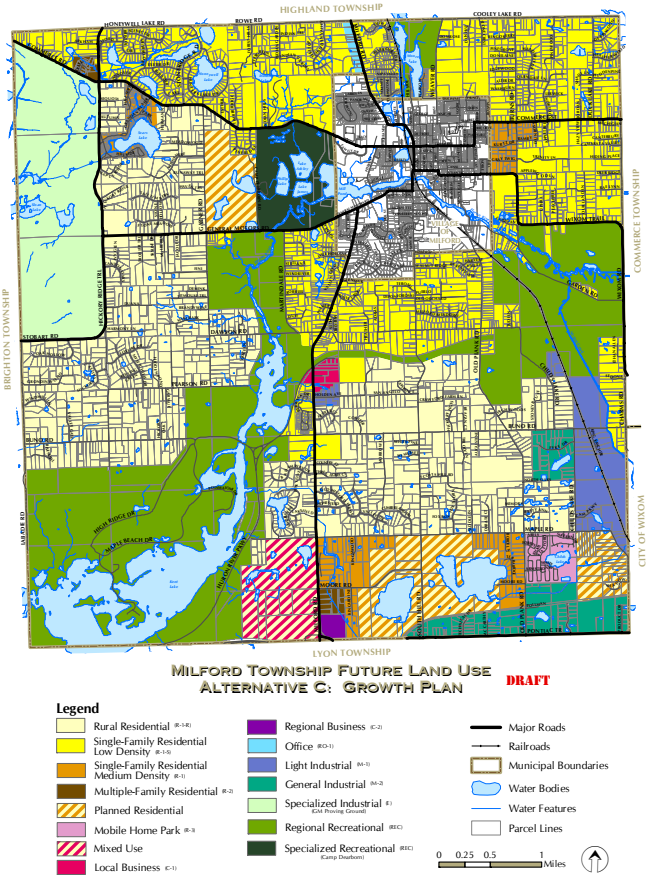
This alternative, as presented in the **Alternative B: Conservation Plan Map**, endeavors to protect and build upon Milford Township's natural assets and green infrastructure network. In this alternative, development is restricted where important natural habitats exist. Additionally, this alternative seeks to increase conservation and/or recreational opportunities through the identification of environmentally significant lands to be preserved or developed for recreational purposes. Taking advantage of Milford Township's oppotunities to capture growth, this alternative allows for new development in areas with adequate infrastructure capacity and which is consistent with existing development patterns.

Alternative C: Growth Plan

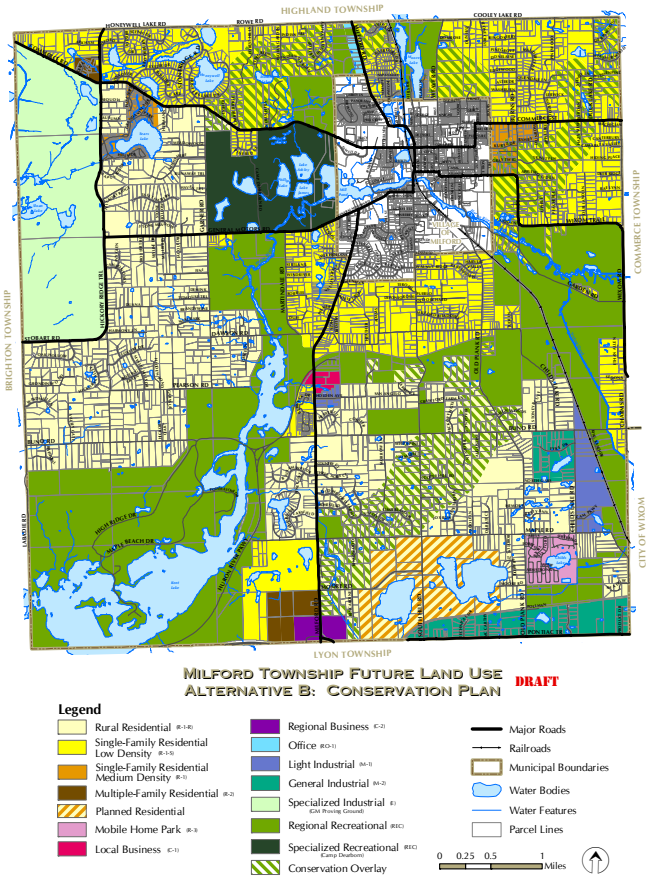
This alternative, as presented in the **Alternative C: Growth Plan Map**, seeks to capitalize on the growth opportunities identified in the Market Assessment and Land Use Area Requirements section of this Master Plan (see Chapter 2) and the strategic locational advantage of Milford Township. The existing land use



MILFORD TOWNSHIP FUTURE LAND USE
ALTERNATIVE A: ESTABLISHED PLAN



MILFORD TOWNSHIP FUTURE LAND USE
ALTERNATIVE C: GROWTH PLAN DRAFT



MILFORD TOWNSHIP FUTURE LAND USE
ALTERNATIVE B: CONSERVATION PLAN DRAFT

relationships of the Township drive the future development patterns but are also expanded to allow for new growth. Thoughtfully planned and unique development is encouraged along the major corridors of the Township (I-96, Milford Road, Pontiac Trail) and where infrastructure capacity is available (Southeast Milford Utility Area). This alternative allows for limited growth elsewhere in the Township, consistent with the Township's environmental character.

Evaluation of Alternatives

The three future land use alternatives were presented to the Township Planning Commission along with evaluation tools to assist in the informed selection of a preferred alternative.

Build-Out Analysis

First, a computer modeling program was employed by the Project Team to assess the carrying capacity, or "build-out" potential, of each alternative. The analysis was prepared with the assistance of **Community Viz Scenario 360**, a Geographic Information System (GIS) software tool that models future growth based

on a variety of inputs and parameters, such as the permitted densities that are associated with each Future Land Use category and constraints to development such as wetlands. For each alternative, the full buid-out potential was calculated and presented in terms of the number of new residential dwelling units and new non-residential floor space that could be accommodated when full build-out is achieved. The build-out calculations for each alternative were presented to the Township.

Evaluation Scorecard

As a second means of evaluating the three alternatives, an evaluation scorecard was developed to be used by the Planning Commission. The scorecard presented a number of preferred benchmarks (evaluation criterion) and asked decision-makers to assign rankings based on the effectiveness (or lack thereof) of each alternative at achiving the benchmarks. The benchmarks offered on the scorecard included:

- Centers of desirable growth (development and redevelopment) are geographically identified;
- Strikes the proper balance between land use classifications to promote balanced growth;
- Creates a range of housing opportunities and choices;
- Offers appropriate locations and ample opportunities for office, commercial and industrial growth to further the economic vitality of the Township;
- Allows for the possibility of mixed-use developments (concentrations of commercial and residential activities);
- Allocates sufficient land for the placement of open spaces and public facilities like parks, schools, and other Township services;
- Preserves unique and valuable resources in the rural landscape, i.e. natural assets and environmentally sensitive lands; and,
- Conveys your desired future growth pattern for the Township.

With the assistance of the two evaluation tools, the participants in the evaluation process were able to make enlightened decisions regarding the future land use alternatives, and ultimately, the selection of the preferred Future Land Use Plan. The preferred Plan was ready to be presented to citizens of the entire community at the Plan Milford Community Forum #2.

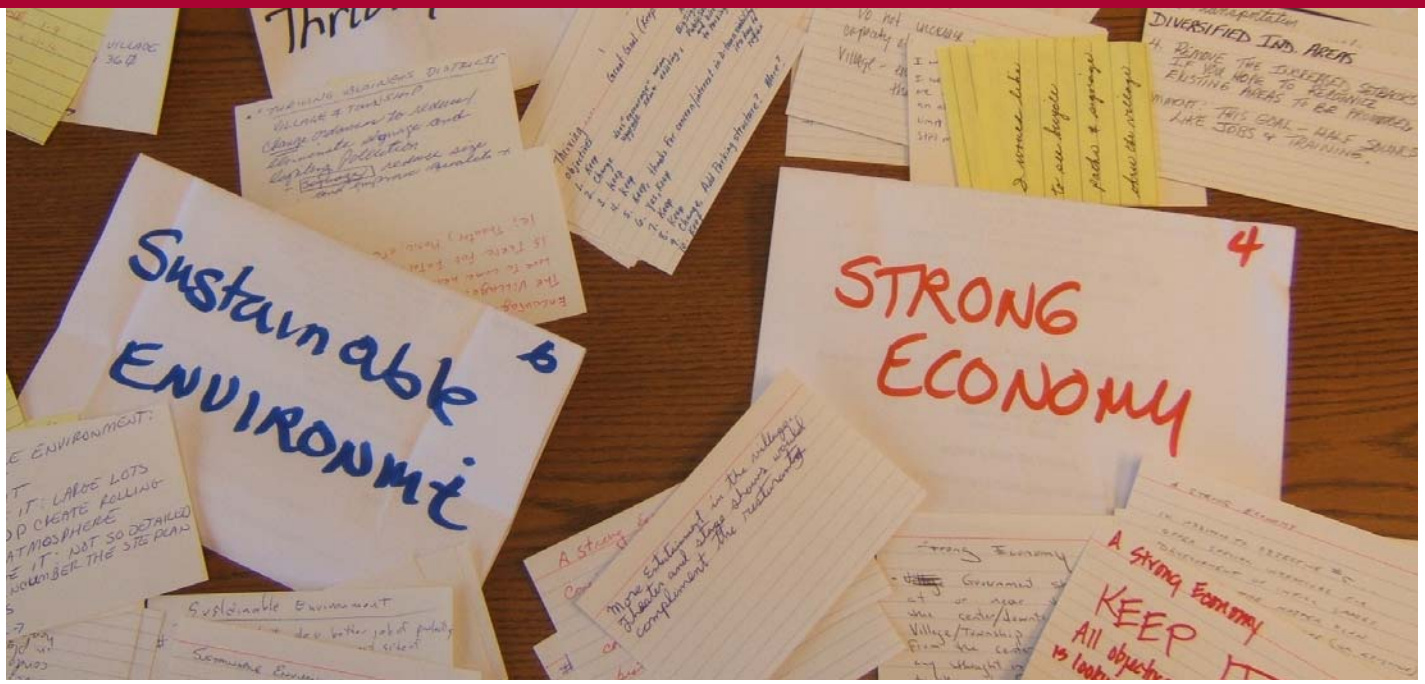
Presentation to the Community

The formulation process came together as citizens and officials from the entire community were presented with a draft Future Land Use Plan at the Plan Milford Community Forum #2. Based on the results of the forum, and further consideration during joint Village/Township Planning Commission meetings, further revisions were made. Finally, the Milford Community Future Land Use Plan was presented at the Plan Milford Community Forum #3 to ensure that it had achieved expectations and gained the full support of the community.



9

Goals, Objectives and Strategies



Introduction

Before a community can actively plan for its future growth and development, it must first set certain goals and objectives that define the boundaries of its needs and aspirations and guide future policy and land development. Goals and objectives must reflect the type of community desired and the kinds of lifestyles its citizens wish to follow, given realistic economic and social constraints. To move the goals and objectives toward realization, strategies outline specific action items necessary to accomplish the goals and objectives.

Goals, Objectives and Strategies Defined

In order to appropriately administer goals, objectives and strategies, it is important to understand the roles of each and their relationship to one another. To that end, the following definitions are given:

Goals

Goals provide the general direction and serve as the description of the desired future. Goals are ambitious but are more general in nature. They address issues and specific needs or problems, but they are grand in scope and speak to fundamental change and directly serve the mission of the community.

Objectives

Objectives are a means for achieving goals. Objectives must be relative and attainable. The human, financial, and institutional resources necessary to achieve them must be in hand, accessible, or at the very least, identifiable.

Strategies

A strategy is a statement that sets forth the specifics for accomplishment of an objective. One strategy may be used to accomplish multiple objectives, or an objective may require multiple strategies. For instance, an objective relating to the preservation of rural character may include identifying changes to development codes, targeting areas for acquisition or programs to strengthen agricultural enterprises. The strategies outlined in this chapter are intended to be promptly addressed and completed in the short-term.

Goals, Objectives and Strategies

The planning framework and process outlined in Chapter 8 offered planning decision makers and the public an opportunity to intellectualize attitudes and values about community development and, at the same time, establish the parameters around which the future land use recommendations will be designed.

The importance of the combined Milford Community Master Plan is to support the collective interests of both the Village and the Township. Each community can take on certain policy and/or development decisions that will ultimately benefit the shared Milford Community vision. Presented below are the goals, objectives and strategies for the Milford Community, organized under seven headings.

Vibrant Residential Neighborhoods

Goal:

Achieve viable residential neighborhoods that offer a variety of housing options for life long living.

Objectives:

1. Protect established residential neighborhoods from encroachment by incompatible uses.
2. Support a pattern of residential densities based on current development patterns and smart growth principles and which is compatible with the character of the community.
3. Support affordable housing opportunities that are consistent with market conditions.



Carefully designed affordable units increase housing opportunities and can be easily integrated within existing neighborhoods.

4. Allow cluster housing, planned unit, and open space preservation developments consistent with local zoning eligibility requirements to provide a mixture of densities, housing types, housing costs, and size of housing units.[1]
5. Accommodate a variety of senior living environments properly located based on the special needs of the occupants.

6 Limit mixed unit and higher density residential development to areas supported by existing public infrastructure and services.

7 Foster the development of new residential neighborhoods and support existing neighborhoods based upon traditional neighborhood design principles of scale, density, and connectivity.

8 Promote single-family residential developments that preserve scenic views and vistas.

9 Incorporate significant environmental features and assets into the design of residential development.

10 Support new lifestyle housing choices such as townhomes, rowhouses, live-work units, lofts, stacked ranches, and apartments in developed urban centers.

11 Encourage the preservation of historic homes in recognized and potential historic neighborhoods or districts.

12 Encourage infill residential development that is architecturally compatible with existing residential structures.

13 Promote the maintenance and rehabilitation of older housing.

14 Recognize the role of neighboring communities for their contribution to the regional market with regard to the type, character and amount of residential land.

Strategies:

1 Conduct a structural quality and environmental conditions survey on a recurring basis (i.e., every 5 years) to monitor neighborhood and housing conditions.

2 Implement a sensitive code enforcement program to pre-empt blight and neighborhood decline.

3 Utilize the Building Regulating Plan as a design guideline to ensure compatible infill development within neighborhoods.



Example of standard, deteriorating and substandard housing as identified during a structural quality survey.

4 Develop neighborhood design standards consistent with the U.S. Green Building Council's LEED-ND (Leadership in Energy and Environmental Design for Neighborhood Development) rating system for streets, sidewalks, lighting, street trees, signs, lot configuration, and neighborhood public parks to ensure residential development reflects a close-knit and integrated community atmosphere for residents.

5 Undertake a senior housing study to assess the unique housing needs of senior citizens.

Thriving Business Districts

Goal:

Achieve business development areas that create a stable economic tax base and quality shopping and services for Community residents.

Objectives:

1 Recognize Downtown Milford's historical role as the primary commercial destination within the community and promote its standing as a local and regional destination for commerce, culture and entertainment.

2 Maintain superior site design standards and encourage landscaping and site amenities that enhance architectural and pedestrian appeal.

3 Direct business investment to vacant or underutilized properties before development of greenfield sites.

4 Minimize the nuisance effects associated with commercial development through the use of buffering techniques such as transitional zoning, landscape screening, and setbacks.

5 Support new commercial development based on market demand at planned commercial locations.

6 Provide new retail opportunities within planned shopping centers which are centrally located within defined trade areas.

7 Provide new retail opportunities within planned shopping centers which effect unified property management principles through leaseholder agreements or adherence to business association guidelines.

8 Build on the legacy of Main Street to its original mixed-use character, offering service, retail, office, and residential uses.

9 Support the development of public parking in downtown, deliberately distributed to areas of demonstrated need to maximize use by customers.



High quality design standards and screening treatments have been employed in this rear service area.

10 Employ the National Trust for Historic Preservation – Main Street Program approach to preserve, protect and provide architectural compatibility within downtown.

11 Recognize the role of neighboring communities for their contribution to the regional market with regard to the type, character and amount of office and commercial land.

Strategies:

1 Participate with the Downtown Development Authority in the development of projects and programming for the historic downtown.

2 Import the recommendations of the Village of Milford Corridor Plan into a land development code.

3 Revisit site plan review standards for commercial development to ensure that such development maintains superior site design standards and employs property management practices.

4 Require evidence of retail market support to justify commercial rezonings and new construction.

5 Utilize the Building Regulating Plan as a design guideline to ensure compatible infill development within business districts.



Attractive gateways like this mark the arrival into communities, districts and destinations.

6 Create, maintain and publicize a database of available commercial sites for development.

7 Design and construct gateways (i.e., signs, monuments, landscaping) at strategic locations to mark the arrival into planned business districts.

8 Make the historic downtown active, busy and "alive after five" by extending business hours, offering an extensive calendar of special events, cultural and entertainment activities, and supporting residential living.



Special events such as this art fair contribute to vibrant and active business districts.

Locally Oriented Industry

Goal:

Support industry that provides a positive contribution to the local tax base, as well as local jobs, without degradation to adjacent land uses, the environment, and overall Community character.

Objectives:

1 Recognize the role of neighboring communities for their contribution to the regional market with regard to the type, character and amount of industrial lands.

2 Offer firms a range of choice; provide sites of varying sizes and locations that are available for industrial development.

3 Direct industrial investment to vacant or underutilized properties before development of greenfield sites.

4 Minimize the nuisance affects associated with industrial development through the use of buffering techniques such as transitional zoning, landscape screening, and setbacks.

5 Encourage the expansion and diversification of the local industrial job base commensurate with local needs.

6 Confine industrial development to sites that respect the historical and regional industrial development patterns, demonstrate convenient access to regional transportation systems, and have planned public infrastructure.

Strategies:

1 Foster a relationship with organizations such as Oakland County Planning & Economic Development Services and the Michigan Economic Development Corporation, utilizing their services as a conduit for job training and placement at the local level.

2 Create, maintain and publicize a database of available industrial sites for development.

3 Establish a volunteer mentoring team of seasoned businesspersons to provide guidance, outreach, business planning and other related services to small business owners.

4 Work with the local school district to develop a vocational training apprentice program.

5 Organize a local business expo to promote cross-selling and community awareness of local products and sellers.

A New Economy

Goal:

Capitalize on Milford's regional advantage as a destination for commerce, employment and life-long living.



Industrial establishments situated in a high quality campus setting.

Objectives:

1. Support the continued viability of the GM Proving Grounds and recognize its importance in providing employment, research, and world-wide innovation.

2. Explore opportunities to accommodate biotech, medical, and knowledge-intensive industries in a campus setting.

3. In all economic development initiatives, protect the sense of place engendered by the natural environment and built character of the Milford community.

4. Work cooperatively with the development community to undertake inventive redevelopment concepts.

5. Apply "smart growth" principles as a guide for site planning.

6. Develop incentive programs and assistance methods, like business incubators, to help foster new local businesses.

7. Spearhead new development and redevelopment projects.

Strategies:

1. Develop incentive programs (i.e., tax abatements, site plan preparation assistance) based on well defined criteria for participation to promote business development and expansion.

2. Assemble a team of business ambassadors to assist in the recruitment of high profile business endeavors.

3. Coordinate the collection and dissemination of market, economic, social, demographic, infrastructure and transportation data to be used as a marketing tool to encourage economic development.

4. Work with Oakland County Planning & Economic Development Services and the Michigan Economic Development Corporation to develop a capture plan for emerging service and knowledge-based industries.

5. Develop a smart growth scorecard and employ it as a component of site plan approval criteria.

6. Underwrite a guest lecture series featuring entrepreneurs, authors, businesspersons, inventors and educators to expose Milford's creative class.



Multiple modes of travel are accommodated within this road design.

7 Consider partnering with a premier community through a "sister city" or other community exchange program to facilitate the sharing of information, ideas, and solutions for mutual benefit.

8 Consider the potential application of renewable energy systems on brownfield sites to create jobs and to put properties into productive use.

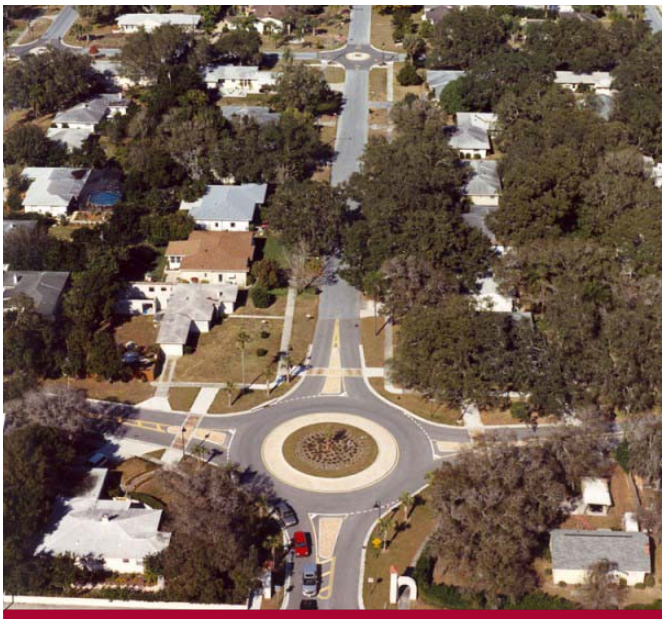
A Balanced Transportation Network

Goal:

Establish a multi-modal transportation network that effectively serves both the motorized and non-motorized needs of the Community.

Objectives:

1 Accept limited congestion and travel delays on major roadways to minimize the paving of secondary gravel roads, road widening and other similar road construction projects that would negatively impact natural resources, neighborhoods and overall Community character.



Roundabouts integrated within a residential neighborhood.

2 Create a "walkable community" for pedestrians and non-motorized transport through a network of sidewalks, trails, and bike lanes to increase safety, provide linkages between destinations, and to promote healthy lifestyles.

3 Apply access management standards to road design and site development to promote safe and efficient traffic movement.

4 Investigate the application of new design concepts to maximize traffic flows and generate efficient use of roadway capacity such as roundabouts and intelligent transportation systems.

5 Coordinate motorized and non-motorized transportation enhancements with neighboring communities and regional entities.

6 Where necessary, implement traffic calming devices within residential areas to eliminate or subdue drive-through traffic and increase safety.

7 Commit to a network of Natural Beauty Roads to support rural character.

8 Require street connections in appropriate locations to integrate neighborhoods, reduce traffic volumes on major roadways, and improve emergency response times.

Strategies:

1 Develop a comprehensive transportation plan for the Milford Community as a foundation for enhancements to the motorized and non-motorized transportation network.

2 Designate select roads as Natural Beauty Roads to help protect their scenic character.

3 Develop non-motorized transit centers, incorporating innovative amenities such as bicycle sharing stations, at strategic locations to enhance access to various modes of travel.

4 Formulate and require adherence to access management standards to ensure the efficient and effective management of traffic flows and to maximize the available capacity of the Community's roads.



An automated bicycle sharing station.

5 Prepare and implement strategies for traffic calming to minimize the impact of vehicular traffic on daily life within business districts and neighborhoods.

6 Implement uniform informational signage for pedestrians, motorists, and horse enthusiasts throughout the Milford Community to facilitate efficient "wayfinding" and increase awareness of Community destinations.

A Sustainable Natural Environment

Goal:

Strive for the protection of important natural resources and open spaces that contribute to the health of natural systems, wildlife habitats, Community character, and quality of life.

Objectives:

1 Protect sensitive and other environmentally significant areas, such as water resources, wetlands, woodlands, scenic vistas, and wildlife habitats.

2 Link natural features and open space areas to create a system of natural corridors.

3 Utilize zoning tools that conserve natural areas, provide community recreational space, and promote watershed protection.

4 Develop storm water best management practices to minimize the negative impacts development can have on runoff and water quality.

5 Support policies, ordinances, and standards that promote the U.S. Green Building Council's current portfolio of LEED® (Leadership in Energy and Environmental Design) rating systems for buildings and neighborhood development to minimize environmental impacts.



Best management practices employed in this high quality detention pond.

Strategies:

1. Update engineering design standards to incorporate best management practices.
2. Develop an incentive program and rating system to encourage low impact development.
3. Restore and enhance environmental functions damaged by prior site activities.
4. Develop a conservation overlay ordinance consistent with the Conservation Overlay Future Land Use Category.
5. Coordinate with the Southeast Michigan Land Conservancy to facilitate land protection in the Milford Community.
6. Maintain a Community Recreation Plan to be used as a short term and long term guide for recreation improvements and to ensure eligibility for certain State recreation grant opportunities.
7. Initiate a tree replacement program for trees lost by damage or disease.

First-Class Community Services

Goal:

Continue to offer efficient, first-class services and facilities to residents and businesses to preserve the Community's high quality of life.

Objectives:

1. Continue the cooperative relationship between the Village and Township for the shared provision of public services and facilities, like police, fire, library, and senior services.
2. Plan for the continued improvement of the Community's public facilities and services through capital improvement programming, coordinated with adjoining jurisdictions, Oakland County, and other public agencies.
3. Manage public water, sewer, and storm water systems to meet the development objectives of the Master Plan.
4. Incorporate best management practices in site planning.
5. Provide a sense of community by preserving existing public parks, open spaces, and public gathering spaces in the Community.



Public art in the Village of Milford.

6. Promote the development of public spaces that are easy to access, are comfortable, offer activities, provide opportunities for public art, and that will continue to nurture Community interaction.
7. Continue development and improvement of recreation facilities that provide Community residents with a variety of physical activities.
8. Support cooperative recreational planning and development among the Village of Milford, Milford Charter Township, Huron-Clinton Metroparks, Oakland County, State of Michigan, adjacent communities, civic groups, and private entities.

9 Enhance coordination and cooperation between municipalities and the Huron Valley School District to support the District in providing first-class educational opportunities to Community residents.

10 Support Fraternal Organizations within the Community who often provide needed social services to Milford residents, as well as opportunities for community involvement.

11 Continue to maintain and support the senior center and its programs to provide high quality, cost effective services to Milford senior citizens.

12 Create a Community where local and regional cultural, social, sports, civic, educational and fraternal organizations complement one another, share resources, information and coordinate activities.

13 Encourage and support community volunteerism by providing opportunities for citizens motivated to contribute to the community's well-being, and to satisfy one's personal need for fulfillment, sense of accomplishment, and self-esteem.

14 Work with area health care providers to ensure all segments of the Milford Community have convenient access to primary and specialty care practitioners offering diagnosis, emergency treatment, and managed care.

Strategies:

1 Develop a Milford Community Capital Improvements Program (CIP).

2 Make available a web-based bulletin board of events, programs, leagues and organizations to increase awareness of the myriad of community services.

3 Initiate a community opinion survey, concurrently with the 5-year evaluation of the Master Plan, to assess the adequacy and efficiency of community services.

4 Create a plan for public art and monumentation consistent with the history and built character of the Milford Community.

5 Organize and maintain a repository of historical artifacts, records, and media for public display.

6 Develop a local "citizen of the year" awards program to recognize significant contributions in community volunteering.

(Footnotes)

1 Noted conservation planner Randall Arendt offers a framework for local development review which encourages the preservation of open space and natural areas, while enhancing the market value of develompent. Arendt's "conservation subdivision design" methods reverse the standard review process by first focusing on conservation of natural areas and last on the detailed layout of the project. By following his approach, a community can - over a period of years - protect a valuable interconnected network of natural areas. LandChoices (a Milford-based national non-profit land conservation organization) provides a free copy of its approved conservation subdivision ordinance at www.downloadtheordinance.org which can be used as a guide for local regulations.



10

Milford Community Future Land Use Plan



Introduction

This chapter presents the Plan for the future physical development of the Milford Community. This Plan is shaped by a thorough understanding of existing conditions and community character, as well as the guiding principles established in the Planning Framework chapter and the vision of the citizens as presented in the Goals, Objectives and Strategies chapter.

Milford Community Future Land Use Plan

The Milford Community Future Land Use Plan presents the vision for the future development of the community over the next 10 to 20 years. This Plan supports the collective interests of the Village and Township by embodying the shared brand and guiding principles of the community as a whole while reflecting the unique characteristics and desires of each.

The Plan consists of the **Milford Community Future Land Use Map** as well as the supporting text description of each future land use category below. In total, 21 future land use categories have been established for the Milford Community. Of these, three are found within both the Village and Township while the remaining categories are unique to each. For organizational purposes, the future land use categories applicable to the Village are described first, followed by those categories found within the Township. For easy reference and to provide additional detail, separate future land use maps have been prepared for the Village and Township, which are also included in this chapter.

Village Future Land Use Categories

Recreation/Conservation

The Recreation/Conservation future land use category is designed to preserve and/or protect sensitive environmental areas of the Village, as well as existing community parks. Conservation areas could include wetlands, floodplains, and lands adjacent to streams, creeks and other water bodies. These areas present severe limitations for development and are proposed for very limited future development in keeping with their fragility and importance to offering a wide range of open space values.

The Village's water resources, natural assets, and park lands make it a very desirable place to live. Preserving these resources is important to the essential qualities that help to attract and retain Milford residents. Therefore, future actions and policies to protect the natural environment will be of utmost importance. Where possible, these lands should remain as near to their natural state as possible. However, when the lands are utilized for a public purpose that provides a broad public benefit like a community park, then these lands may be altered to accommodate other uses.

Suburban Residential

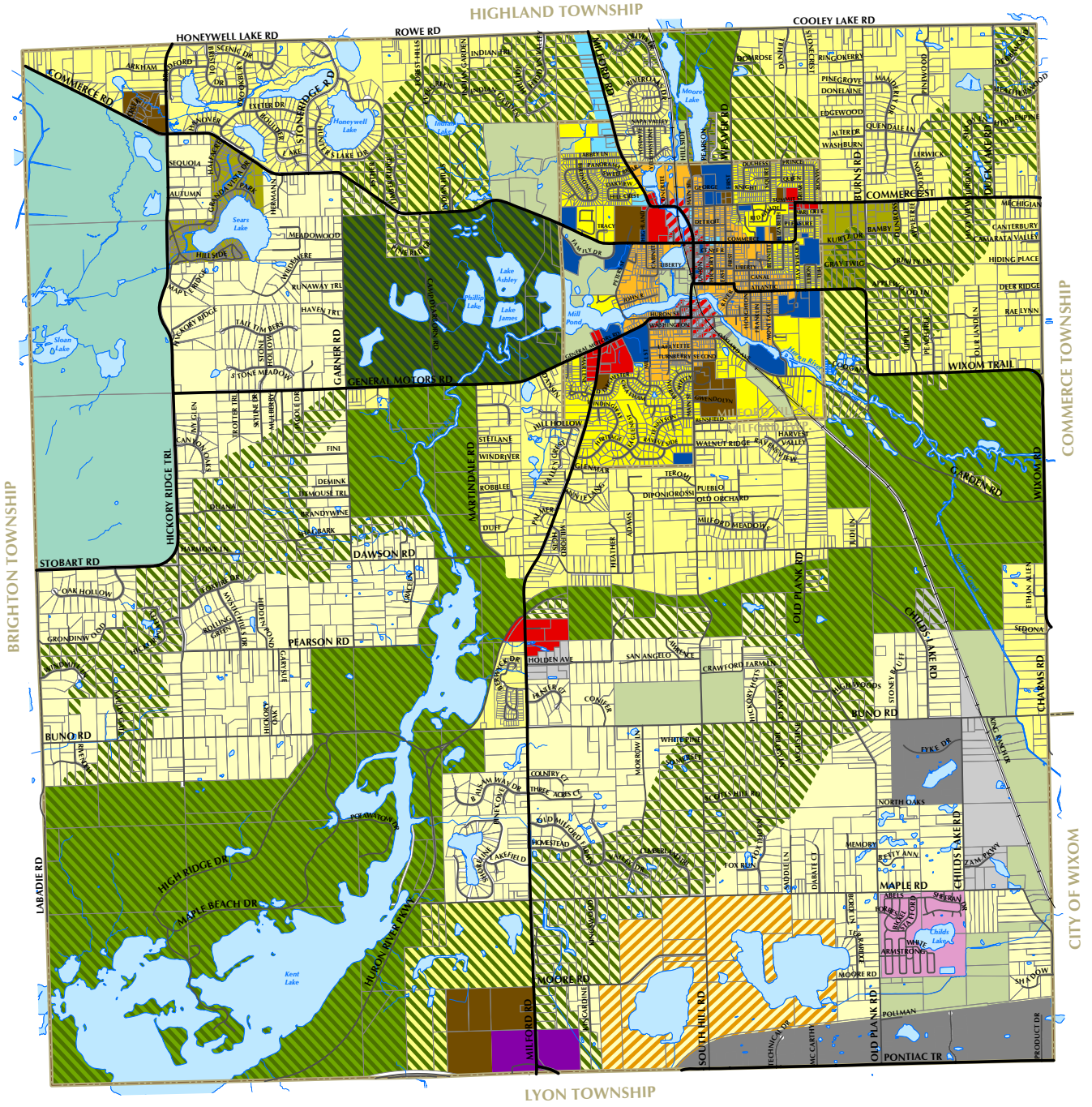
After World War II, the new affluence of a growing middle class provided the means for millions of families all across the United States to seek a better way of life by purchasing their own single-family home. The massive exodus to the suburbs in the 1950s required residential development on a massive scale. Unlike the older suburban homes found closer to the center of the Village, which was predominately architect-designed, the 1950s suburban houses were builders' houses. These houses included "Cape Cod," ranch-style, 2-story Colonial, or split-level styles with attached garage.

The Suburban Residential Future Land Use classification includes areas of the Village that exemplify this style of development. The uses allowed within this classification would include single-family detached dwellings and their accessory uses. The lot sizes within this category would typically range from around 7,200 square feet to 10,000 square feet. Lands so categorized are found in the northwest, northeast, and southwest portions of the Village, where post-War subdivisions exist.

Village Residential

The Village Residential category includes a wide variety of housing styles from varying eras of development. Historic homes, post World War II homes and some current infill development are all found within this future land use district. While a wide variety of housing styles exist in this classification, the size of the lots, placement of the homes, and general "look" of these neighborhoods engenders a feeling of a historical village setting.

The uses within this category include single-family detached structures used as a permanent dwelling, and accessory structures, such as detached garages, that are related to these units. Lot sizes are typically 7,200 square feet but can range up to around 9,000 square feet. Continuation of this land use typology is consistent with and helps to reinforce the historical development trends in the Village. Therefore, an



Milford Community Future Land Use Map

Milford Village Future Land Use Categories:

- Recreation/Conservation
- Suburban Residential
- Village Residential
- Multi-Family Residential
- Office
- Commercial
- Mixed Use
- Public/Semi-Public

Milford Township Future Land Use Categories:

- Recreation/Conservation
- Rural Residential
- Single-Family Residential Low Density
- Single-Family Residential Medium Density
- Planned Residential
- Multi-Family Residential
- Mobile Home Park
- Local Business
- Regional Business
- Office
- Light Industrial
- General Industrial
- Specialized Industrial
- Regional Recreational
- Specialized Recreational
- Conservation Overlay

- Major Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

important component of development within this classification must deal with compatibility and context sensitive design.

Through careful planning and construction, new residential development and rehabilitation of older homes can occur in such a way as to enhance the Village Residential district instead of detracting from the overall character of the area. Ultimately the areas planned for single-family detached Village Residential reinforce the traditional neighborhoods and community culture found in Milford.

In addition to the time-honored neighborhoods found within this district, new developments are embracing alternative residential typologies. Single-family attached townhomes, duplexes, and condominiums, for example, have recently been developed in several sections of Village and where appropriate, these types of residential uses could continue to occur.

Lot sizes and density within these planned residential developments may vary based on the constraints of the property and the ability to develop a quality project that is compatible with the surrounding community. Each individual development would be unique and would therefore require a higher level of scrutiny by the Village.

Multi-Family Residential

This land use designation is intended to provide opportunities for more affordable housing and alternatives to traditional subdivision development. Multi-family development may serve as a transitional land use; one which buffers single-family units from more intensive land uses or the impacts associated with transportation corridors.

This land use category is most commonly defined by the existence of multi-family apartment structures, but may also include group living quarters such as independent and assisted living, and convalescent care facilities. In addition, traditional attached single-family development types like townhouses, condominiums, and duplexes could be found within this future land use category.

The majority of the lands designated as multi-family encompass existing apartment complexes found within the Village.

Office

Office uses include financial institutions, professional service firms, medical facilities, and personal service establishments. This category may include buildings occupied by single professional business or a larger multi-tenant office building. Only three areas of the Village are solely categorized for office uses. The placement of the Office district in these areas is to provide some buffering between existing commercial uses and/or transportation corridors and adjacent residential uses.

Office establishments would also be permitted within lands categorized as Mixed-Use.

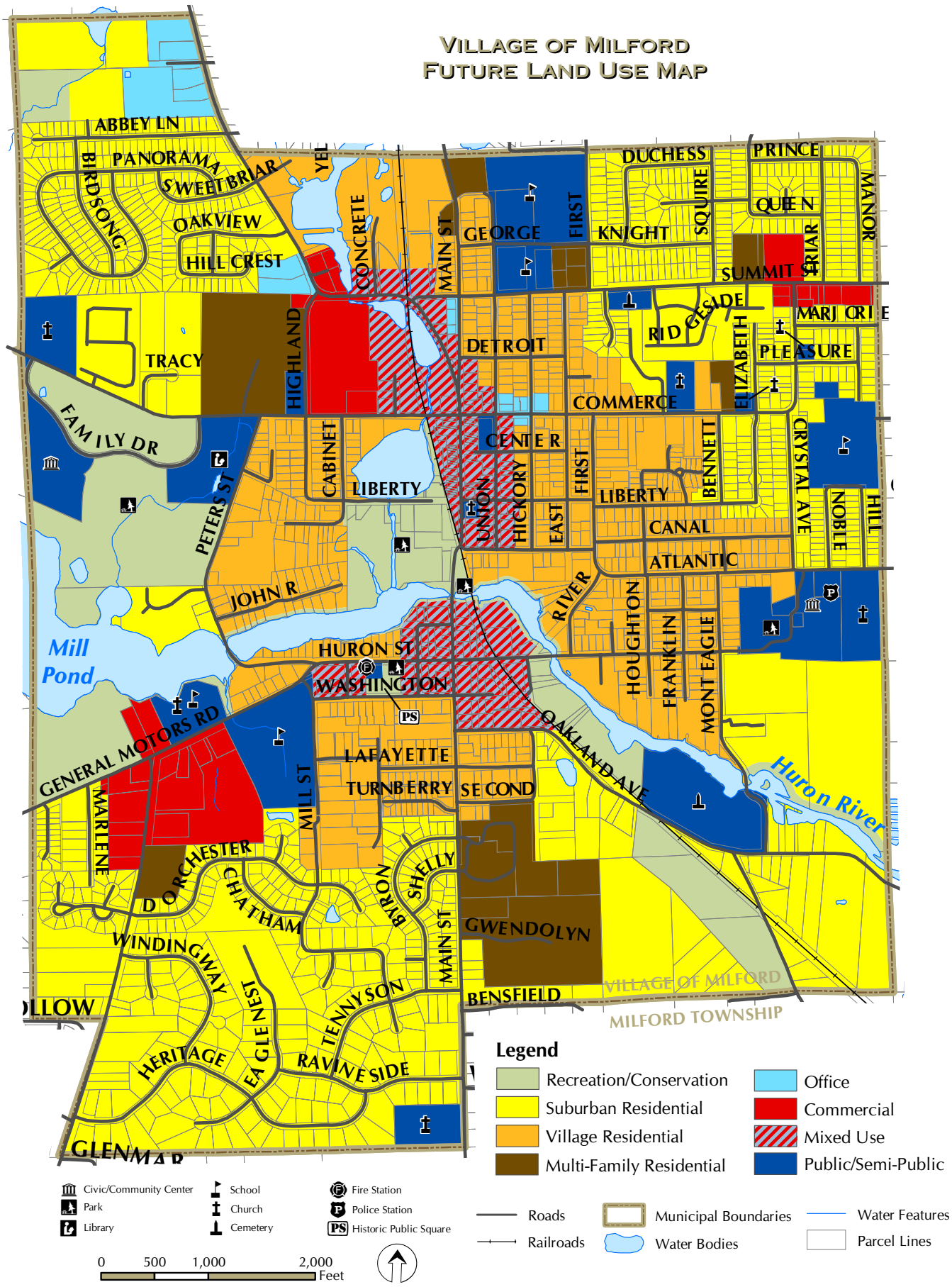
Commercial

The Commercial district encompasses a wide variety of retail and service facilities. These businesses could meet both the day-to-day convenience shopping needs of Village residents, as well as commodities which are normally purchased at infrequent intervals, and for which the consumer may "shop around." Examples of commercial development may include, but are not limited to: banks, florists, convenience stores, personal service establishments, gas stations, large single-use retailers, restaurants, and larger retail strip developments that contain two or more retail/commercial anchors including department stores and large-scale supermarkets.

There are three major concentrations of Commercial lands outlined on the Future Land Use Map. These areas are located where a predominance of commercial development is currently found. Depending on the location of the Commercial category within the Village, the type of commercial development may need to vary to ensure compatibility with surrounding uses. For example, a large-scale commercial retail development would not be appropriate in the northeast section of the Village. This particular area, due to its location, the size of the commercial lots, and the predominance of residential uses, lends itself more to a local commercial establishment, like a personal service business.

It is important to note that commercial uses may also be appropriate within the Mixed-Use category.

Village of Milford
Future Land Use Map



Mixed-Use

The Village center of Milford has many unique, historic characteristics such as zero lot line development, multi-use buildings, and pedestrian oriented amenities that form a traditional downtown. The Mixed Use district helps to preserve and enhance these valuable resources, and to create a cohesive downtown for the Village.

This future land use category is characterized by a combination of land use types that complement each other within a specific area. This could include anything from high-tech office uses to commercial retailers to attached residential homes. Development within this category may include a single project that features a mix of uses on the same property, or may also characterize an area of separately owned properties featuring a mix of land uses.

The purpose of the district is to encourage traditional pedestrian-friendly, local service character within an established village town center. It is the intent of the Mixed-Use district to encourage and to promote the proliferation of local and convenience commercial uses, traditional downtown entertainment and social uses, and the development of new buildings that ensure the desired character of the area. In addition to commercial uses, the district would permit the development of office uses, second-floor residential dwellings, civic uses, and other uses common to, and desirable within, the traditional Milford Village environment.

Compatibility and context sensitive design is of the utmost importance to this district. The use of standards that are unique to the district for area, bulk, height, and orientation, as well as for design, parking, accessory uses, signage, lighting and screening, will empower the Village center to develop in a manner complementary to, and compatible with, existing development.

It should be noted that the geographic locations of the Mixed Use district is an important component to how the district develops. The types of uses, style of buildings, and pedestrian amenities may be somewhat different at the Huron Street/Main Street four corners than within the historic downtown. However, the emphasis of connectivity between these areas will be important to the overall design of the Village.

Public/Semi-Public District

This category was established to embrace all developed or undeveloped lands owned by various governmental, public, and semi-public agencies and institutions including schools, municipal services, religious uses, and park and recreation properties.

Township Future Land Use Categories

Recreation/Conservation

The Recreation/Conservation future land use category is designed to preserve and/or protect sensitive environmental areas of the Township. Recreation/Conservation areas include those properties that have some type of environmental feature such as wetlands, floodplains, woodlands, and lands adjacent to streams, creeks and other water bodies. These properties have severe limitations for development and are proposed for very limited future use in keeping with their fragility and importance to offering a wide range of open space values.

Preserving these resources is important to the essential qualities of the Township that help to attract and retain Milford residents. Therefore, future actions and policies to protect the natural environment found within this district will be of utmost importance. Where possible, these lands should remain as near to their natural state as possible. However, if the lands are utilized for a public purpose that provides a broad community benefit like a park, then these lands may be altered to accommodate other uses.

Rural Residential

The continued demand for large lot developments in the Township, as reflected in several new large lot subdivisions and detached home site condominium projects, supports the enduring desirability of the Rural Residential category. The common practice of horse stabling, breeding and/or training in the Township's more rural areas requires larger lot developments that can accommodate accessory agricultural pursuits. Therefore, the Rural Residential district is intended for rural, large parcel single-family detached developments that support the pastoral nature of the Township. The district envisions a minimum density of 0.33 dwelling units per acre (three acre home sites).

Low Density Residential

A popular feature of Milford Township is the country-oriented subdivision developments, and/or the detached home site condominiums and individual parcel developments occurring throughout the Township. These bucolic residential developments typically occur at lots sizes ranging from one to two acres. The Low Density Residential land use category continues to support this type of development, as well as the 1999 Land Use Plan, through 1-1/2 acre minimum parcel size or a density of 0.67 dwelling unit/acre.

Medium Density Residential

This category is intended for single-family residential development on relatively small individual lots of a more urban nature. While minimum lot size is recommended as four dwelling units per acre, actual development depends on the ability to manage on-site water and proper septic systems, unless municipal public water and sewer services are available.

Planned Residential

Single-family detached homes have historically been the most predominant type of residential development within the Township. While this type of development still comprises the largest percentage of residential living, new styles of developments are embracing alternative residential typologies. The Planned Residential future land use category is designed to accommodate a wide variety of residential developments which would be unique in project design and consistent with the particular characteristics of a site as well as the surrounding community.

The Planned Residential district will allow for innovation and creativity in development of the special features of the site, which could include the location and type of structures, a mix of densities, allowances for housing serving a range of incomes, and conservation of energy. In addition, developments within this district are encouraged to embrace the environmental assets located on the property to preserve open spaces, wetlands, woodlands, and topographies. Planned Residential lands are envisioned to include predominantly single-family detached units but may also integrate attached units, townhouses, live/work units, or senior facilities. Non-residential uses such as parks, schools and churches may also be integrated into planned residential projects.

Lot sizes and density within the Planned Residential district would vary based on the constraints of the property and the ability to develop a quality project that is compatible with the surrounding community. Each individual development would be unique and would, therefore, require a higher level of scrutiny by the Township.

Multi-Family Residential

In recognition of the need to provide efficient rental and condominium housing in the Township for new family start ups, single professionals, senior citizens and others who desire maintenance-free accommodations, there are planned areas for multi-family developments. Density, dependent on actual room mix, would be approximately 7.26 dwellings units per acre based upon a two bedroom average unit size.

Mobile Home Park

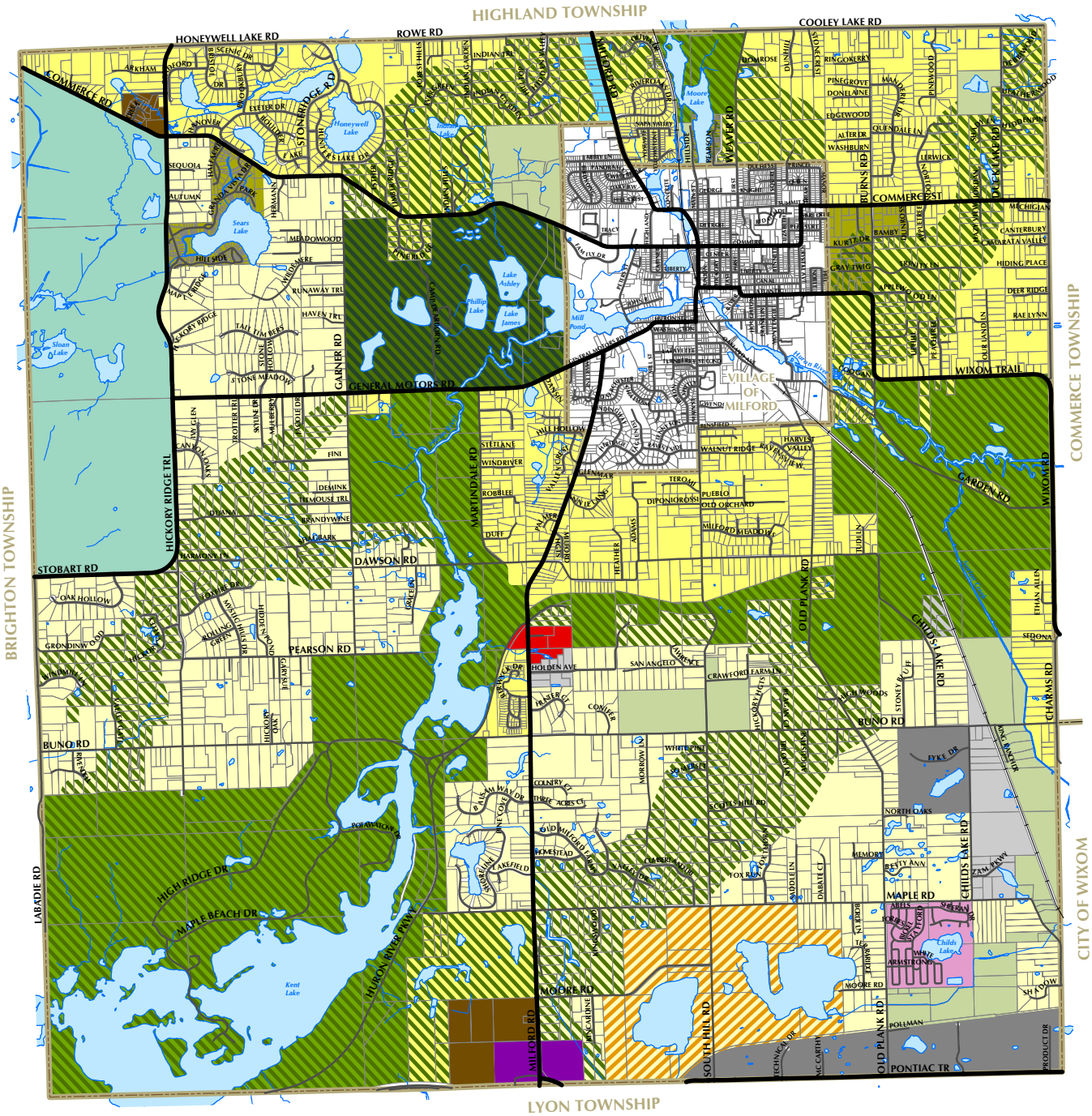
Mobile Home Park land use, located around Childs Lake, east of Old Plank Road, is also included on the land use plan. This area of approximately 160 acres is intended to accommodate the existing Childs Lake Estates Mobile Home Park and provide space for an increase in such land use in this vicinity. Although this represents enlargement of the mobile home park usage, it must be remembered that this Plan has a 20-year target date. An orderly phasing of mobile home park development over this time span can be consistent with the Township's growth policies and offer new sites to developers to meet consumer demand for this type of housing.

Local Business

This land use encompasses business activities serving the needs of Milford Township as a community. This land use includes retail and service facilities that accommodate day-to-day convenience shopping needs. The commercial area would supplement those goods and services provided in the Village of Milford which serve Township residents.

Regional Business

This land category is for a wider range of commercial activity that is oriented to serving region or area-wide needs. The types of uses found within this district are traditionally dependent on major thorough-



Milford Township
Future Land Use Map

Legend

- Recreation/Conservation
- Rural Residential (R-1-R)
- Single-Family Residential Low Density (R-1-S)
- Single-Family Residential Medium Density (R-1)
- Multiple-Family Residential (R-2)
- Planned Residential
- Mobile Home Park (R-3)
- Local Business (C-1)
- Regional Business (C-2)
- Office (RO-1)
- Light Industrial (M-1)
- General Industrial (M-2)
- Specialized Industrial (E) (GM Proving Ground)
- Regional Recreational (REC)
- Specialized Recreational (REC) (Camp Dearborn)
- Conservation Overlay
- Major Roads
- Railroads
- Municipal Boundaries
- Water Bodies
- Water Features
- Parcel Lines

0 0.25 0.5 1 Miles

fare traffic. Examples of this use type include: larger retail developments containing two or more retail/ commercial anchors, discount supermarkets, automotive sales and service, commercial lodging, building material sales, etc.

Office

This category includes structures used as offices for professional and business services, as well as larger, regional office structures. Office uses would include, but may not necessarily be limited to, financial institutions, medical and dental offices, corporate business uses, attorneys and other business establishments. Office land uses would also be permitted in Commercial use areas.

Light Industrial

Light Industrial uses are considered as "clean" industry of a pleasant and nuisance-free character. These are typified by tool and die shops, small parts fabrication and storage or wholesale businesses. The physical appearance of these facilities is usually characterized by landscaped front yards, ample side yards, attractive buildings, an overall neat, clean, unobtrusive appearance, and no open storage. These developments must comply with strict industrial performance standards to reduce noise, vibration, heat, noxious odors, etc.

General Industrial

Proposed General Industrial areas are located in those areas of the Township where infrastructure is available and there is proximate access to highway transportation routes via paved roads. The General Industrial district would permit uses that require more intense manufacturing, processing or contracting, typically with outdoor storage needs. These uses are often associated with nuisances which require careful planning and the development of comprehensive land development regulations to mitigate.

Specialized Industrial

The General Motors Proving Grounds presently occupies 1,387 acres in the northwest portion of the Township, extending to the west into Brighton Township. The automotive testing center is an extensive operation, generating income and employment for the region. As it is a very specialized type of industrial activity, which requires a level of confidentiality, it has a limited impact upon the Township. In its present form, this facility represents a stable economic force that is likely to remain throughout the planning period of this report.

Regional Recreation

The Huron-Clinton Metropolitan Authority and the Michigan State Department of Natural Resources have significant facilities which encompass vast acreages of property located within Milford Township. These include Kensington Metropark, Proud Lake Recreation Area, and Highland Recreation Area. While the residents of Milford Township certainly may utilize these public parks, their intent is to provide both active and passive recreational opportunities on a regional scale. Since almost one quarter of Milford Township is used for this purpose, the net impact of the parks upon the Township is significant. During peak periods of activity, like summer holiday weekends, automotive congestion in and around the parks can drastically affect local traffic patterns. On the other hand, the visitors to the parks often have convenience service needs, like food and fuel, which helps to support the local businesses catering to the tourist trade. Ultimately, these are regional facilities that are likely to remain and, therefore, must be considered a stable land use within this plan.

Specialized Recreational

A specialized recreational facility within the Township is Camp Dearborn, which is located west of the Village of Milford. The 626 acre recreational facility is owned and operated by the City of Dearborn and is primarily intended for the use and enjoyment of Dearborn residents and their guests. Township residents are extended an invitation to use this facility at slightly higher entrance fees than Dearborn residents.

Conservation Overlay

The beauty and serenity of the natural environment within the Township has been one of the driving forces in bringing residents to Milford. Unfortunately, these features that draw people to the Township are being threatened by the development needed to support this population. In an effort to preserve the important natural resources within the Township in the face of this increasing development pressure, the Conservation Overlay future land use category was conceived.

The intent of the Conservation Overlay district is to establish reasonable standards and controls for the management of environmental assets while still allowing residential development to occur. Lot sizes, setbacks, and lot coverage restrictions will need to be developed in an effort to preserve these resources. In addition, criteria will need to be established to help land owners understand what natural assets are to be protected and the extent of preservation that is expected on their property.

The locations of the Conservation Overlay district were determined based on the green infrastructure system found within the Township. The system is a series of interconnected habitats, natural features, and related amenities located within a specific area. Through the use of the Conservation Overlay, the ecological qualities of this system can be protected.

11

Building Regulating Plan



Introduction

The previous chapter identified the preferred allocation of future land use within the Village of Milford. However, given that the Village of Milford is a well established and nearly fully developed community, it is important for the Plan for the Village to also focus on the character of the built environment. The following chapter provides a guide for development through prescriptive site and placement standards.

The Building Regulating Plan is organized into two components. First, the Regulting Plan is introduced. The Regulating Plan identifies the locations of various design typologies within the Village, represented by special districts and based on the findings of the Community Character Analysis chapter. Second, the Building Placement Standards Plan guides the future development and/or redevelopment of each special district through prescriptive design standards.

Regulating Plan

Formulation of Plan

Based on the understanding of the Village's character found in the Community Character Analysis chapter, the Project Team prepared an initial **Regulating Plan Area (RPA) Map** and presented it to the Village Planning Commission for consideration and modification. Following this, a revised **RPA Map** was presented to the citizens of Milford for review at the Plan Milford Forum #2 and #3. Based on the feedback received at the forum, the **RPA Map** was revised by the Project Team.

Regulating Plan Area Special Districts

The **RPA Map** for the Village of Milford identifies a total of nine special districts. In the next section, each of these special districts will be overlain with a Building Placement Standards (BPS) Plan to guide in greater detail the future development and/or redevelopment within each area. The special districts were identified based on a combination of criteria:

1. To protect special character districts of value that are considered "at risk" or are of high value;

2. To strengthen the character of the districts that are currently inconsistent or incomplete; and,

3. To promote redevelopment consistent with the character of each special district.

Some districts are characterized by all three criteria, others only by one or two. Areas of the Village not included in the RPA are characterized by being fully developed, or having development plans in place in such a manner that redevelopment is unlikely. Some existing or potential natural/landscape preservation areas also do not fall within the RPA, and are coordinated with the greenway/open space preservation aspects of the Milford Community Master Plan as a whole.

The goal of the Regulating Plan, as well as Building Placement Standards Plan, is to ensure that the scale, character, and urban quality of redevelopment within these areas are consistent with the existing qualities that make the district special. In the case of larger redevelopment sites, the goal is that new development maximizes investment potential while enhancing connectivity and regulating transitions in scale to harmonize with adjacent areas.

The Nine Special Districts

The nine special districts are presented below, along with a brief synopsis of why each district was identified as a special district.

Main Street

The heart of the Village, Main Street is characterized by the classic 2- to 3-story buildings creating a nearly continuous 4-block double-loaded streetwall. Defined by:

- The railroad embankment to the west.
- The trestle/gateway to the south.
- The line of Detroit Street on the north.
- The rear lot lines of businesses on Union and Commerce to the east.

Mostly intact, protection of historic buildings is paramount; redevelopment should be mainly smaller infill projects with the existing zero-lot-line setbacks required for all of Main and Commerce. The current setbacks on Union should continue the precedent set by the existing buildings on the east side of street. The scale and building relationships are regulated; however, the guidelines will not be architecturally dictatorial in terms of style. Variety is a key component of the character of Main Street, and the Regulating Plan provides the framework that encourages a balance of consistency and uniqueness. Additionally, a new connection at Liberty Street and the railroad track from Main Street to the Park should be considered to provide for a new pedestrian/bicycle access point as part of the larger connectivity plan, as well as a potential vehicular lane.

South Main

The area around the busy intersection of Main and Huron/General Motors Road has a few valuable buildings, but open corners at the intersection provides an opportunity for a creative traffic solution such as an enhanced roundabout (as shown in the Downtown Development Authority District Plan dated 26 November 2007). This special district is defined by:

- The railroad embankment to the east.
- The rear lot lines of parcels on General Motors Road to the south.
- The Huron River to the north.
- The residential nature of the north side of Huron/General Motors Road on the west.

Building character is and will continue to be more diverse than Main Street, and therefore can accommodate a mix of uses. Redevelopment will take many forms, including Live/Work and commercial enterprises that do not require a Main Street location. Connectivity to Huron River should be enhanced in this area. Setbacks will follow existing precedents or new precedents set by transportation improvements.

North Main

Main Street changes greatly in visual character where it transitions to North Main. The pond to the west opens up vistas and effectively renders Main Street one-sided verses double-loaded as it curves into Milford Road at the Flatiron building. The Milford Road/Summit Street intersection, another congested point with the railroad grade crossing, is an additional location with the potential for a roundabout. North Main is defined by:

- Main Street to the east.
- The lines of Detroit Street and Commerce Street to the south.
- The rear property lines on Commerce to the north.
- The northerly mill ponds to the west.

The character of this area should be pedestrian-oriented and potential redevelopment should take advantage of views of the ponds. Transitional and mixed-use, the intention is for the zero-lot-line character of Main Street to continue north and define a new edge at the Commerce/Milford intersection.

Old Town

Old Town is the residential area east of Main Street formed by an intimate, small-block street grid containing both historic homes and an eclectic mix of other styles. This special district is defined by:

- The boundary line of the historic district to the east.
- The side/rear property lines of Canal Street to the south.
- Summit Street to the north.
- Main Street and North Main districts to the west.

Protection and preservation of the existing single-family residential scale and character is the goal for this area. This will include maximum lot sizes, home sizes/density, setbacks, heights, roofs, etc. The Plan provides a more comprehensive planning tool to ensure that any redevelopment or building modifications/infill strengthens the character of Old Town and strictly regulates “teardowns”.

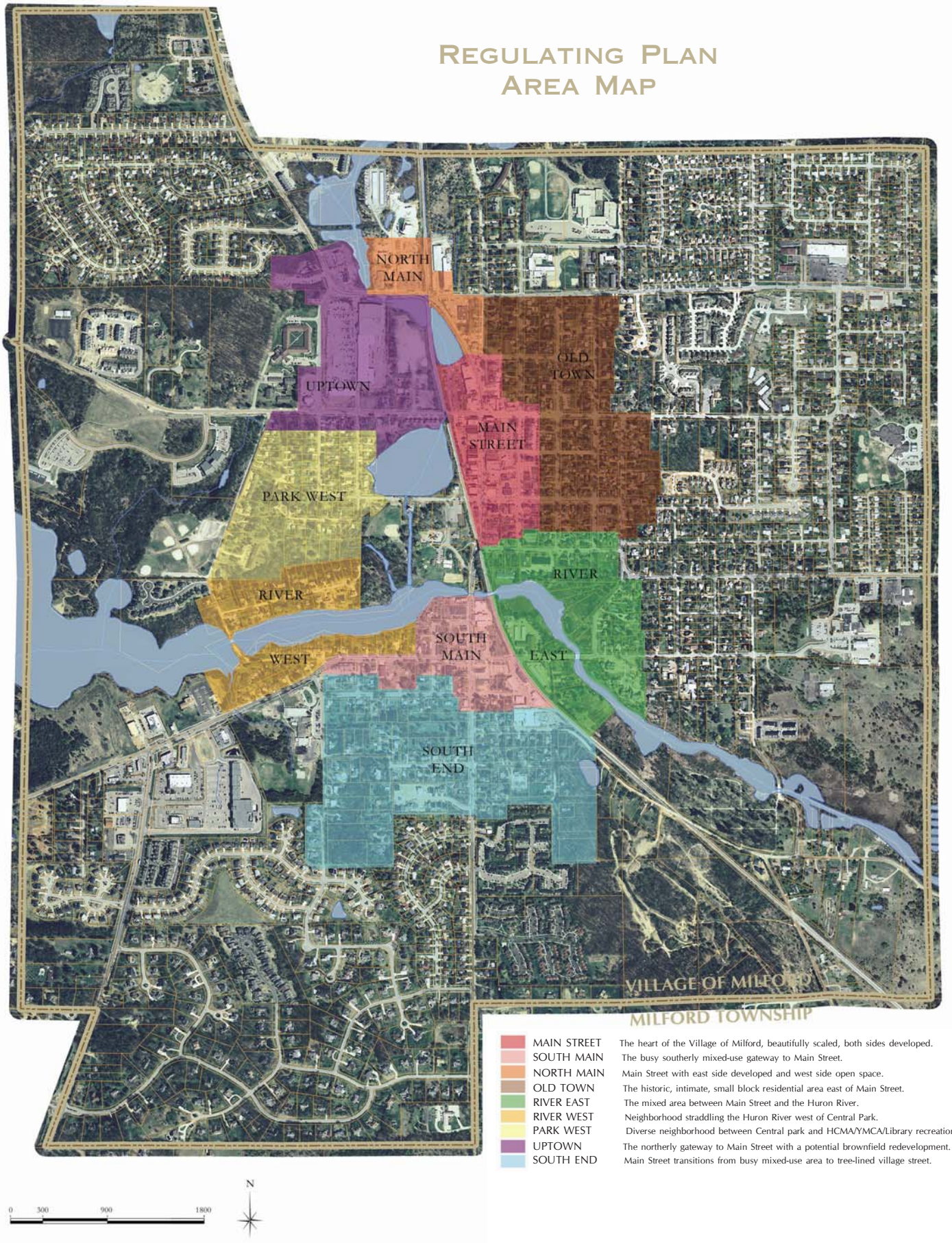
River East

Main Street is currently disconnected from the Huron River to the South. This transitional zone between Main Street and the River has buildings of character and value on the north side of Canal, but an array of inconsistent lot sizes, setbacks, uses, and vacant parcels south of Canal. Connected across the River by Huron, this district covers both sides of the River, with the potential for consistent redevelopment and possible public access from Main Street and easterly neighborhoods. Defined by:

- The rear lot lines of River Street to the east.
- The railroad embankment to the west and south.
- The side/rear property lines of Canal Street on the north.

River East presents a significant opportunity to connect Main Street to the Huron River. The guidelines outline a framework for extending view corridors and street rights-of-way southward, and encourage a scale and character consistent with the north side of Canal Street and Old Town. Wetlands and the Riparian Corridor will limit any building.

Regulating Plan
Area Map



River West

Connected by the newly rebuilt Peters Road bridge, River West also straddles the Huron River, and is distinctly residential in character. River West is defined by:

- Central Park to the east.
- General Motors Road/Huron to the south.
- The rear property lines of John R on the north.
- The new residential and a church on the west.

A combination of protection and guidelines for replacement residential construction characterize the area plan for River West. The Plan encourages a scale and character consistent with John R by allowing the pattern of larger lots and homes to continue.

Park West

Bracketed between the two main recreational areas – Central Park and the HCMA/YMCA/Library recreation lands, as well as the south Mill Pond, Park West is a very diverse mix of homes and lot sizes in some areas, and a consistent, more suburban residential character in others. Defined by:

- Central Park and the south Mill Pond to the east.
- The rear property lines of John R to the south.
- The rear property lines of parcels on Commerce on the north.
- The YMCA/Library recreational area on the west.

This area could be considered the residential equivalent of South Main. Generally characterized by more modest homes, the neighborhoods have a pleasant scale. However, there are several large undeveloped parcels that present opportunities for redevelopment and/or greenspace. A pedestrian/bicycle path through Park West, connecting Central Park and the YMCA/Library should be explored. Any redevelopment will have some flexibility here, to take advantage of greenspace network possibilities including potential new greenspaces, and a variety of housing types, encouraging a continuance of the existing fabric in some areas and a mix of smaller, more modest homes in others. All development should be of a scale and character that respects and enhances the existing recreational lands. All Park/Recreational/Conservation lands shall be preserved for these uses only and protected from development, including the scale and character of any adjacent development.

Uptown

Including perhaps the largest single redevelopment opportunity, Uptown is the northern and western gateway of the Main Street special district. The large shopping plaza also represents potential for re-thinking connectivity in this area. Uptown is defined by:

- The railroad embankment to the east.
- The south Mill Pond and rear lot lines of Commerce to the south.
- Summit Street and the north mill pond on the north.
- Assisted living and newer single-family to the west.

Where opportunities are greatest, the guidelines encourage adding value and connectivity. The west side of the mill pond is an opportunity for public access, and the street layout of the former TRW site has the potential to create an intimate neighborhood similar to Old Town or the new development south of Commerce. It could also allow for a hotel or other larger facility such as high tech offices. There should be a connection between Commerce and Milford Road/Summit through the TRW site. The shopping center parking lot has the potential to be enhanced and made more street-like, with new landscaping and smaller freestanding commercial buildings on "inparcels" across from the existing shopping center building, which is assumed to remain. Development along Commerce should continue the pattern of well-designed and scaled residential and allow for small institutional uses such as churches.

South End

Main Street undergoes a major transition in the South End, from a mixed-use street to tree-lined village street. Originally platted with the same intimate grid as Old Town, only portions of this grid were ever completed. The special district is defined by:

- The railroad embankment and wooded/rural area to the east.
- The northerly property lines of newer townhomes and single-family homes to the south.
- The rear property lines of Huron and Washington on the north.

- The school and newer residential on the west.

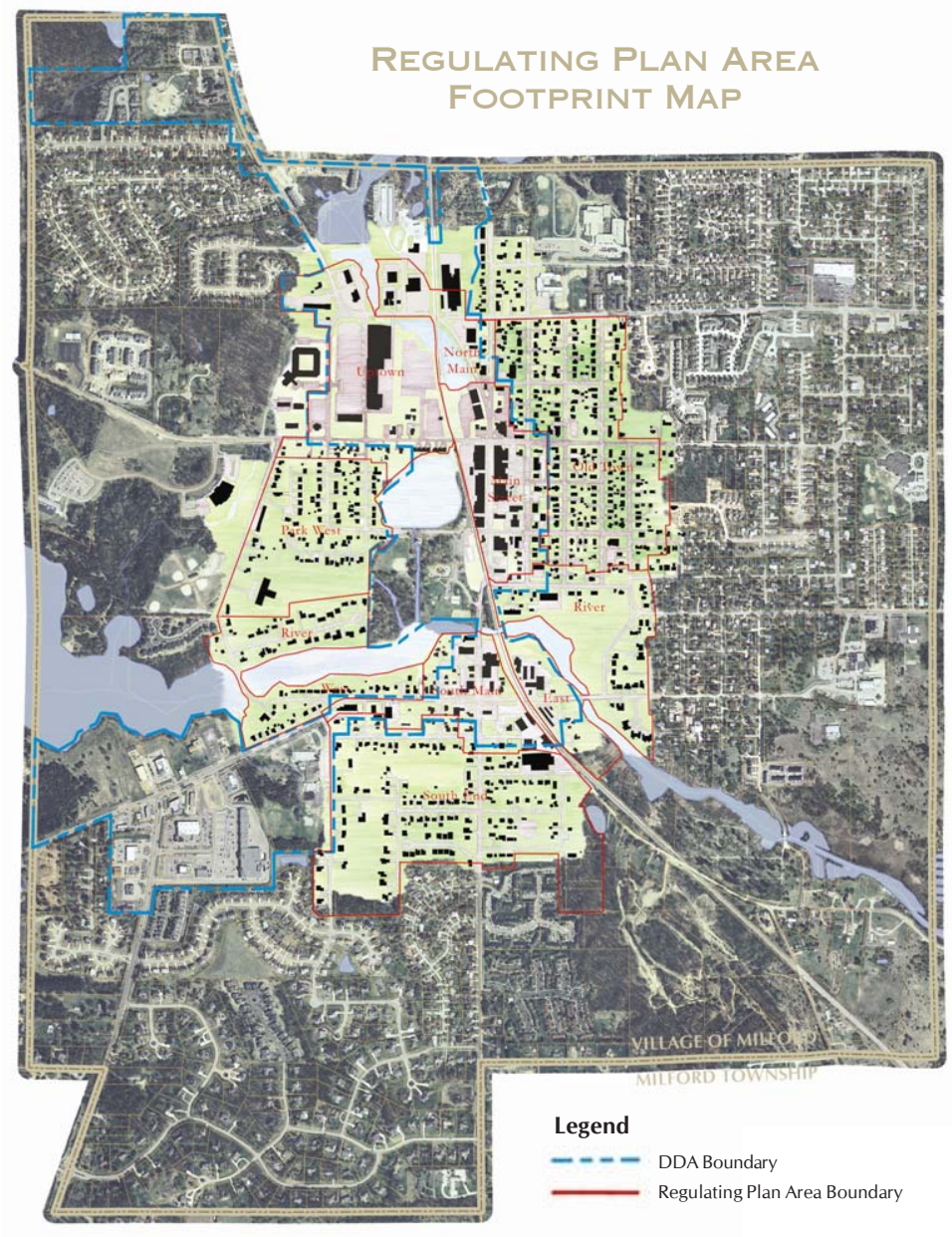
This area is perhaps even more diverse than Park West including historic homes, the original "village square", a portion of the lumber company, and a wide range of lot sizes and street types including small grid and long winding cu-de-sacs. Some large undeveloped parcels at both the southwest and southeast portions of the district could lend themselves to "completing the grid", enhancing connectivity with the newer developments to the south, and greenspace.

Building Placement and Public Realm Standards Plan

Building placement and design standards for the future development and/or redevelopment of each special district are presented here. The nature of many of the building placement standards will be similar from district to district in some cases, while some districts will require more comprehensive frameworks and guidelines. Presented both textually and graphically, the standards cover such elements as recommended building typologies, architectural details and amenities, streetscape scales, and site development guidelines (i.e., setbacks, lot sizes). Additionally, schematic architectural drawings have been provided by the Milford DDA to illustrate the recommended building form and development pattern for those special districts that are also within the DDA District. It is important to note that the architectural concepts are illustrative examples and are not intended to mandate a particular architectural style.

These placement and design standards are to be employed in conjunction with the Future Land Use Plan as a comprehensive guide to development within the Village core. Together, the Regulating Plan Areas as defined by the Building Placement Standards will provide the Planning Commission, the Downtown Development Authority, and the general citizenry with a flexible but suggestive tool for making planning decisions in a way that will protect, strengthen, and promote development consistent with the character of Milford.

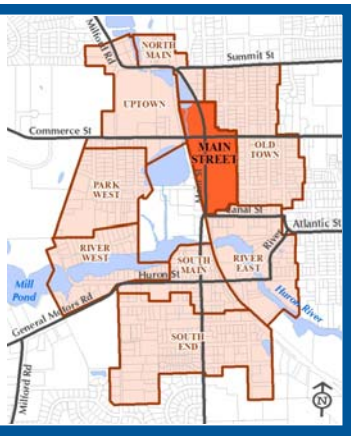
Regulating Plan Area Footprint Map

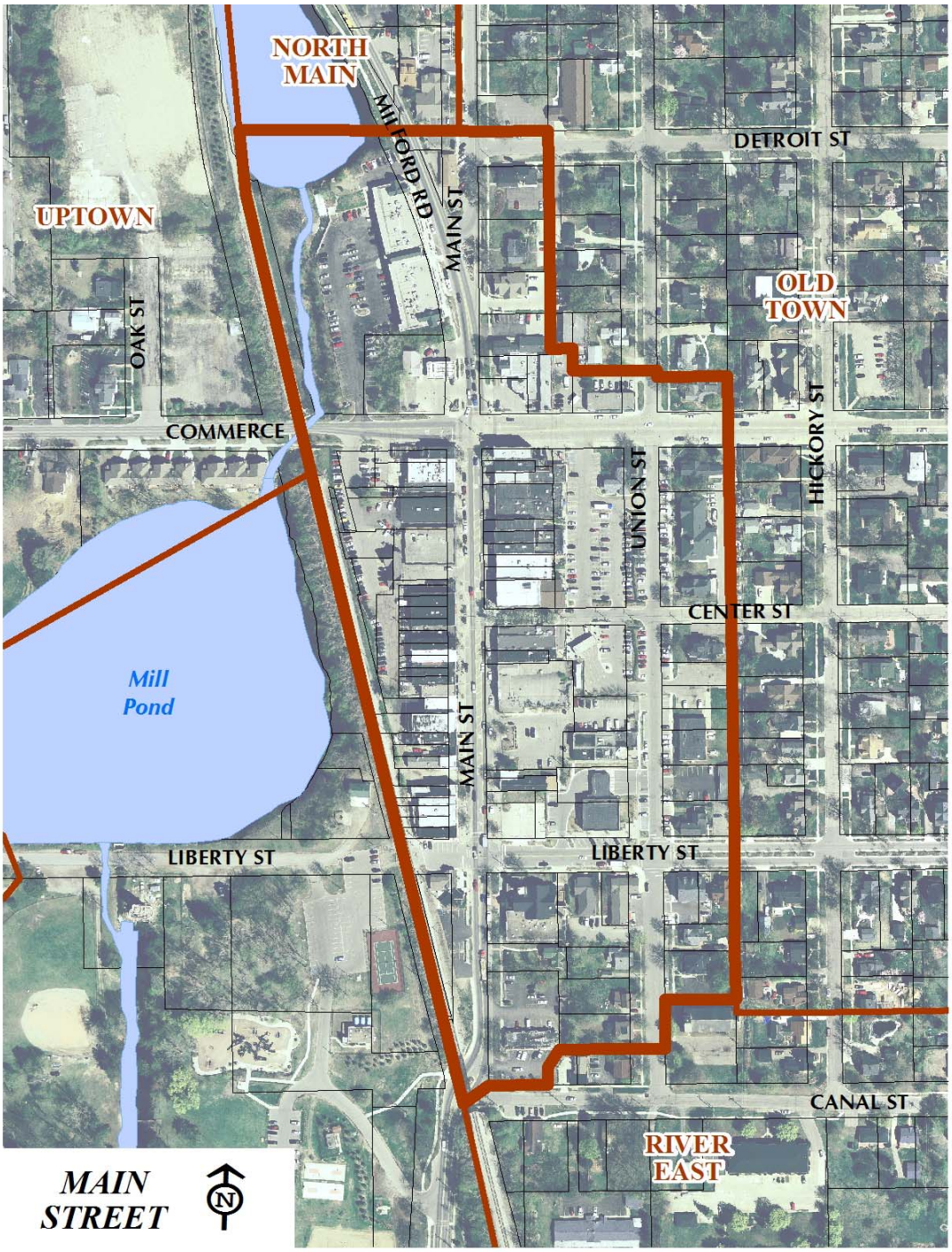


The **Regulating Plan Area Footprint Map** shows the current configuration of buildings, streets, parking areas and green spaces within the Regulating Plan Area. The map provides a sound understanding of existing conditions and serves as both a reference and foundation for future recommendations within each special district.

Main Street

Building Placement and Public Realm Standards





Main Street (cont.)

Development Concept Plan





Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- New Connections Pedestrian
- New Development Mixed-Use Retail/Office/Residential
- New Development Townhouse Residential
- Gateways

Main Street (cont.)

Acceptable Development Guidelines

Land Use:	High density commercial High density residential
Setback (Max):	0 ft commercial/mixed use 20 ft residential
Lot Size (Max):	1/4 ac
Building Height (Max):	40 ft (3 story)
Building Typologies:	2-3 story mixed use 2-3 story townhouses
Parking:	Parallel or off-street

Building Typology Samples





Mixed Use Retail/Residential/Office



High Density Townhouse

Recommended Architectural Details and Site Elements



EDGE SOFTENING elements

Promote HUMAN SCALE elements vs. auto-oriented



Provide SENSORY STIMULANTS through tactile changes



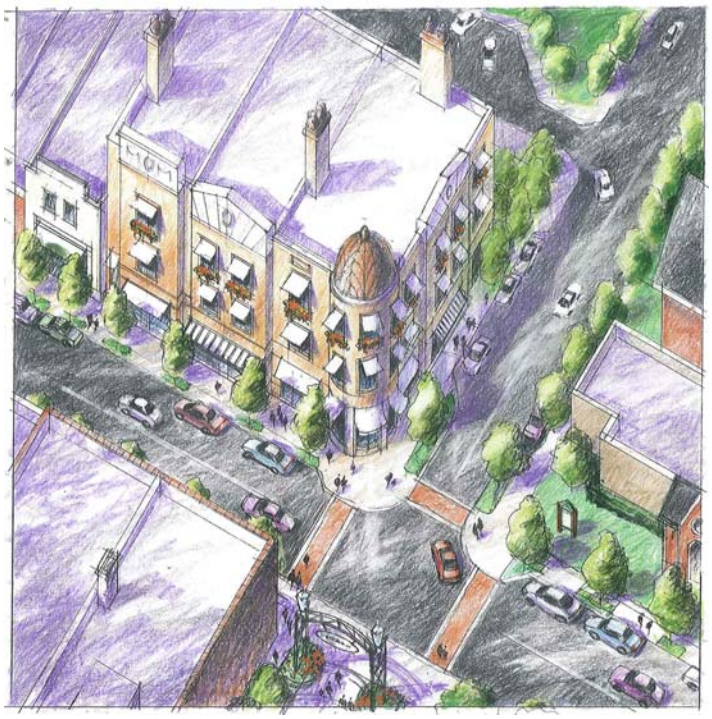
Buildings should have a STREET PRESENCE, not simply an address



Encourage HISTORIC REHABILITATION

Main Street (cont.)

Architectural Concepts



Main Street at Liberty Street

Grissim/Metz/Andriese Associates and Dave Peterhans. Image Courtesy of Milford DDA.



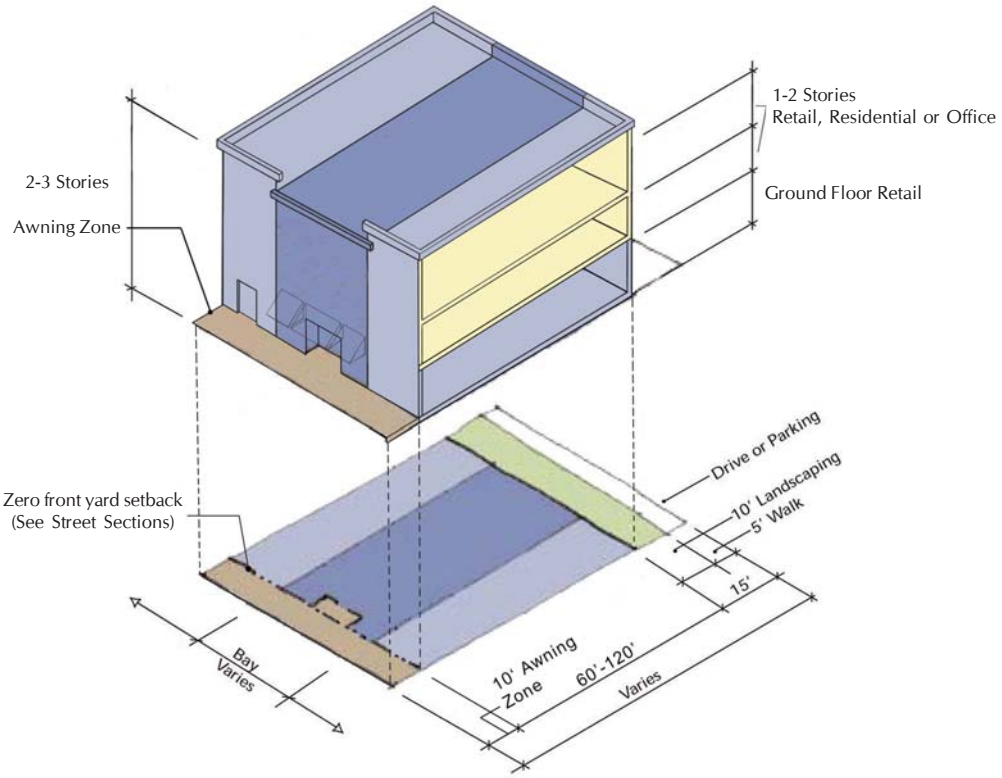
Main Street at Commerce St. with accompanying Parking Deck

Grissim/Metz/Andriese Associates and Dave Peterhans. Image Courtesy of Milford DDA.

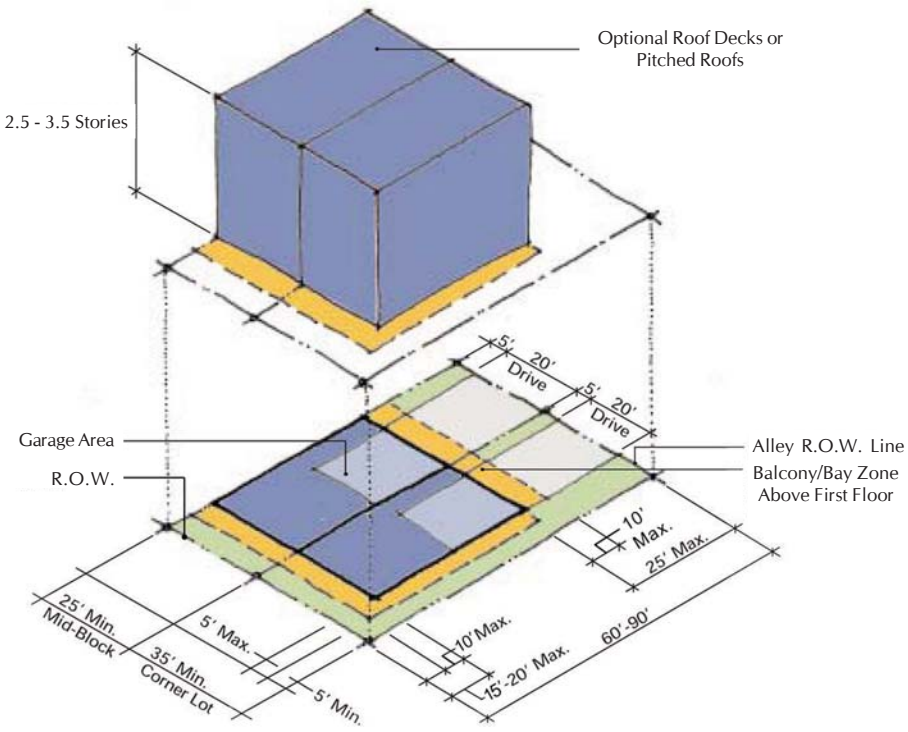
Main Street (cont.)

Siting Standards

Mixed Use



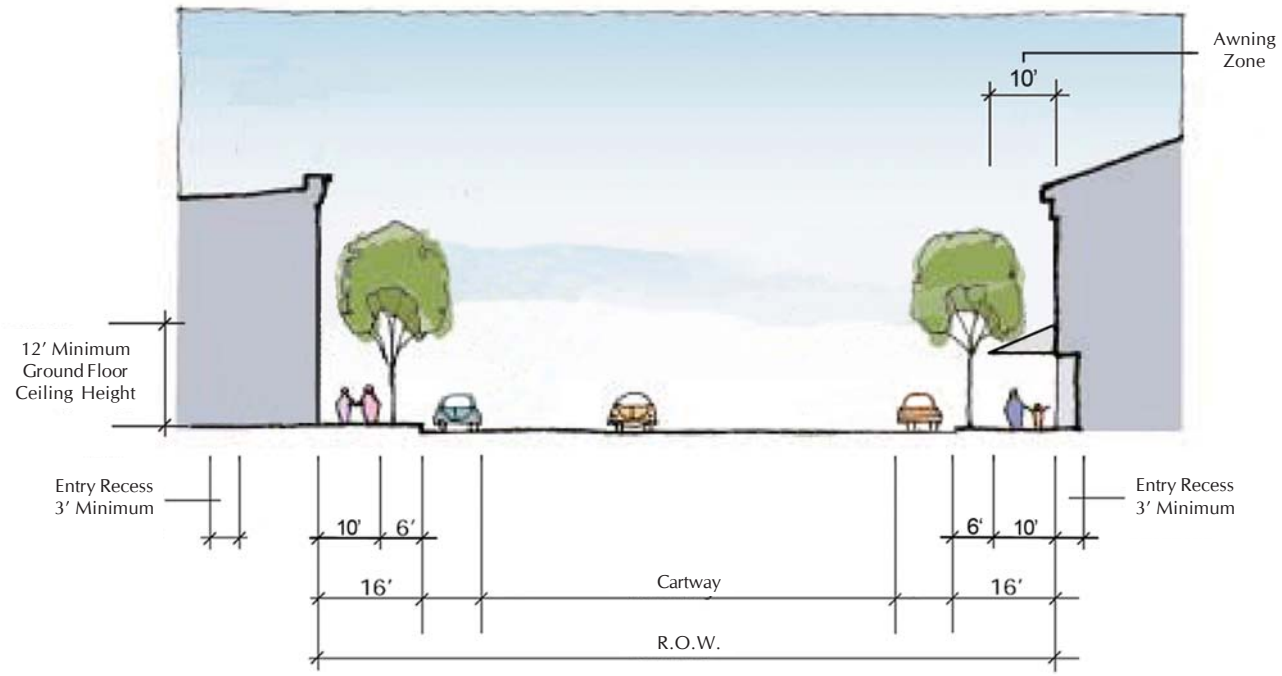
Townhouses



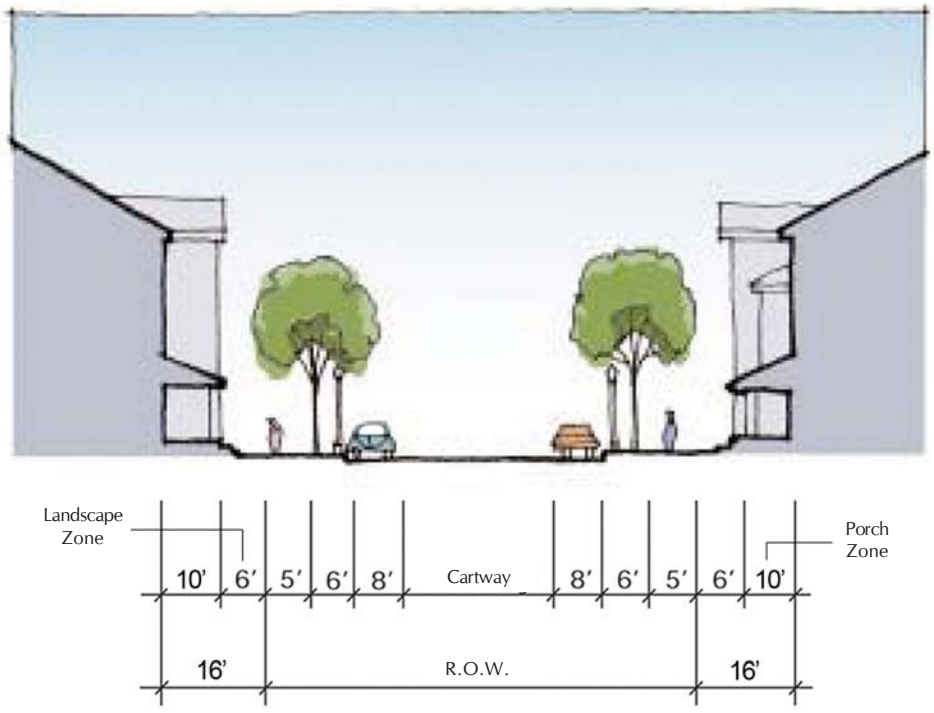
Main Street (cont.)

Public Realm Standards

Main Street

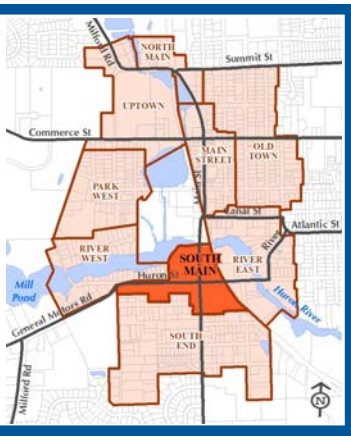


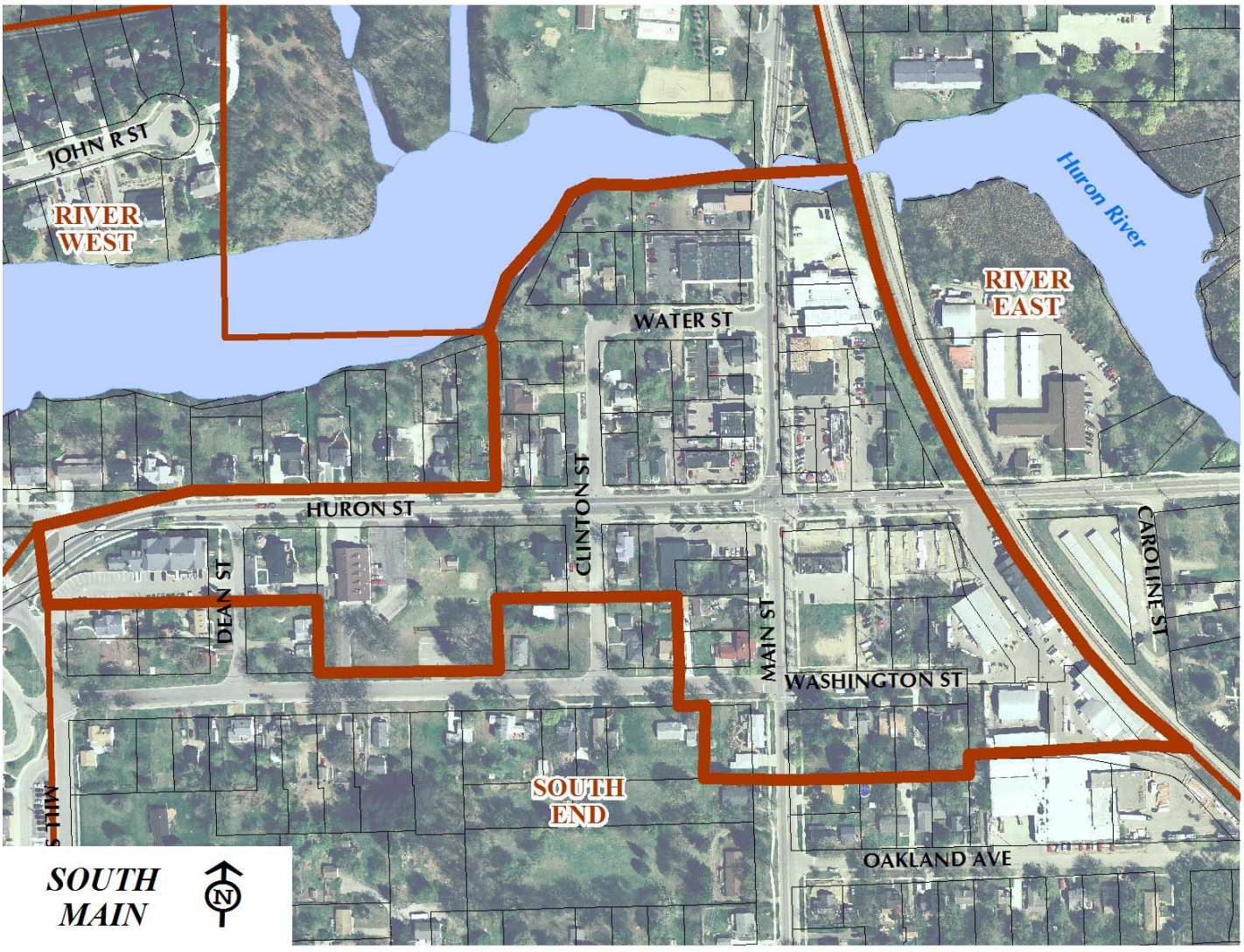
Union Street



South Main

Building Placement and Public Realm Standards





South Main (cont.)

Development Concept Plan



Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- New Connections Pedestrian
- New Development Mixed-Use Retail/Office/Residential
- New Development Townhouse Residential
- Gateways



South Main (cont.)

Acceptable Development Guidelines

Land Use:	High density commercial High density residential
Setback (Max):	0 ft commercial/mixed use 20 ft residential
Lot Size (Max):	1/4 ac
Building Height (Max):	40 ft (3 story)
Building Typologies:	2-3 story mixed use 2-3 story townhouses
Parking:	Parallel or off-street

New Development Typology Samples



High Density Mixed-Use Retail/Office/Residential



Medium Density Single Family Attached Housing



High Density Townhomes

Recommended Architectural Details and Site Elements



Creatively LINK rear parking to streetfront



SLOW traffic approach to downtown through roundabouts



Buildings should have STREET PRESENCE, not simply an address



Encourage HISTORIC REHABILITATION

South Main (cont.)

Architectural Concepts

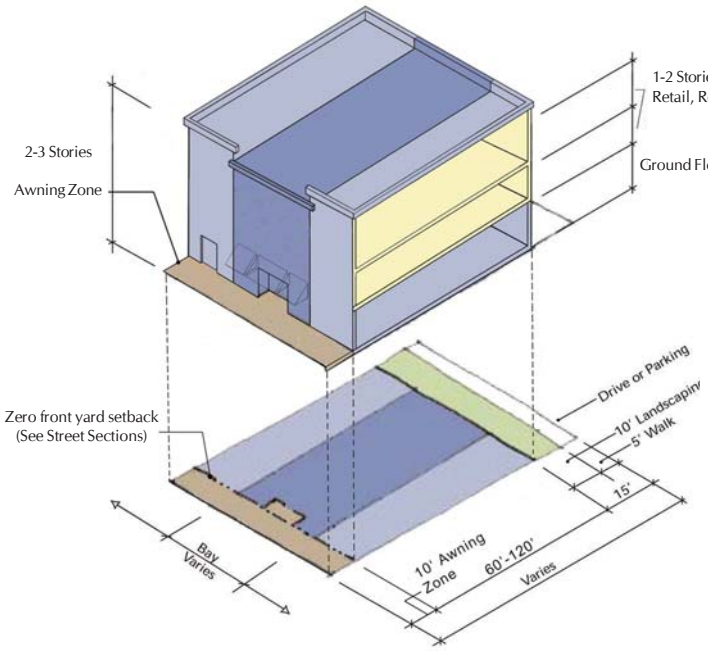


Huron Street at South Main Street Roundabout

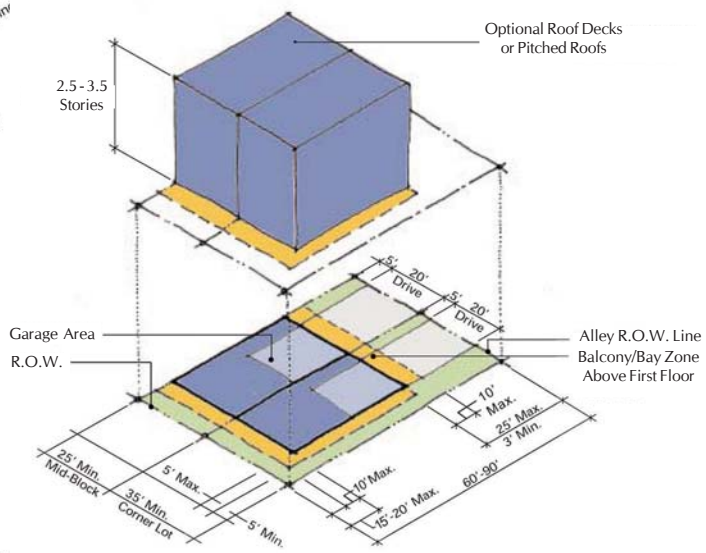
Grissim/Metz/Andriese Associates and Dave Peterhans. Image Courtesy of Milford DDA.

South Main (cont.)

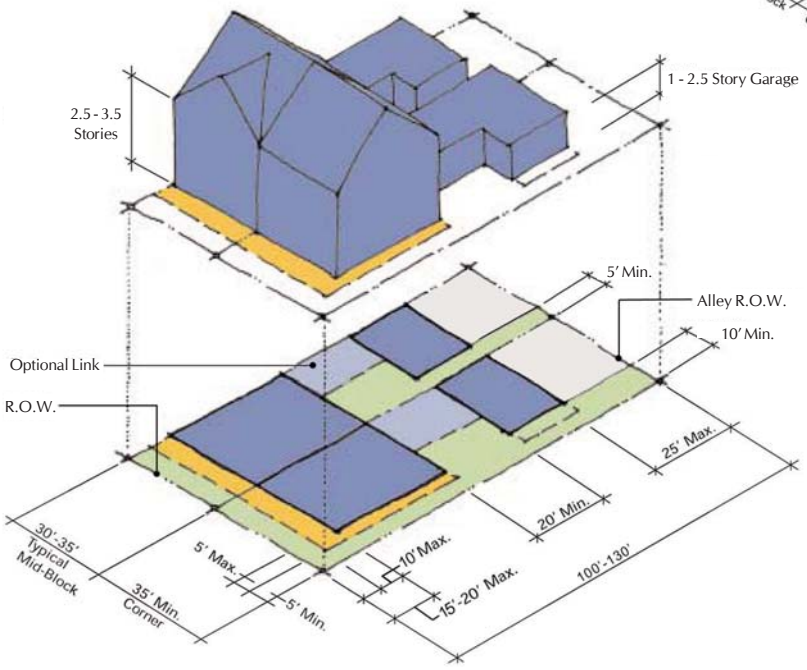
Siting Standards



Mixed Use



Townhomes

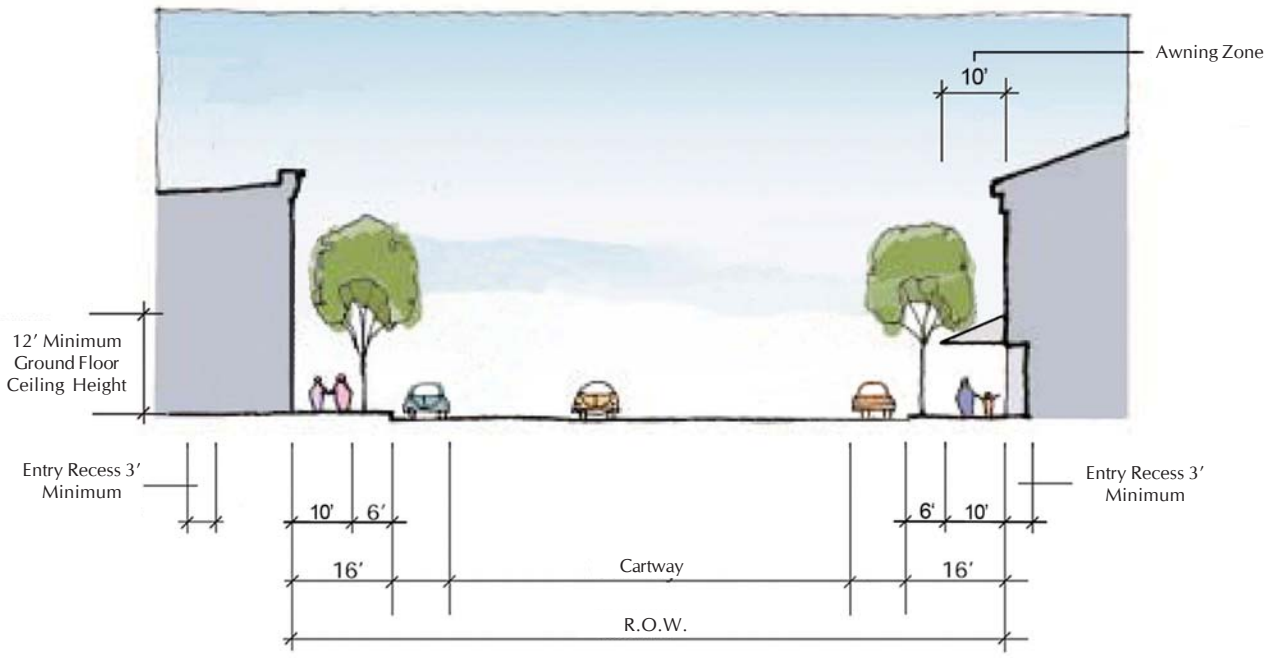


Single Family Attached

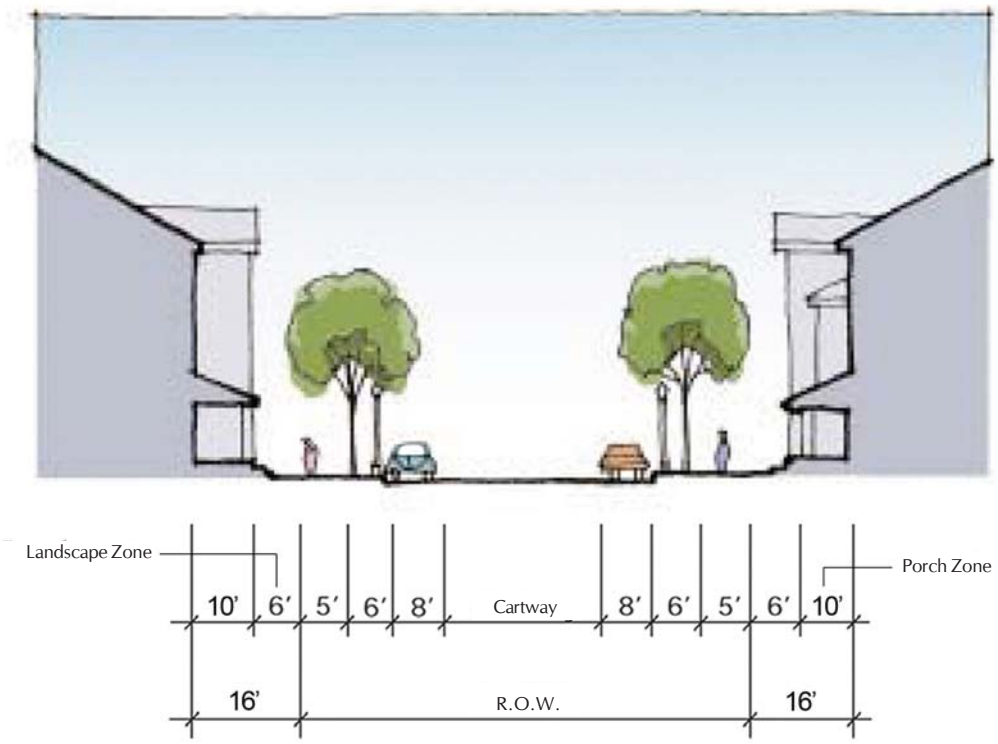
South Main (cont.)

Public Realm Standards

Main/Huron Street

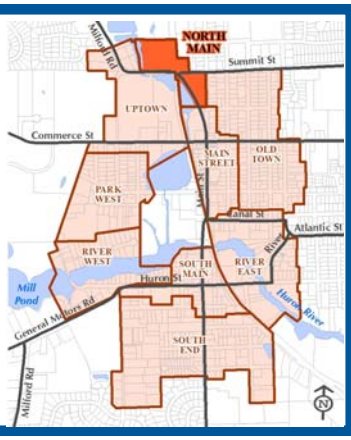


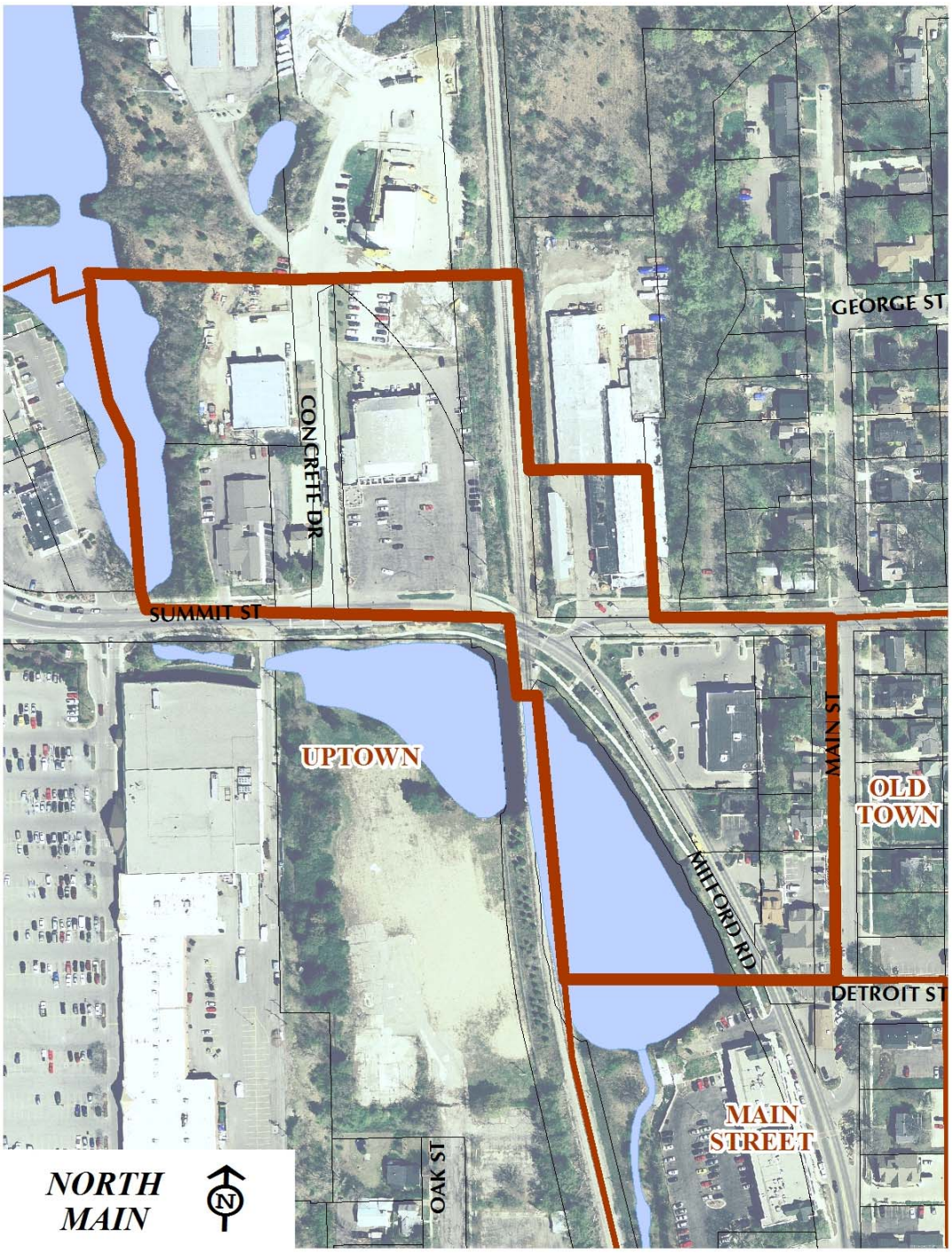
Water Street



North Main

Building Placement and Public Realm Standards





North Main (cont.)

Development Concept Plan





Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopme
- New Connections Pedestrian
- New Development Mixed-Use Retail/Office/Residential
- New Development Townhouse Residential
- Gateways

North Main (cont.)

Acceptable Development Guidelines

Land Use:	Medium density commercial High density residential
Setback (Max):	20 ft mixed-use, residential
Lot Size (Max):	1 ac (north of Summit Street) 1/4 ac (south of Summit Street)
Building Height (Max):	40 ft (3 story)
Building Typologies:	Mixed-use, townhouses
Parking:	Parallel or off-street

New Development Typology Samples



Medium Density Office



Medium Density Mixed Use Office/Retail



Live/Work Townhomes

Recommended Architectural Details and Site Elements



ENHANCE and PRESERVE views

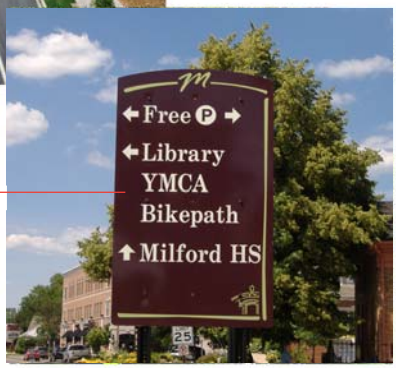
SLOW traffic through roundabouts





EMPHASIZE gateways

Provide WAYFINDING elements



North Main (cont.)

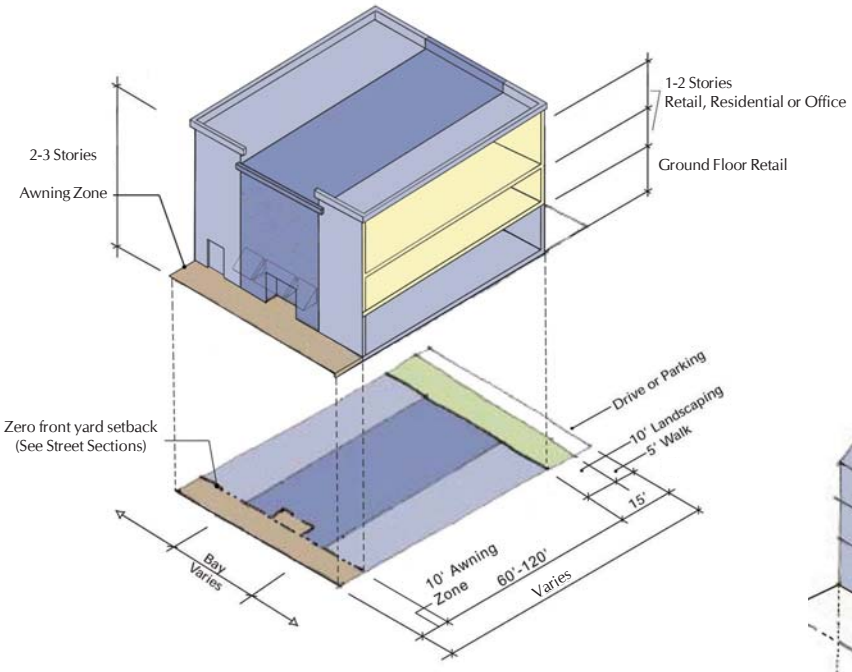
Architectural Concepts



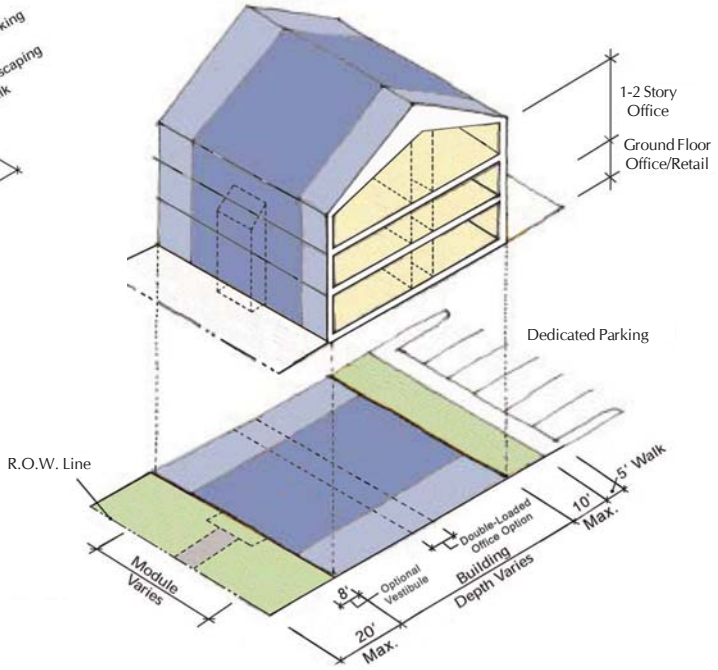
Vicinity of North Milford Road and Summit Street
Grissim/Metz/Andriese Associates and Dave Peterhans. Image Courtesy of Milford DDA.

North Main (cont.)

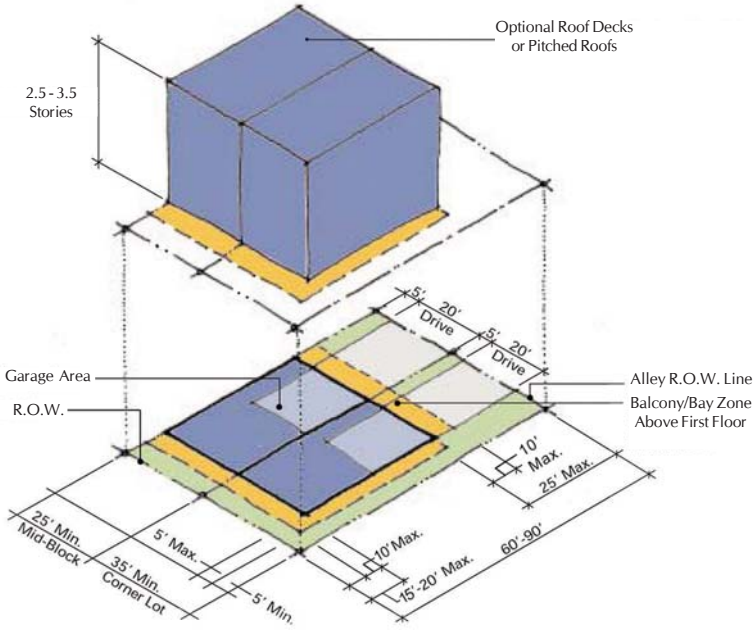
Siting Standards



Mixed Use
(Proximity to Main Street District)



Mixed Use
(Further from Main Street District)

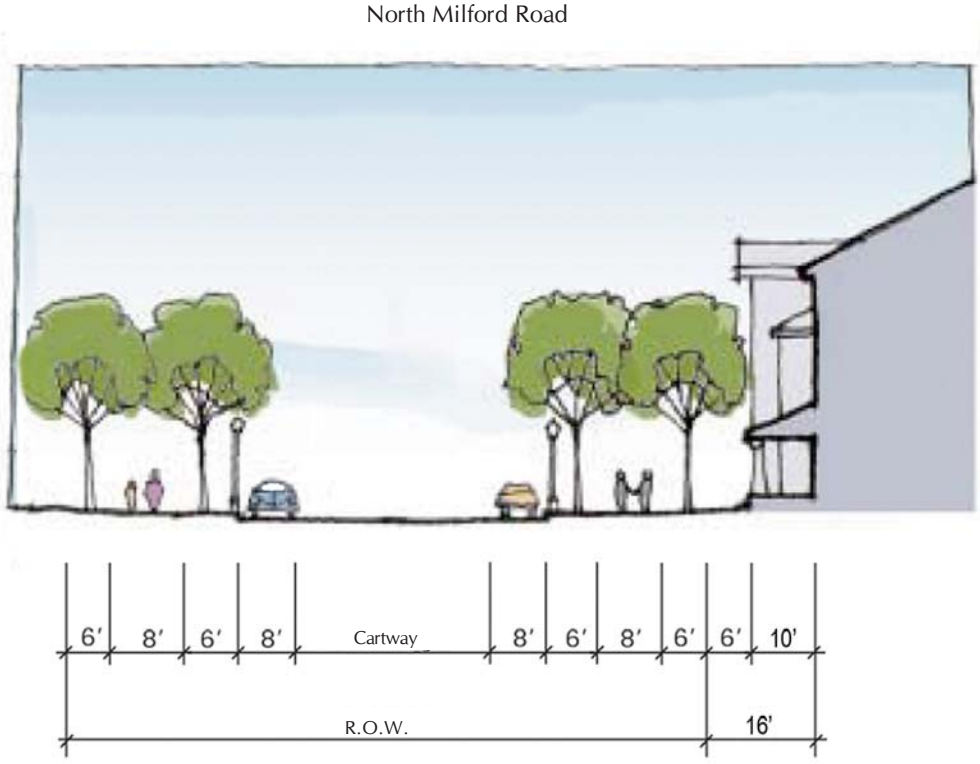


Townhouses

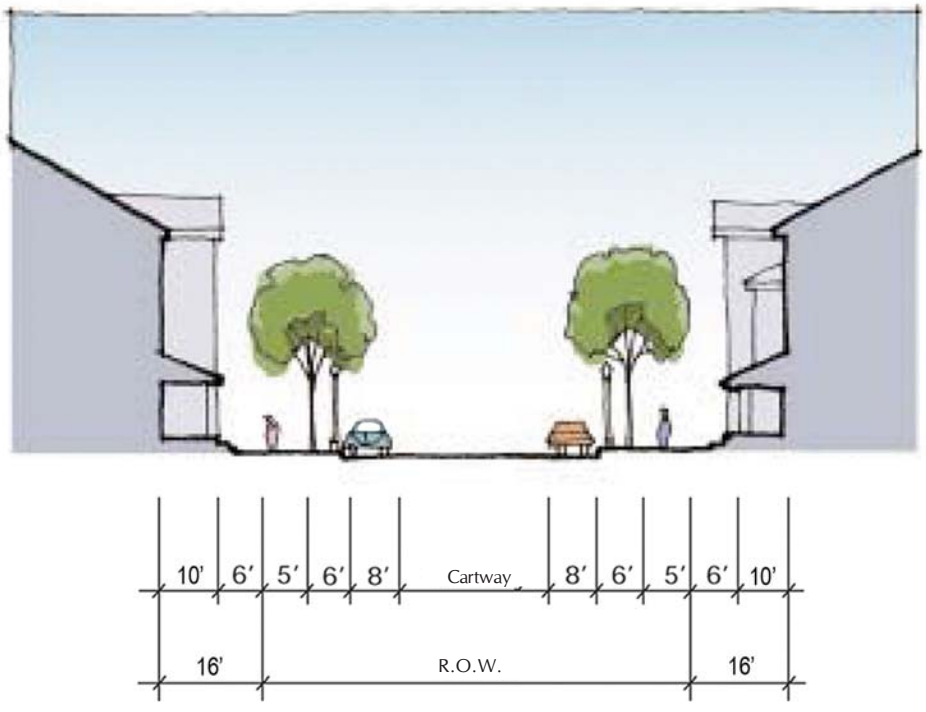
North Main (cont.)

Public Realm Standards

North Milford Road



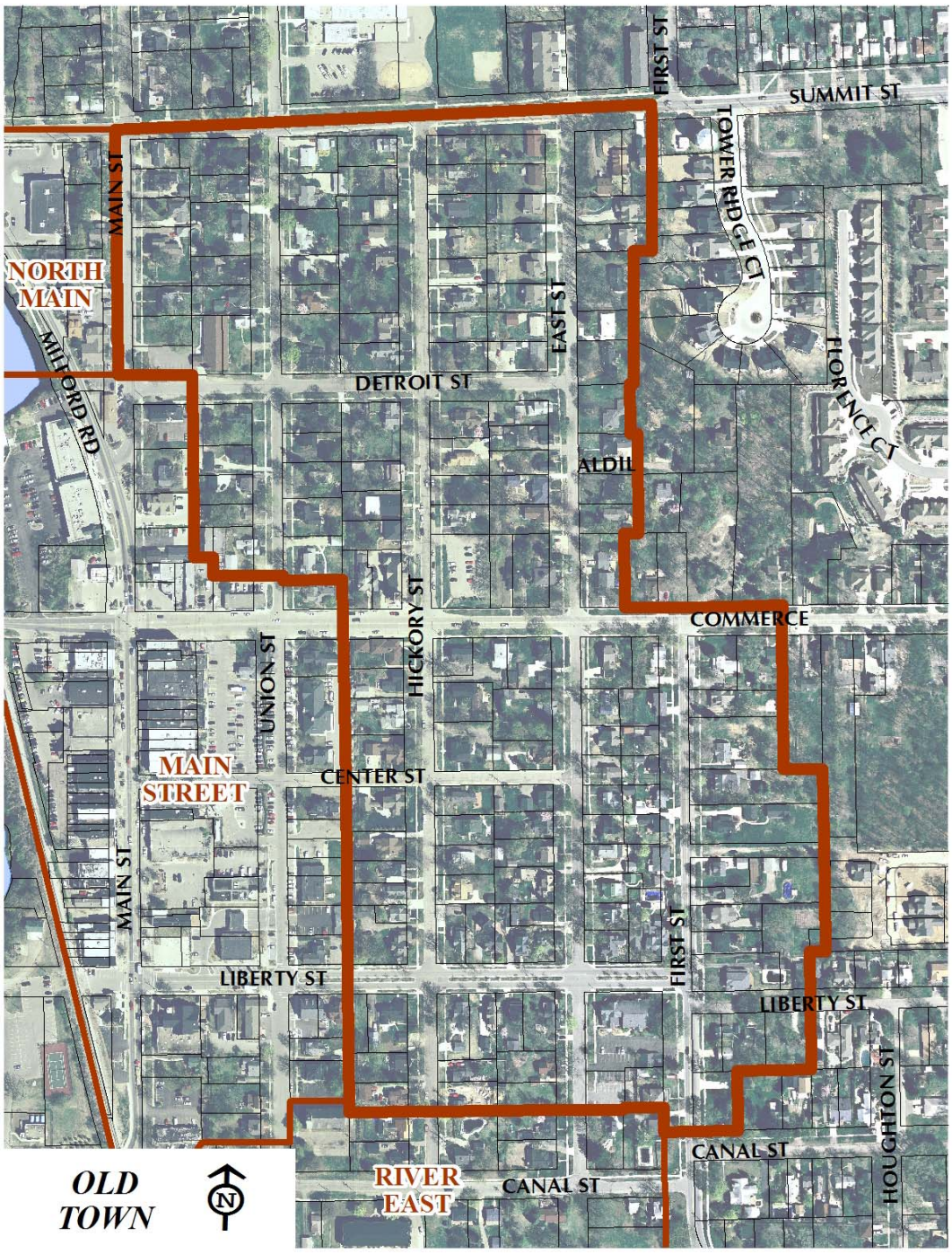
North Main Street



Old Town

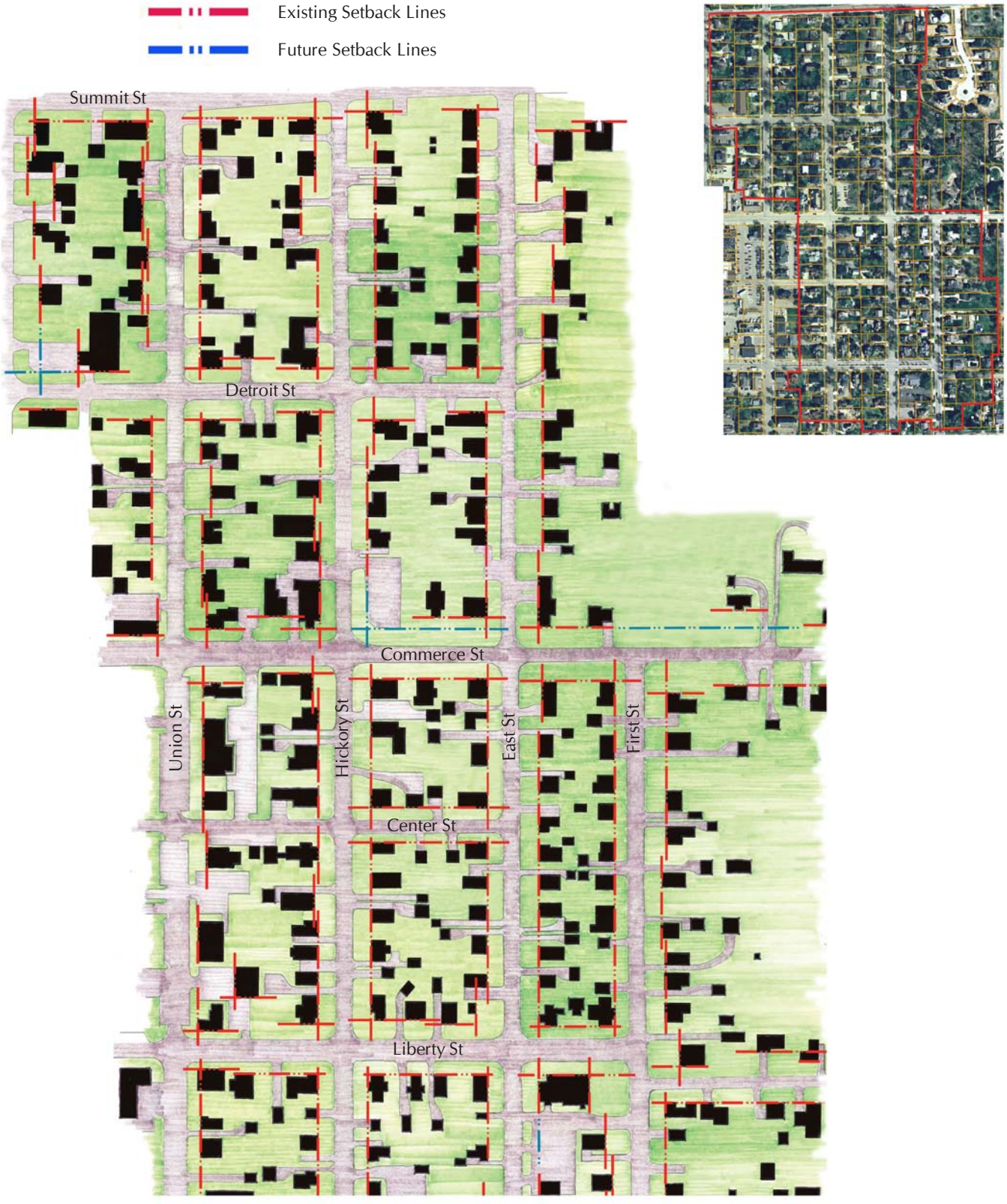
Building Placement and Public Realm Standards





Old Town (cont.)

Development Concept Plan



Old Town (cont.)

Acceptable Development Guidelines

Land Use:	Medium to low density residential
Setback (Max):	20 ft
Lot Size (Max):	1/4 ac
Building Height (Max):	30 ft (2.5 story)
Building Typologies:	2-2.5 story single family detached with historic emphasis, rehab
Parking:	Off-street

Building Typology Samples

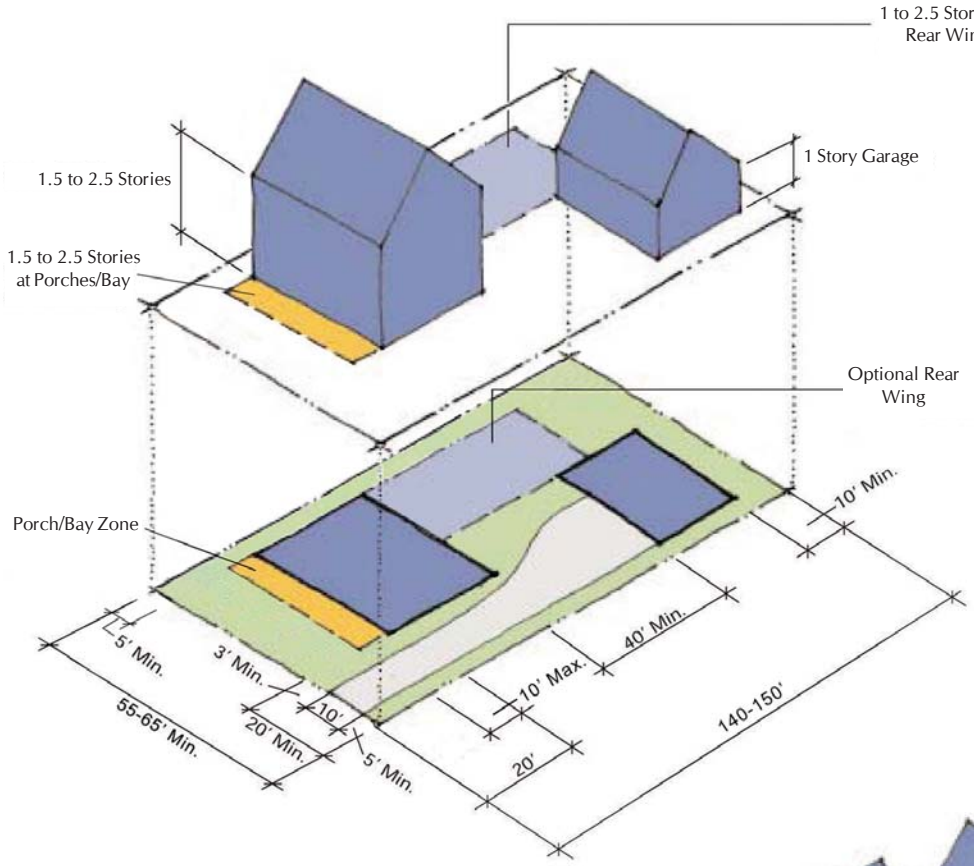




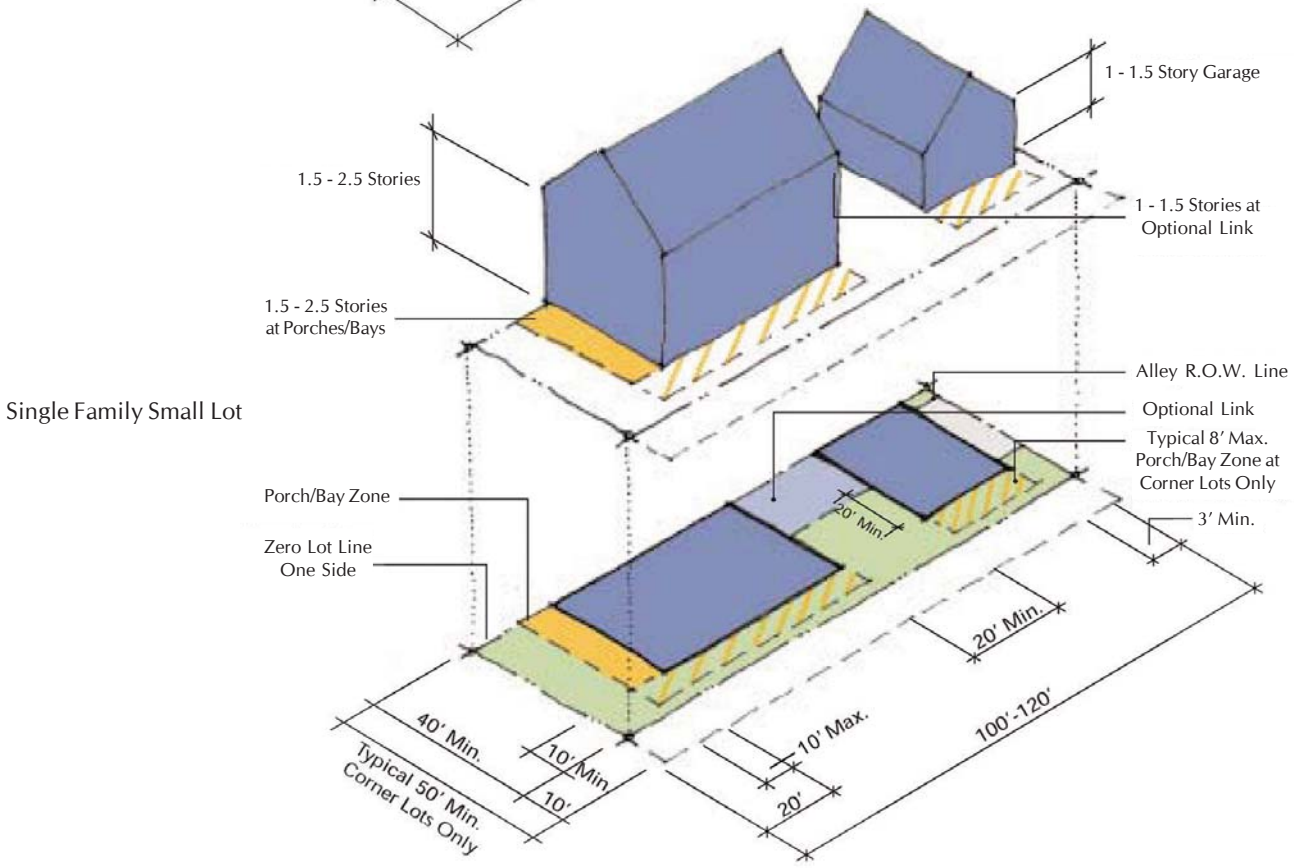


Old Town (cont.)

Siting Standards



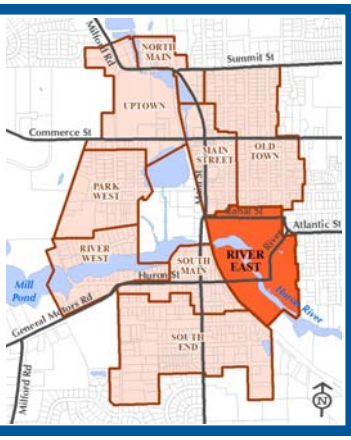
Single Family Large Lot

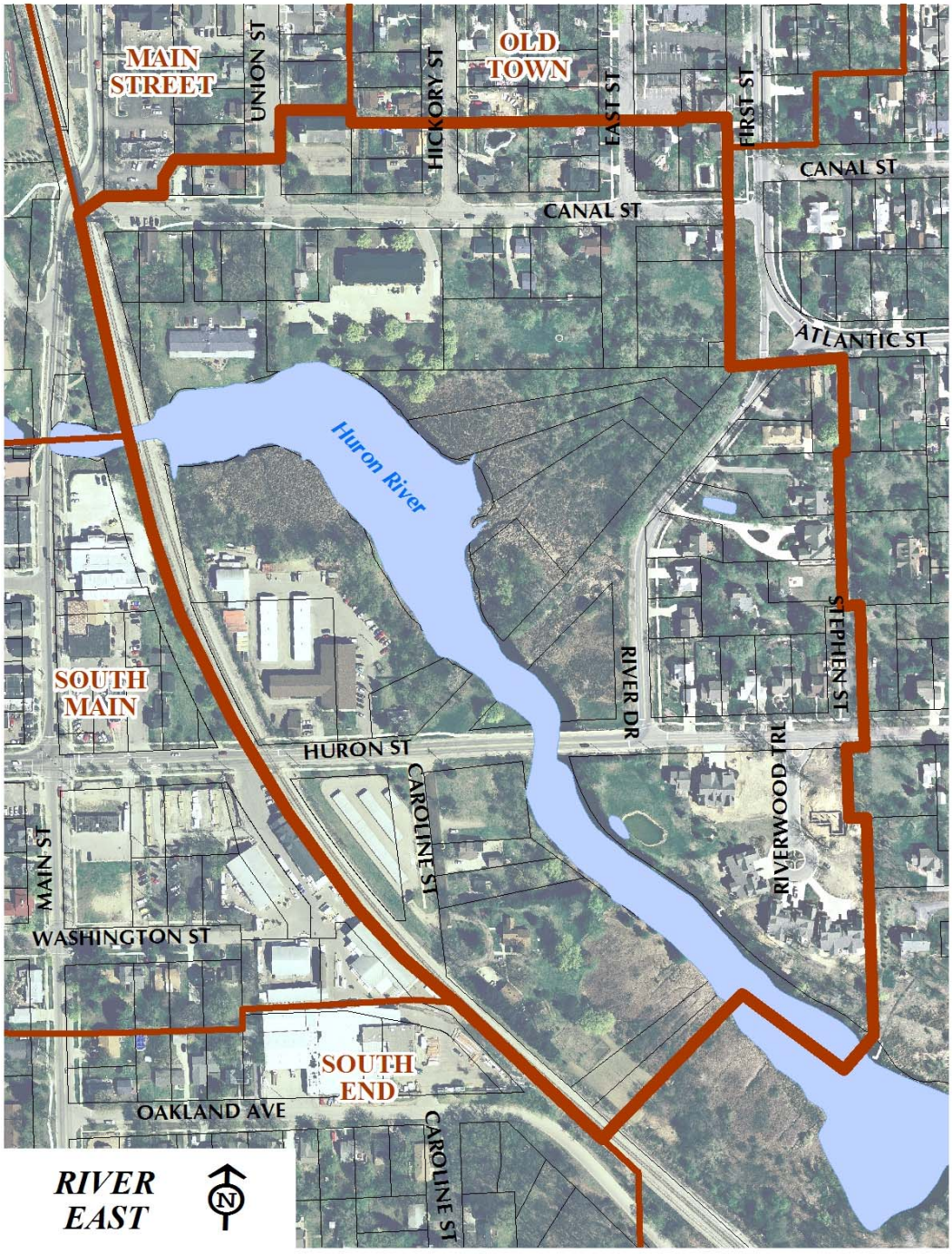


Single Family Small Lot

River East

Building Placement and Public Realm Standards





River East (cont.)

Development Concept Plan





Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- New Connections Visual
- New Connections Vehicular/Pedestrian
- Proposed Single Family Detached Housing
- Proposed Single Family Attached Housing/Townhouse
- Gateways

River East (cont.)

Acceptable Development Guidelines

Land Use:	Medium to low density residential
Setback (Max):	20-30 ft
Lot Size (Max):	1/4 ac (single family)
Building Height (Max):	30 ft (2.5 story)
Building Typologies:	2-2.5 story single family detached/attached
Parking:	Off-street

New Development Typology Samples



Medium Density Single Family Attached Housing



Small Lot Single Family Detached Housing

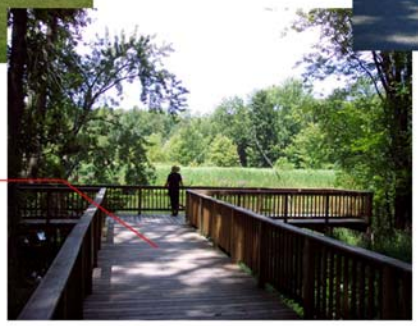
Recommended Architectural Details and Site Elements



Create OPPORTUNITIES for community interaction



LINK lost connections through perspective



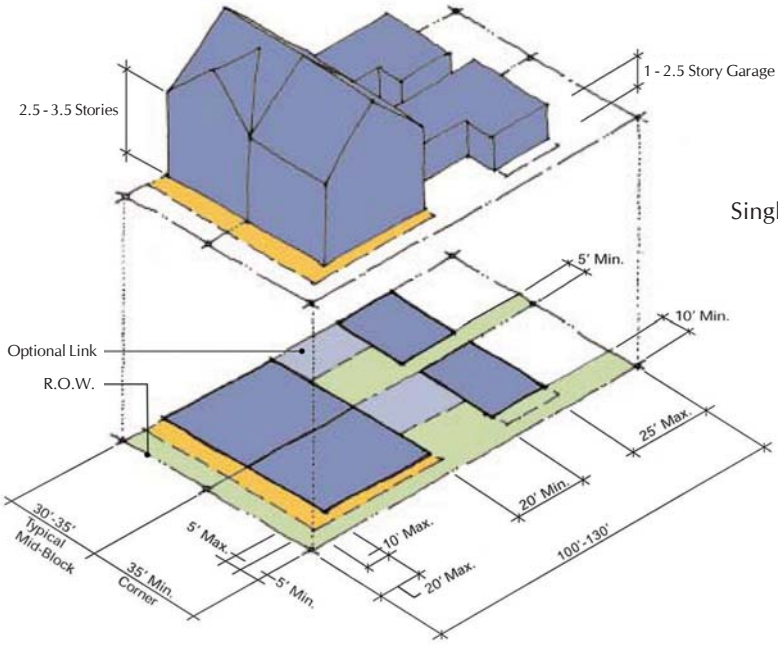
Bring the natural environment WITHIN REACH



CONNECT Huron River to Main Street with pedestrian friendly connections

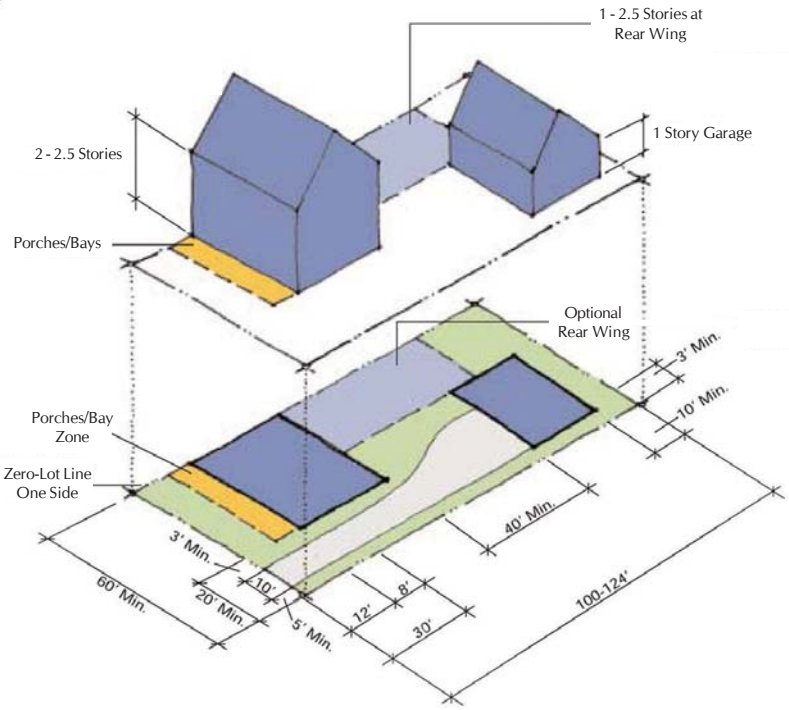
River East (cont.)

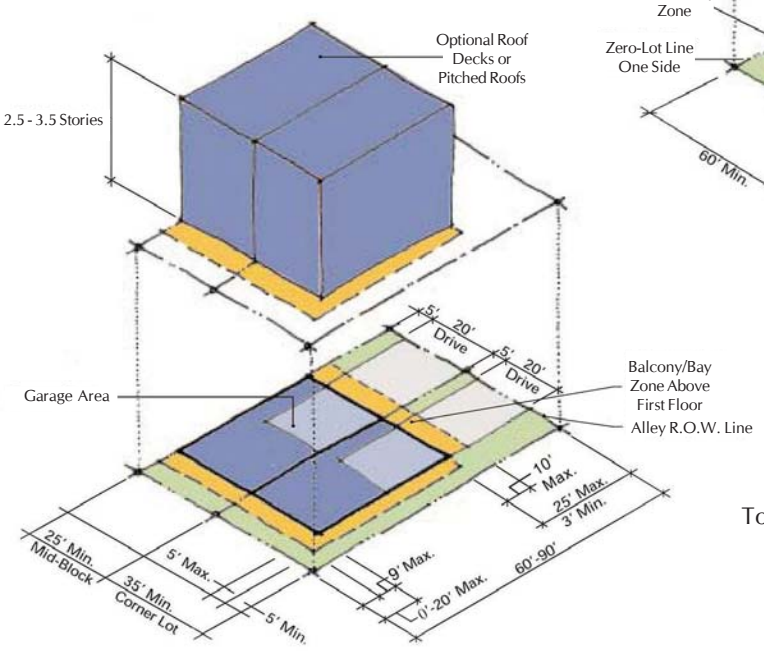
Siting Standards



Single Family Attached

Single Family Detached



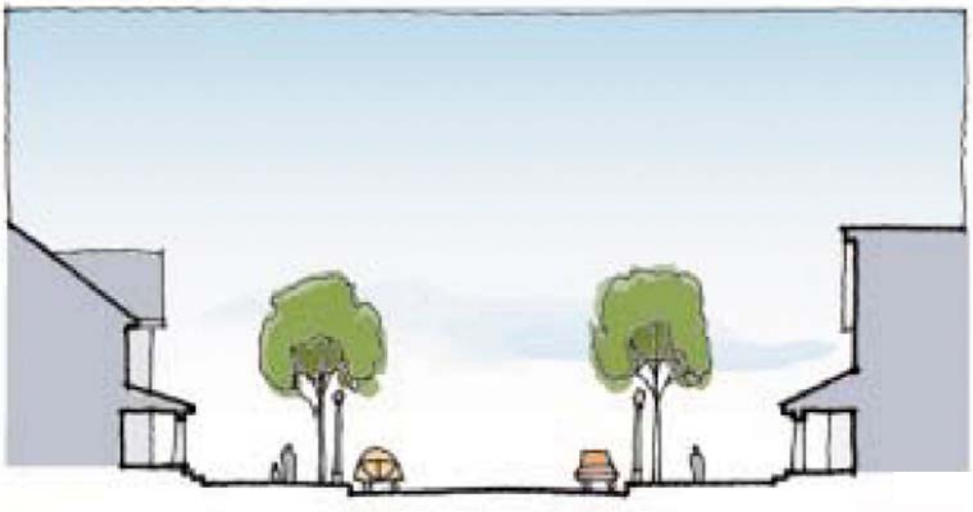


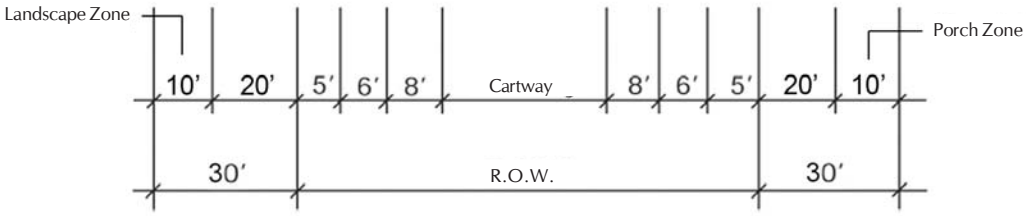
Townhouses

River East (cont.)

Public Realm Standards

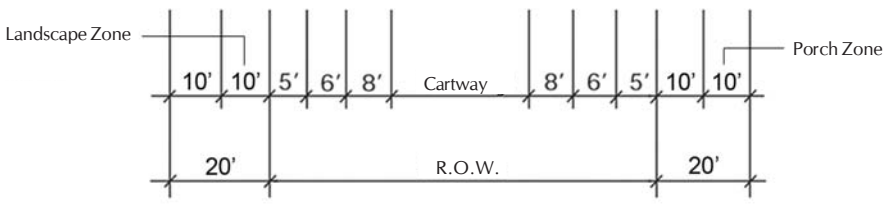
River Street





Union/Hickory/East Streets





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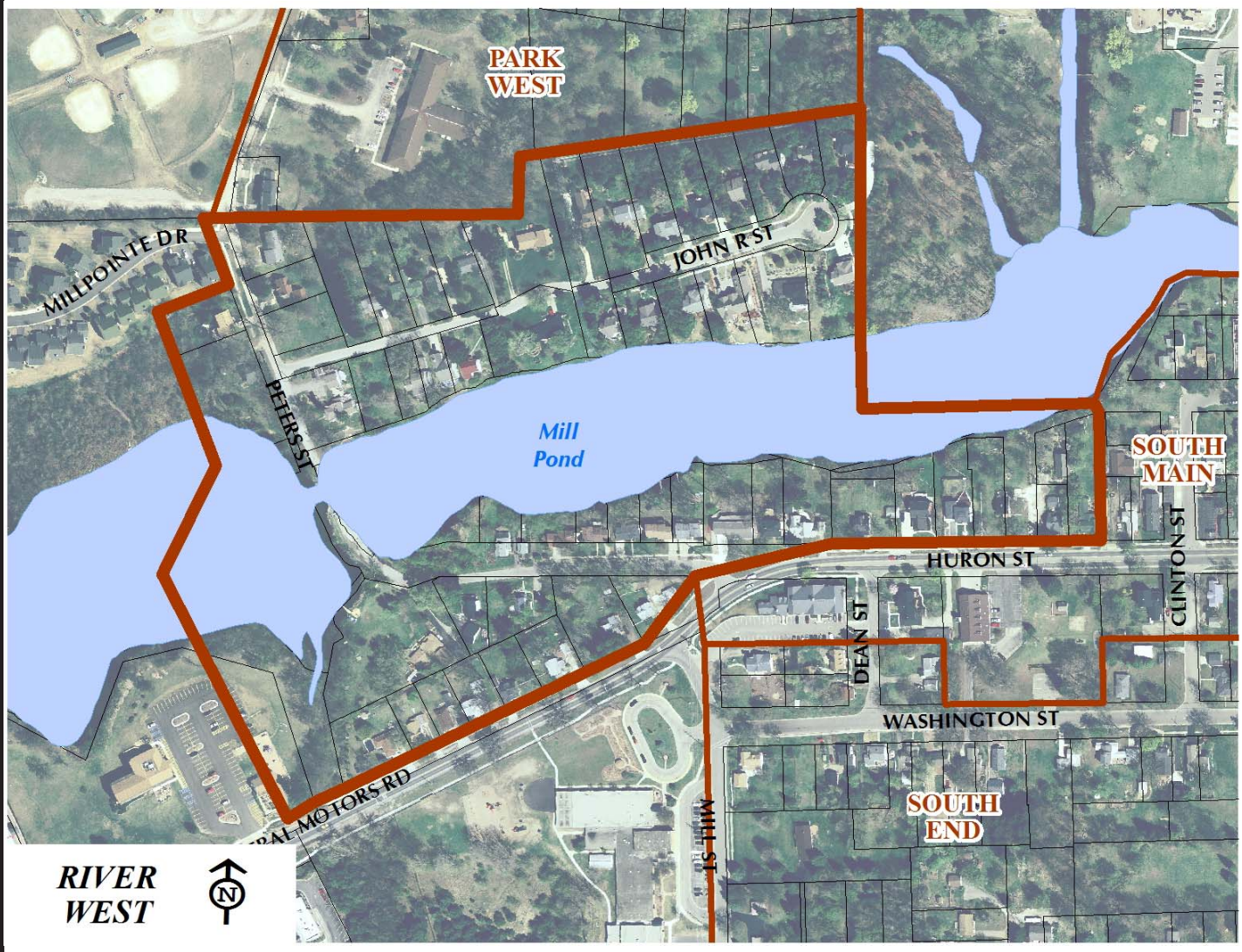
River West

Building Placement and Public Realm Standards





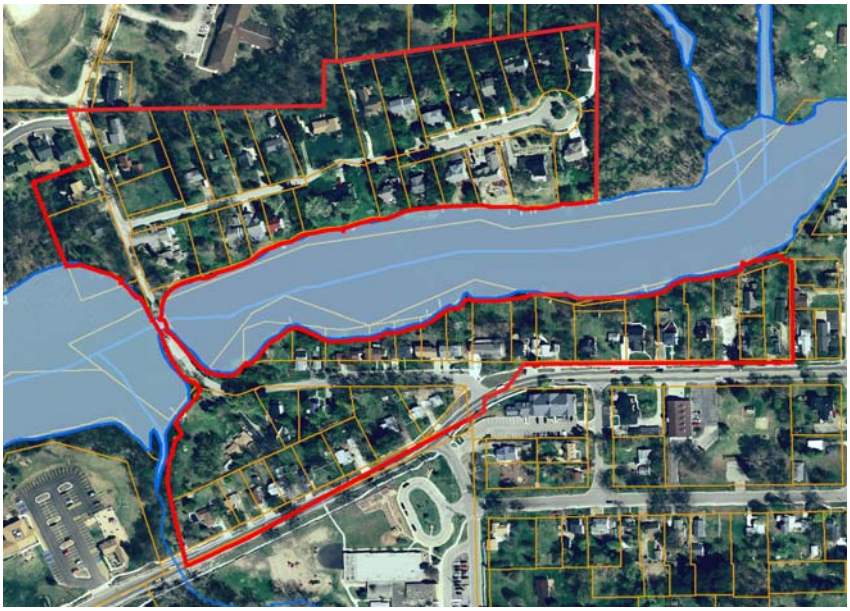
River West (cont.)

Development Concept Plan



Legend

- Existing Setback Lines
- Future Setback Lines
- New Connections Vehicular/Pedestrian



River West (cont.)

Acceptable Development Guidelines

Land Use:	Medium to low density residential
Setback (Max):	30-40 ft
Lot Size (Max):	1/4 to 1/2 ac
Building Height (Max):	30 ft (2.5 story)
Building Typologies:	2-2.5 story single family detached, rehab
Parking:	Off-street

New Development Typology Samples



Existing Rehab



New Single Family

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Park West

Building Placement and Public Realm Standards





Park West (cont.)

Development Concept Plan



Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- New Connections Pedestrian
- Proposed Multi-Family
- Proposed Single Family Attached Housing



Park West (cont.)

Acceptable Development Guidelines

Land Use:	Medium to high density residential
Setback (Max):	30 ft
Lot Size (Max):	1/4 ac (single family)
Building Height (Max):	30 ft (2.5 story)
Building Typologies:	2-2.5 story single family 2-3 story multiple family
Parking:	Off-street

New Development Typology Samples



Medium Density Single Family Attached Housing

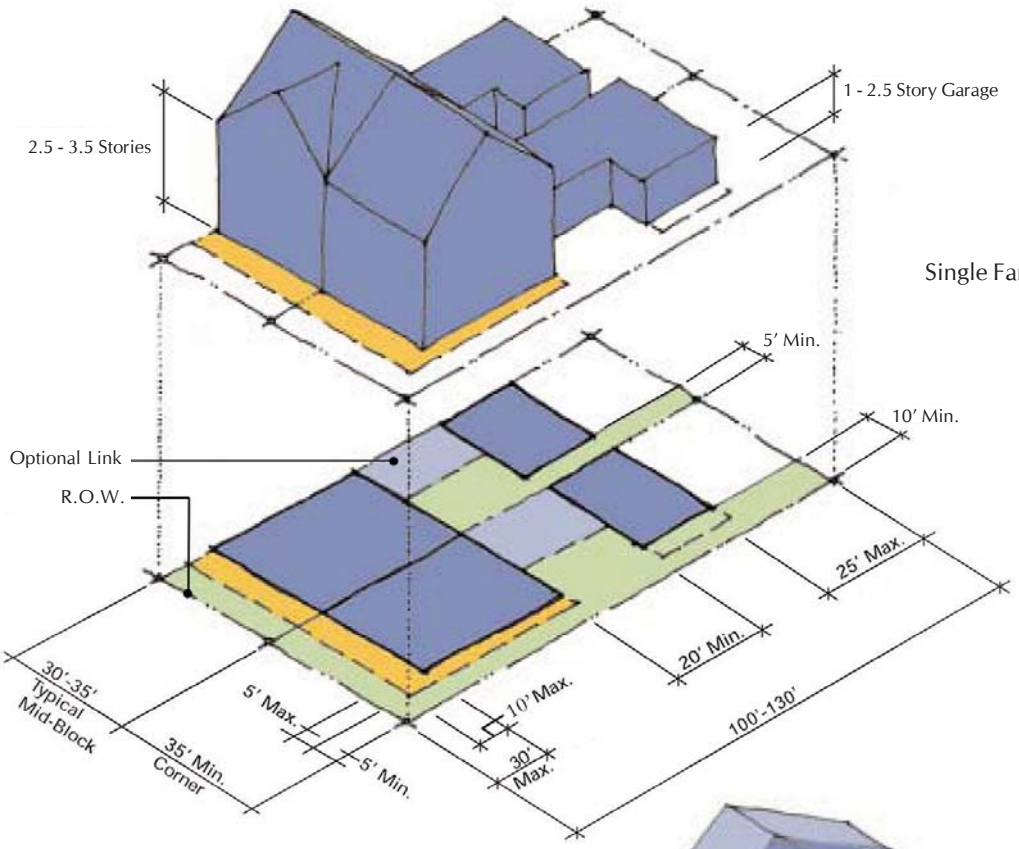


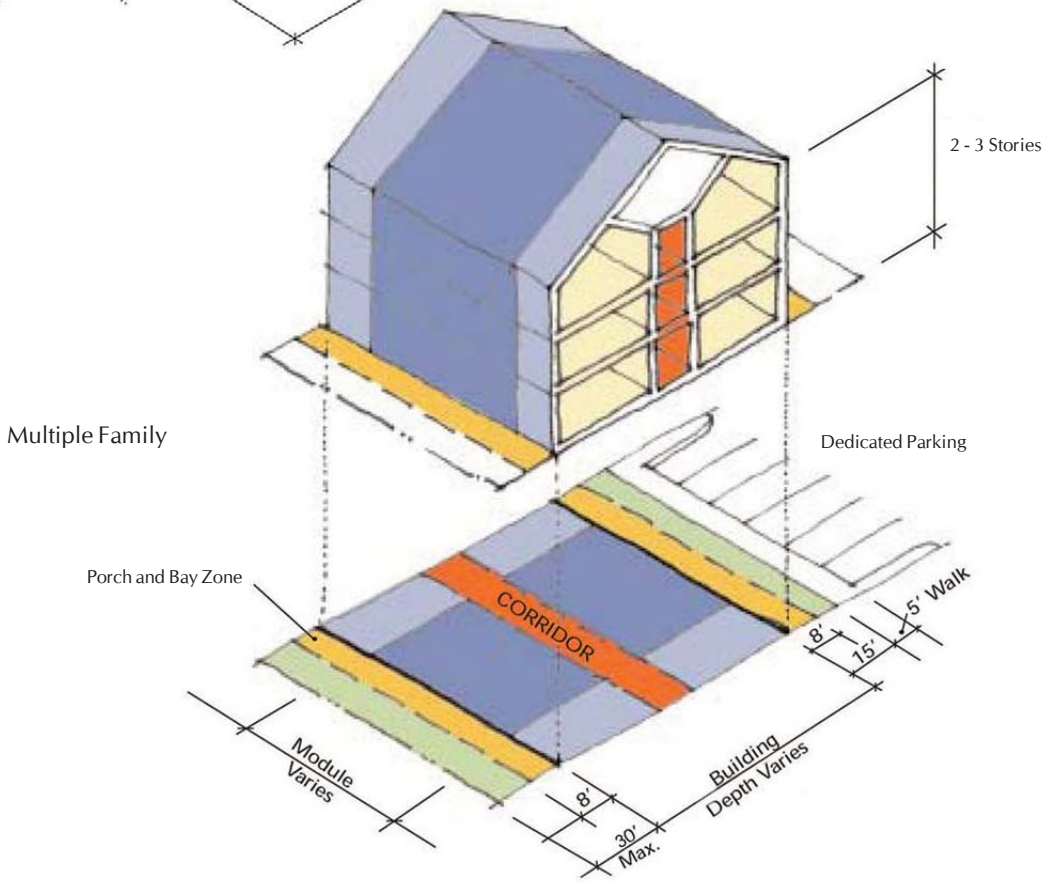


Medium/High Density Apartments with Extensive Green Space

Park West (cont.)

Siting Standards

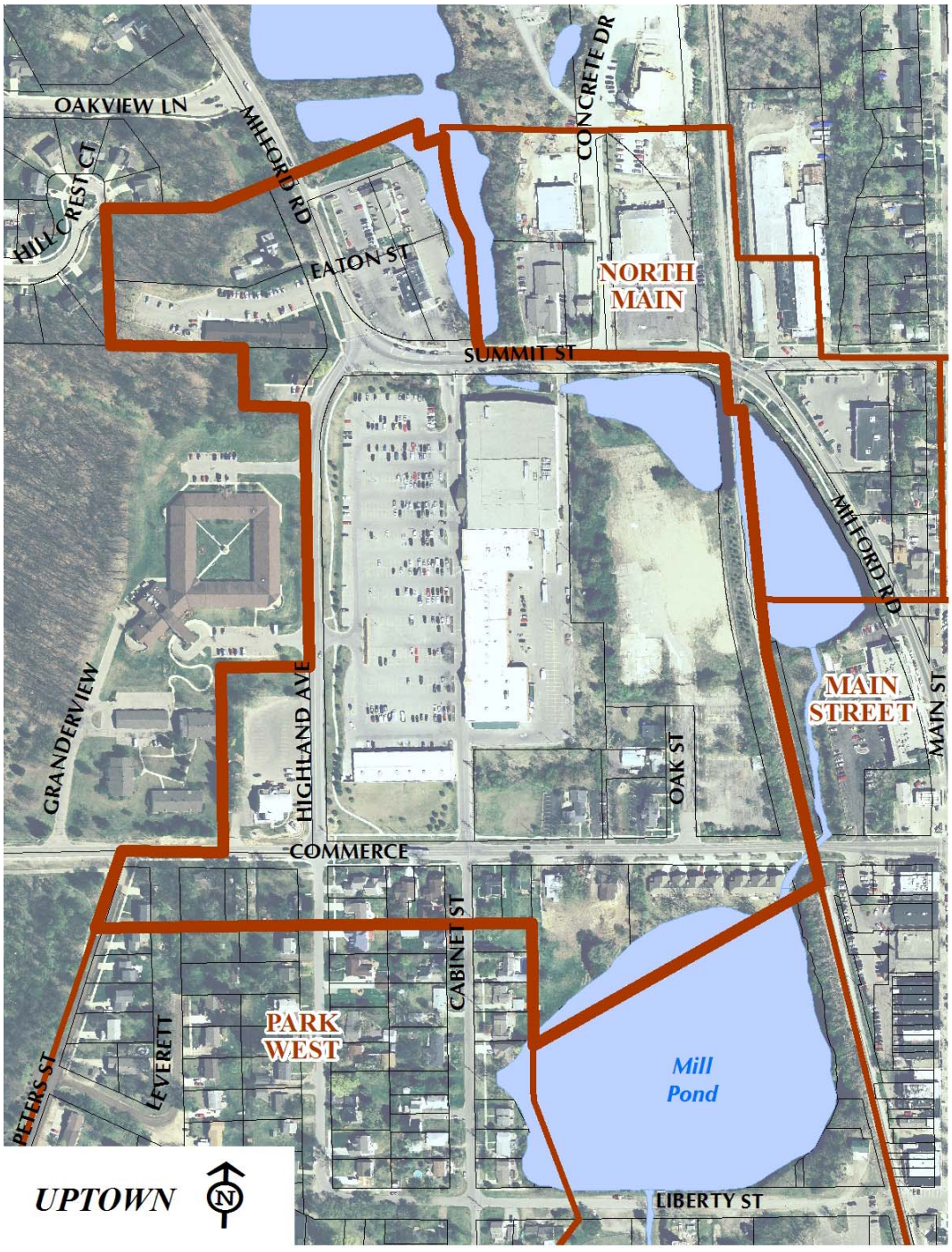




Uptown

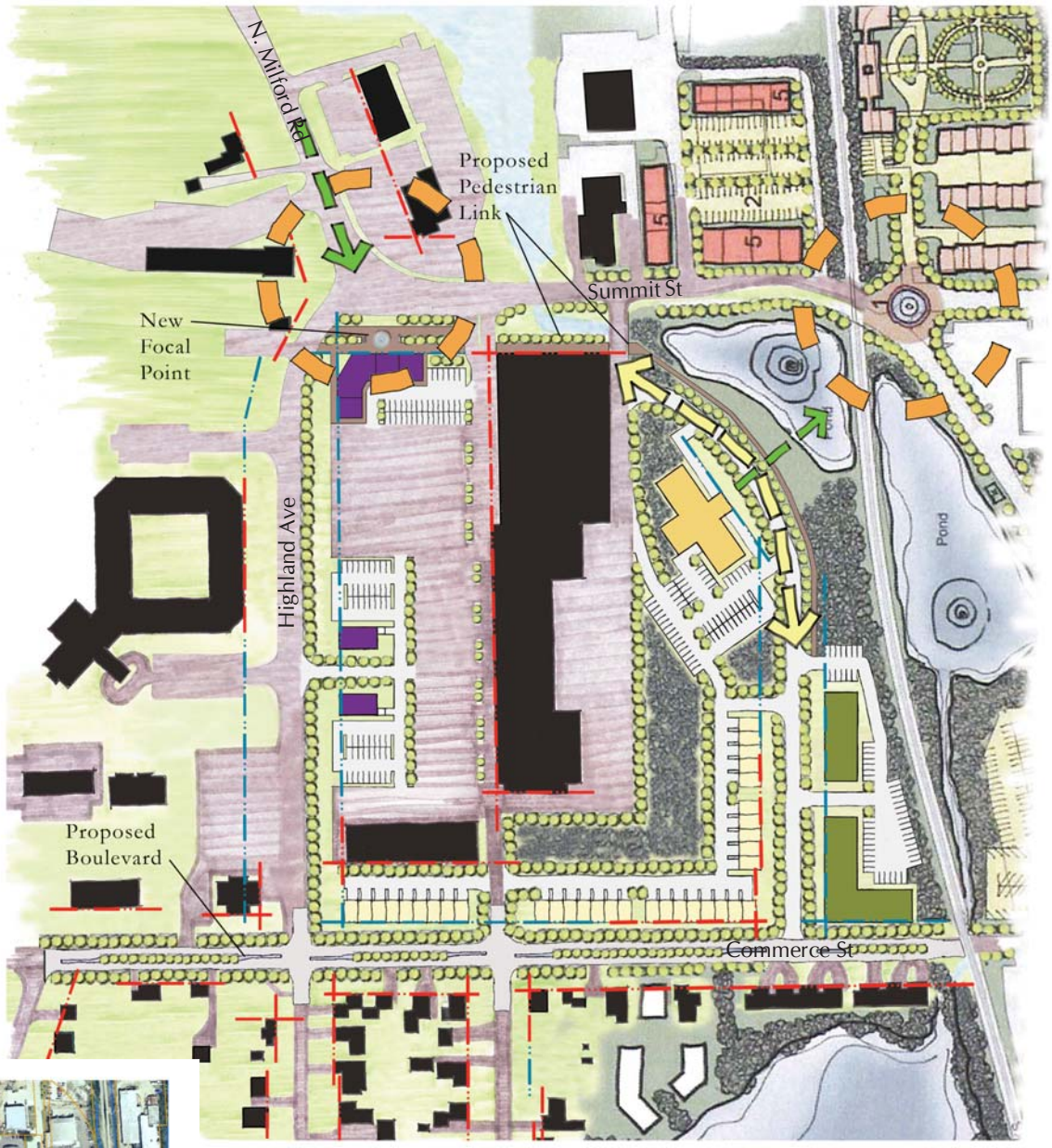
Building Placement and Public Realm Standards





Uptown (cont.)

Development Concept Plan





Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- New Connections Pedestrian/Vehicular
- New Connections Visual
- Proposed Hotel
- Proposed "Inparcel" Commercial
- Proposed Townhouses
- Proposed Office Park
- Gateways

Uptown (cont.)

Acceptable Development Guidelines

Land Use:	Medium density Retail, office, hotel
Setback (Max):	30 ft (commercial) 30 ft (residential)
Lot Size (Max):	1 ac (commercial) 1/4 ac (residential)
Building Height (Max):	40 ft (3 story)
Building Typologies:	Inparcel retail, professional office, townhouses
Parking:	Off-street

New Development Typology Samples



Hotel



"Inparcel"



High Density Townhomes

Recommended Architectural Details and Site Elements



Large parking lots should be "GREENED"



ENLIVEN streets with outdoor functions

Introduce "green" streets to accommodate friendlier vehicular and pedestrian movement





Scale down signage: 5 to 7 feet height is adequately scaled for vehicular traffic

Uptown (cont.)

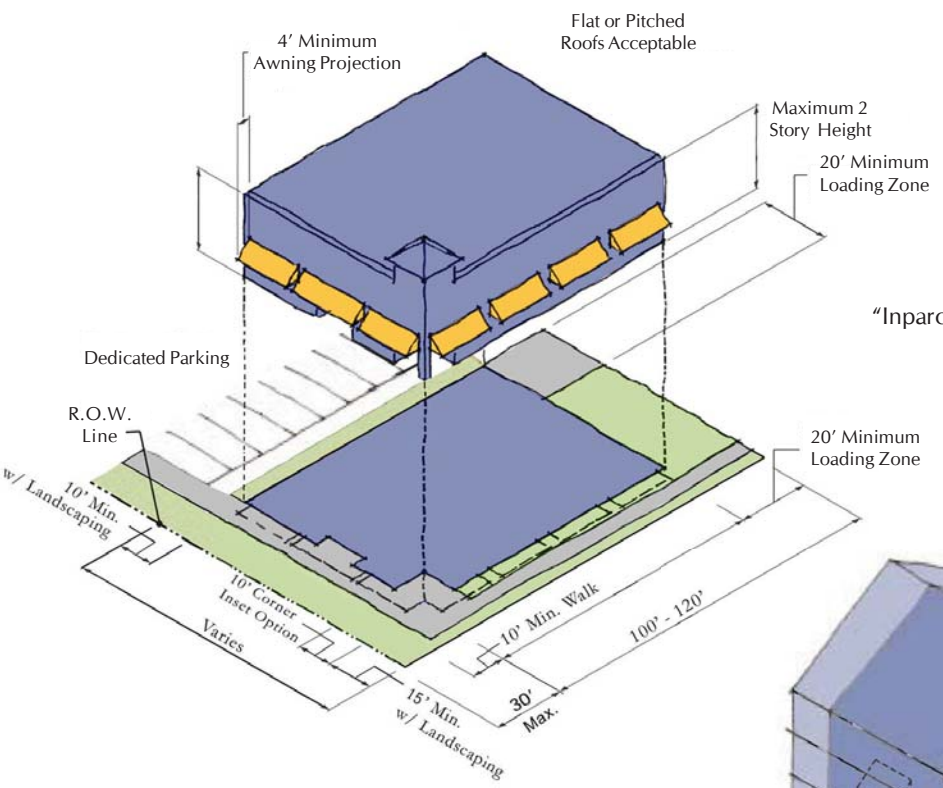
Architectural Concepts

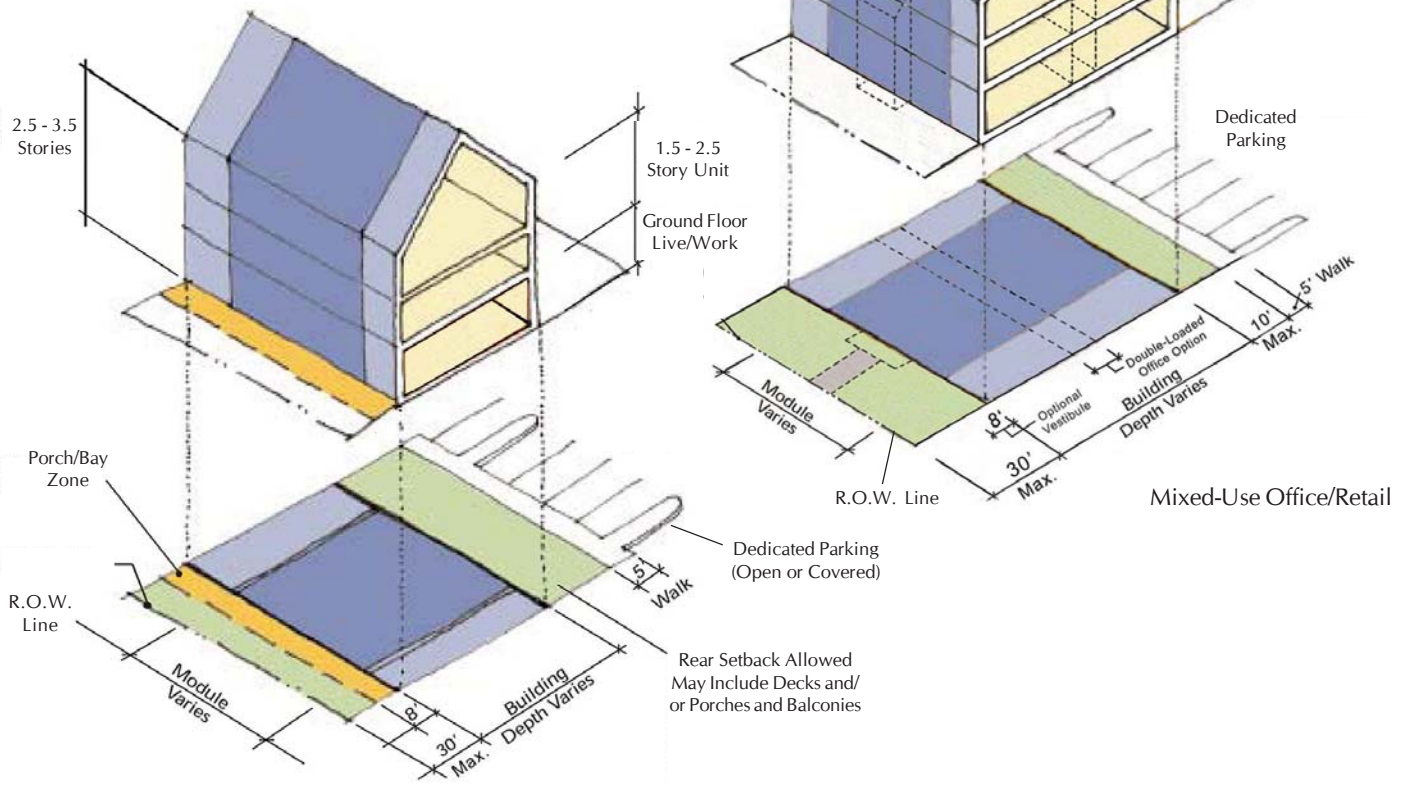


Vicinity of North Milford Road and Summit Street
Grissim/Metz/Andriese Associates and Dave Peterhans. Image Courtesy of Milford DDA.

Uptown (cont.)

Siting Standards



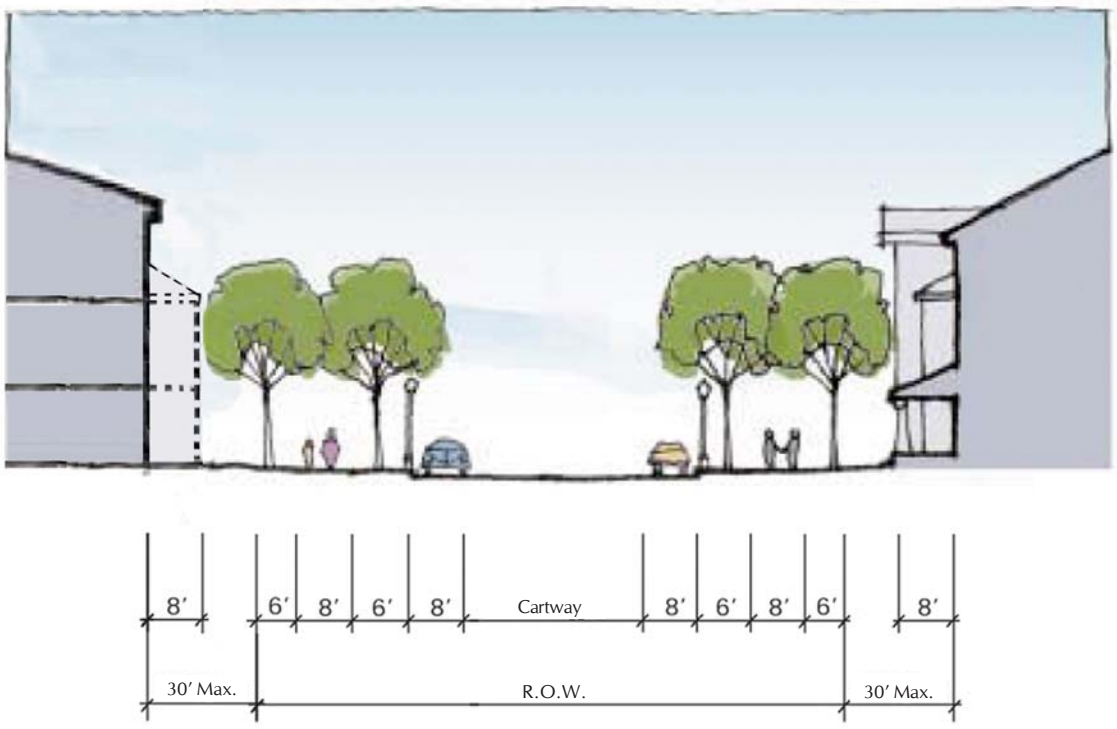


Live/Work Townhouse

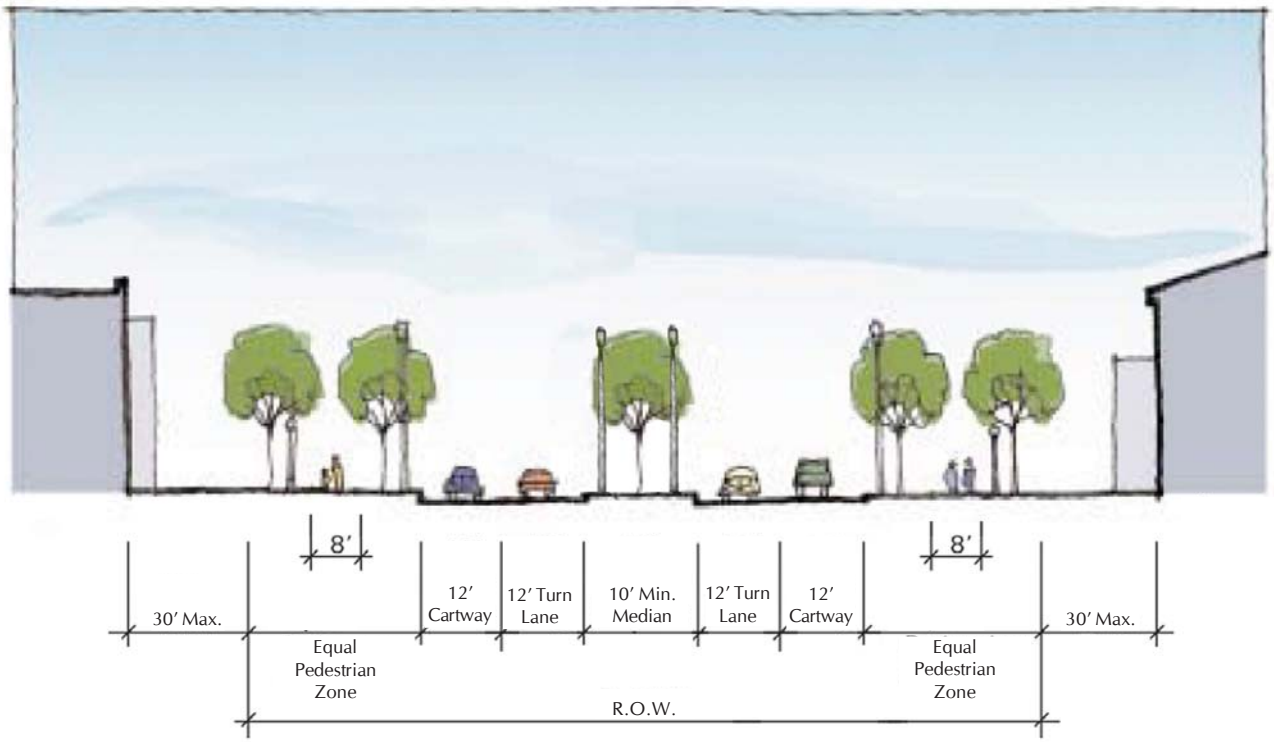
Uptown (cont.)

Public Realm Standards

Oak Street



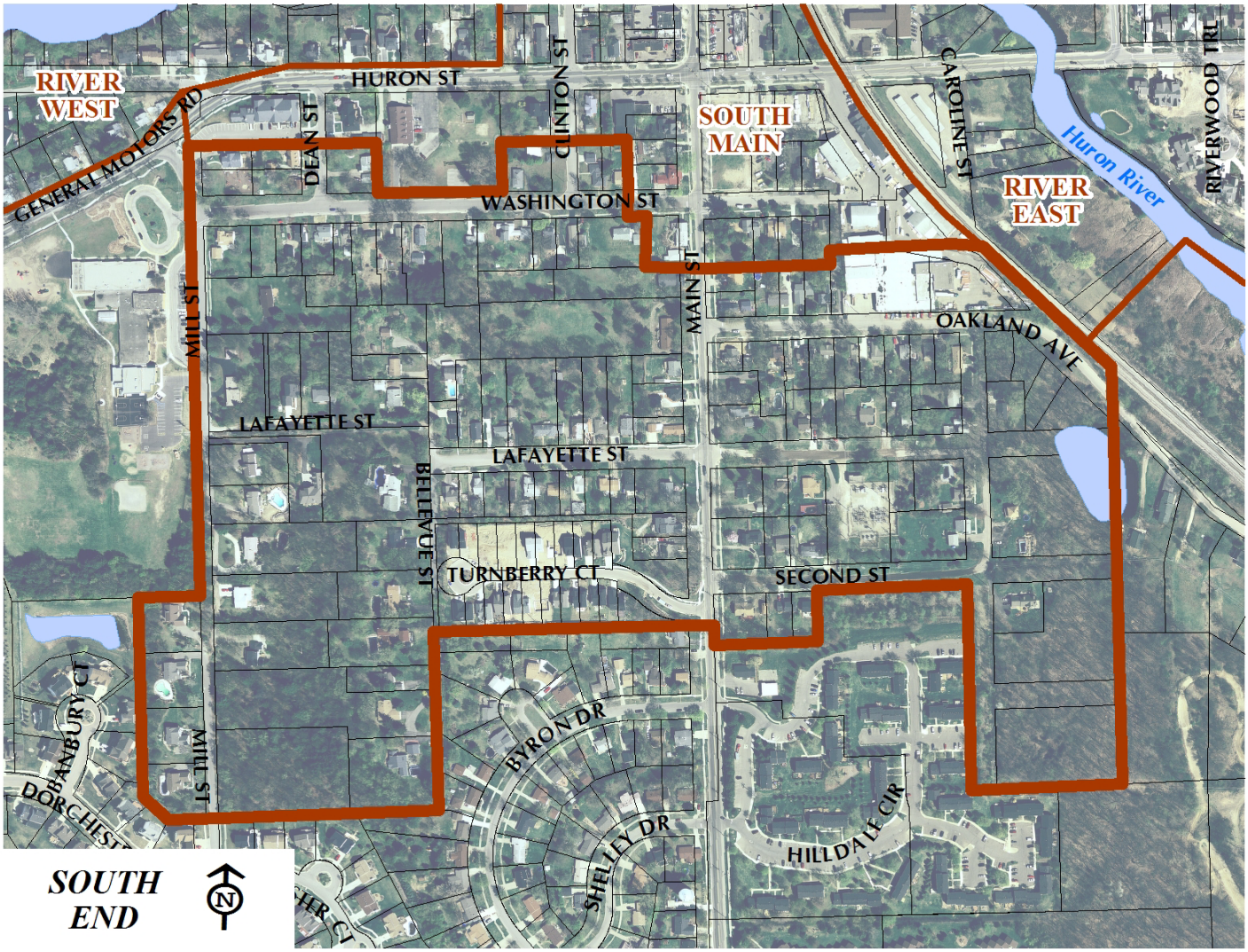
Commerce Street



South End

Building Placement and Public Realm Standards



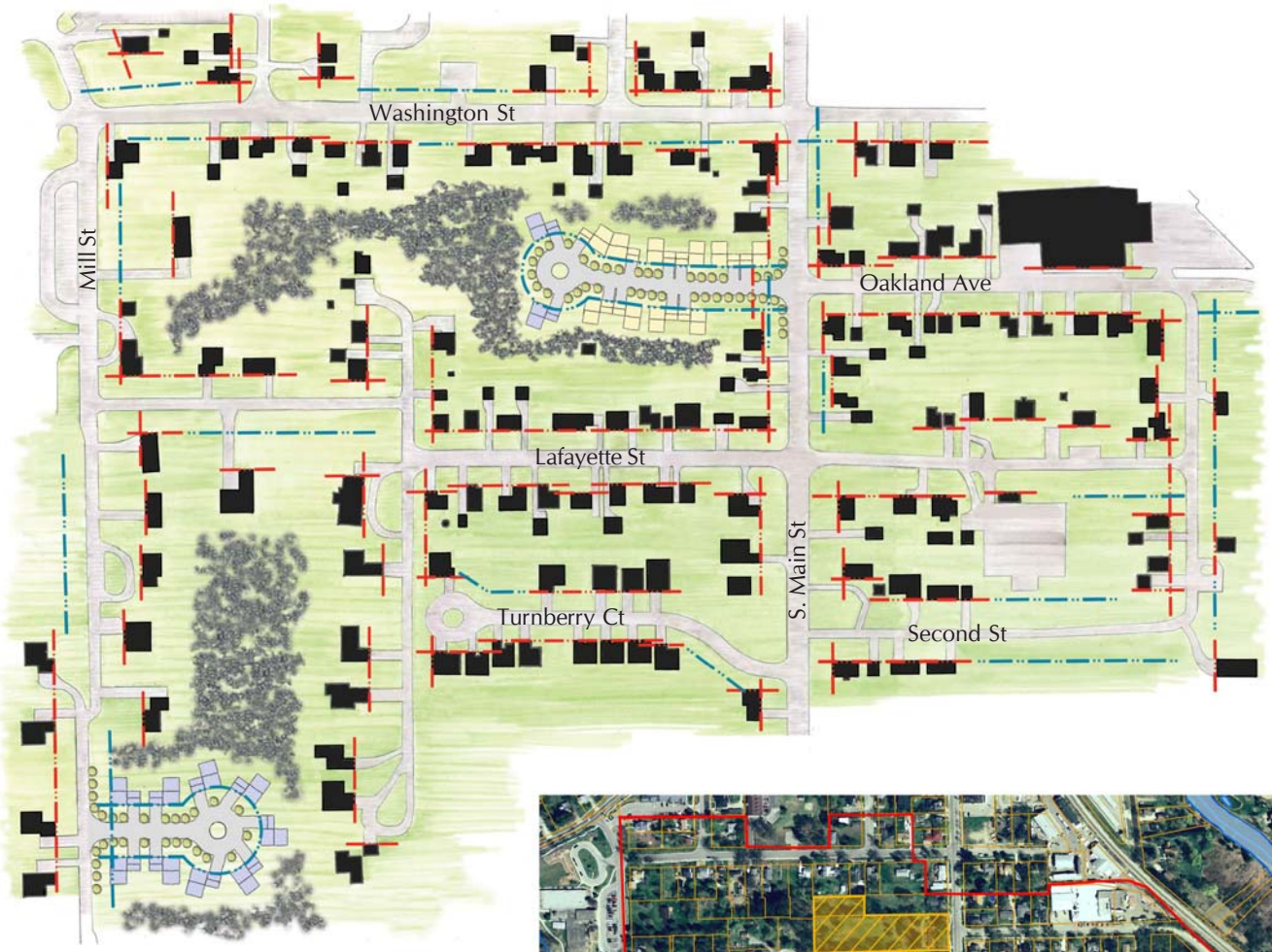


South End (cont.)

Acceptable Development Guidelines

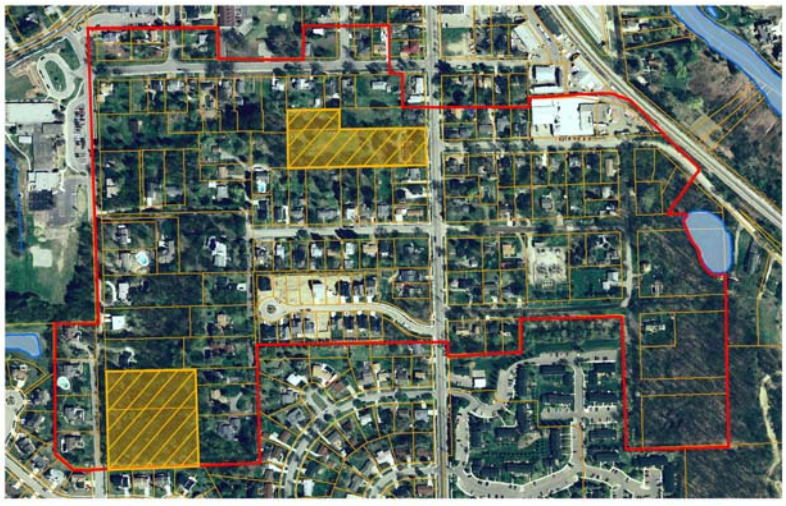
Land Use:	Medium to low density residential
Setback (Max):	30 ft
Lot Size (Max):	1/4 to 1/2 ac
Building Height (Max):	30 ft (2.5 story)
Building Typologies:	2 to 2.5 story single family attached/ detached, rehab
Parking:	Off-street

Development Concept Plan



Legend

- Existing Setback Lines
- Future Setback Lines
- Potential Redevelopment
- Proposed Single Family Detached Housing
- Proposed Single Family Attached Housing/Townhouse



12 Green Infrastructure Plan



Introduction

The Green Infrastructure Plan for Milford Township is a complementary component of the Future Land Use Plan in that it provides specific recommendations for how particular areas can contribute to the overall green infrastructure system. Through an analysis of the Township's natural features and amenities, the Green Infrastructure Plan reveals opportunities for preserving Milford's existing character, guiding development and design decisions, and enhancing trail and habitat connections.

Components and Terminology

Green Infrastructure System

The basis for a green infrastructure system is a series of interconnected habitats, natural features, and related amenities located within a specific area. The intention of a green infrastructure system is to guide future plans and developments for an area in a way that protects (or even restores) the ecological quality and provided services. Larger patches of habitat are connected by habitat corridors, allowing animals and other organisms to move freely. The recreation component of the green infrastructure plan describes ways to increase connectivity and access to and between recreation destinations or other local amenities.

Core Habitat Areas/Natural Areas

Core habitat areas are locations dominated by a particular plant community and providing enough habitat area to support stable and reproducing populations of dependent species. Development in core habitat areas should be discouraged to protect the existing conditions. Core habitat areas may be suitable for low impact recreation uses, such as hiking trails.

Habitat Corridors

Corridors enable species to move between patches and through otherwise unsuitable land cover types. Ideally, corridors should be a few hundred feet wide and connect all large habitat patches together.

Trail Types

Two types of trails are identified and used in this Green Infrastructure Plan. The first type, simply referred to as "trails," are pathways designed for recreation uses (walking, running, biking, horseback riding) that are not typically found in road right-of-ways. These trails may traverse through woodlands, parks, or nature areas. The second type of trails, "safety trails," are typically wide paved sidewalks located within road right-of-ways.

Vacant Lands

From a green infrastructure perspective, vacant lands provide two opportunities. Vacant lands can protect existing natural features if they are converted into a park or conservation area. Alternatively, vacant lands provide an opportunity to structure future development in ways that are sensitive to existing natural conditions.

Development Areas

Development areas are places where development is likely to happen or is already planned. From a green infrastructure standpoint, new developments can be examined and assessed for their impact or contribution to the green infrastructure system.

Natural Beauty Roads and Scenic Vistas

The Natural Beauty Road Program is a project that officially designates roads with exemplary natural character and outlines management strategies to preserve that character. Natural beauty roads have a relationship to habitat quality as well as recreation connectivity, becoming corridors for animals and people. The Natural Beauty Road Program can be used to protect the existing character for a specific area by maintaining the designation. Likewise, scenic vistas can enhance the green infrastructure system by requiring views of natural areas to be preserved, consequently protecting the habitat value of a given area.

Green Infrastructure Planning Zones

The green infrastructure planning zones are spatially defined areas that share a common relationship to the green infrastructure system. Such zones may contain management recommendations for enhancing green infrastructure, preservation suggestions for protecting natural areas, or propose recreation amenities for the community.

Inventory and Assessment

Green Infrastructure Inventory

The Green Infrastructure Plan commenced with the green infrastructure workshop, described earlier in the Planning Framework chapter, which led to the creation of a series of green infrastructure inventory maps. These maps are presented in this chapter and are described below. In combination, these maps provide the foundation for the Green Infrastructure

Planning Zones and their corresponding recommendations outlined later in this chapter.

The **Trail and Recreation Network Map** identifies existing, proposed, and desired trail connections as well as recreation destinations or hubs for the trail system. The existing and proposed trails were cross-checked with the Oakland County GIS trail network data and found to be congruent. Minor corrections were made to the exact route of some of the trails.

The **Natural Beauty Road and Scenic Vistas Map** identifies road stretches with a pleasing natural character and expansive views from roadways towards natural features or scenic features. The Natural Beauty Road Program stipulates a number of specific criteria relating to vegetation along the road as well as the intensity and nature of use along the road. Roads identified by community members may or may not qualify as natural beauty roads, but nevertheless represent attractive roads with a character worth protecting. Two classifications of potential natural beauty roads are used in the map. The first classification, simply "scenic road", is used for roads identified by a single group during the green infrastructure workshop. The second classification, "prominent scenic road", is for road stretches identified by more than one group during the workshop. Roads identified multiple times are those which presumably provide a more striking and memorable character.

The **Natural Features and Development Areas Map** presents two sets of information. The first set is the inventory results from green infrastructure workshop. This includes prominent natural areas perceived to have a high level of ecological quality, potential habitat connections, and currently proposed development areas. The second set of information is a GIS analysis of habitat patch significance and connectivity. The analysis was conducted independently for forest and wetland land cover types using year-2000 raster land cover data available from SEMCOG. Extensive areas of core habitat show up darker in color, while areas of moderate habitat suitable for corridors show up in a lighter color.

Strengths and Weaknesses Assessment

The green infrastructure workshop also resulted in a strengths and weaknesses inventory based on seventeen points identified by attendees. The strengths and weakness inventory was used to identify opportunities or problems with implementing a Green Infrastructure Plan. The Project Team classified points raised by community members into five categories: strengths, weaknesses, issues, opportunities and threats. Strengths are assets that the Township currently has that already contribute to any proposed Green Infrastructure Plan. Weaknesses are obstacles that can compromise or lessen the effectiveness of a Green Infrastructure Plan unless they are resolved. Issues are unresolved concerns that may or may not contribute positively to the Green Infrastructure Plan. Opportunities are general strategies and/or assets that can be capitalized to support a green infrastructure system. Threats are future problems that may arise and could compromise the long term success of the Green Infrastructure Plan unless resolved.

Strengths:
- Large parkland areas;
- Huron River a community asset; and,
- Abundance of connected habitat.

Weaknesses:
- Central natural corridor future uncertain;
- No Township owned parks;
- Subdivision open space land often poor quality while better land could be set aside; and,
- Camp Dearborn future uncertain.

Issues:
- Protection and property rights; and,
- Low residential densities.

Opportunities:
- Cluster development/conservation subdivision design;
- Linking subdivision open spaces into a system;
- GM Proving Grounds natural features;
- Relationship to regional greenways in surrounding townships and County;

map 1

Trail and Recreation Network

Compiled Information Gathered from Green Infrastructure Workshop

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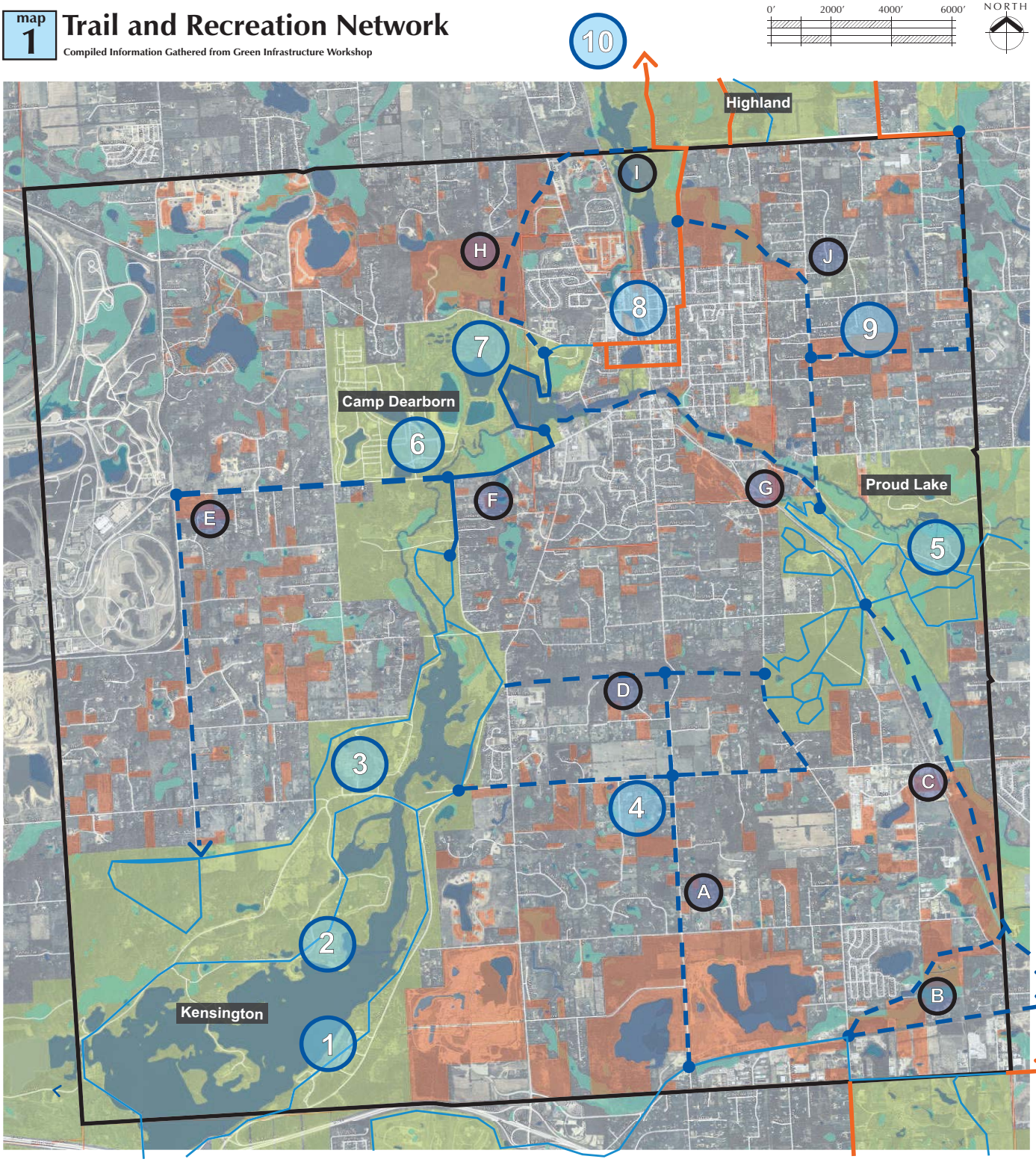

A Trail or Recreation Note

Proposed Safety Trail

Proposed Trail

Desirable Future Trail

Existing Trails
excludes sidewalks

1 Existing or Potential Recreation Destination

Park Land

Vacant Land

Wetland Areas

Open Water

1 **Martindale Beach**
Major destination in Kensington.

2 **Maple Beach**
Major destination in Kensington.

3 **Kensington Farm Center**
Also includes the main Kensington office.

4 **Crawford Farm**
Potential future recreation hub for the township, active rec. fields + trail hub.

5 **Proud Lake / Equestrian Area**
Existing horse trail network, opportunities to tie into other trails and/or share facilities.

6 **Camp Dearborn**
Large draw for camping facilities, golf course, and other amenities.

7 **YMCA, Library, & Skate Park**
Recreation facilities located just outside the downtown area. Providing access is crucial.

8 **Village of Milford**
Provide trail linkages into and through Milford's urban area, especially along Huron River.

9 **Trinity Area**
Undeveloped property identified as potential recreation or nature site.

10 **Highland Park + High School**
Desirable out-of-township amenities ad destinations.

A **South Hill Trail**
Trail connecting existing trails concurrent with the recreation development on Crawford Farm.

B **Wetland Trails**
Two options for extending trail network along railroad and connecting to other features.

C **Pipeline Trail**
Potential Trail following pipeline and wetland / creek system north into Proud Lake.

D **Corridor Trail**
Proposed trail running between Kensington and Proud Lake recreation areas.

E **GM Recreation Trails**
Safety trails follow existing roads and enhance recreation options for GM employees.

F **Inner Milford Loop**
Proposed trail connects YMCA, Library, and future Skatepark, extends to Kensington

G **Huron River Trail**
Establish a trail following the river, connecting Camp Dearborn to Proud Lake.

H **Nature Area Trail**
Undeveloped land a good opportunity for creating a nature trail skirting Milford.

I **Northward Trail**
Alternative routes, potentially following the railroad, to connect to amenities in the north.

J **Trinity Trails**
Possible safety trails along roads connecting Trinity Area to Highland Park and the River.

map 2

Natural Beauty Roads and Scenic Vistas

Compiled Information Gathered from Green Infrastructure Workshop

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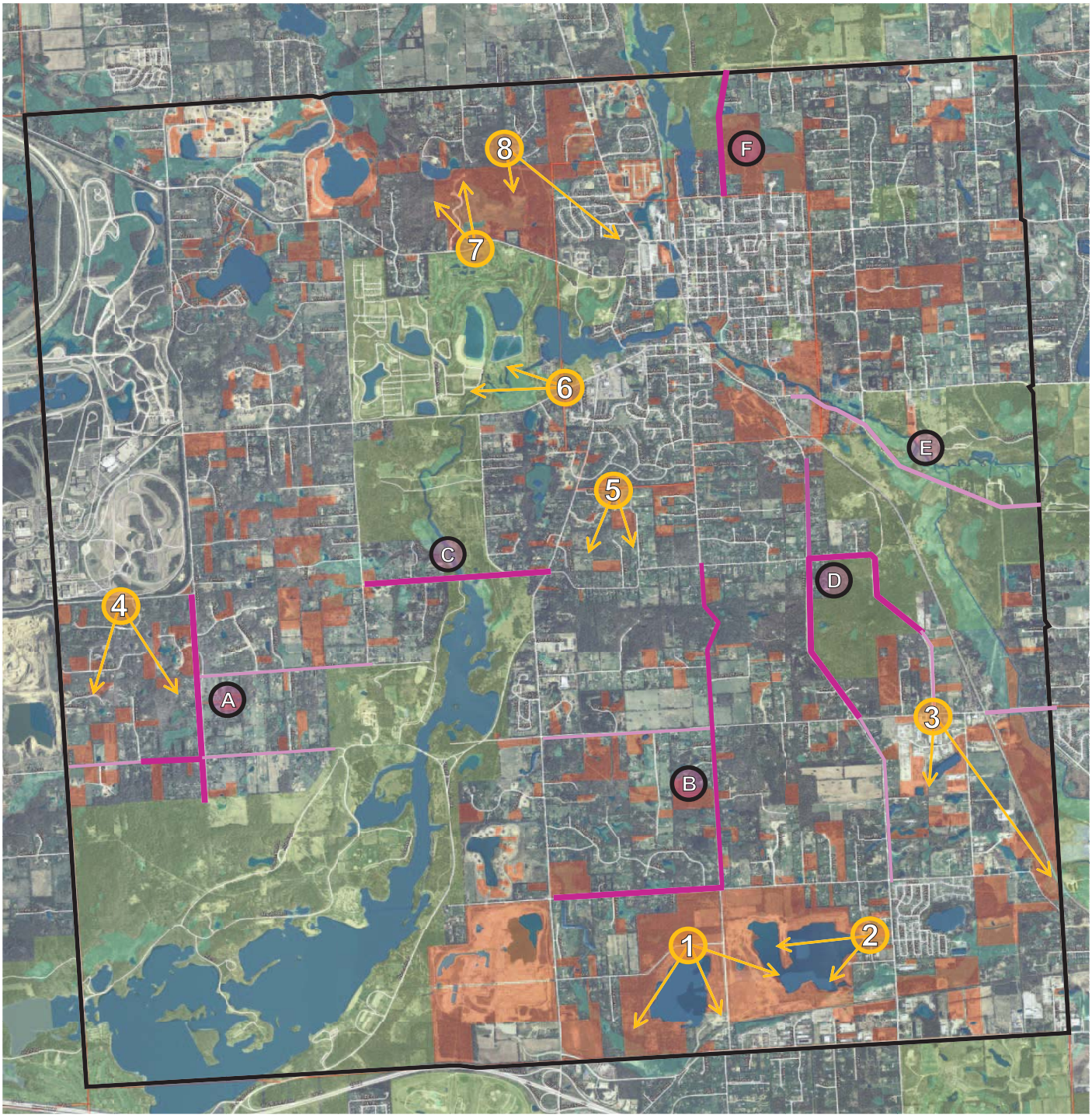

Scenic Vista or Notable Viewshed

Scenic Road

B Prominent Scenic Road

Park Land

Vacant Land

Wetland Areas

Open Water

1 Moore Road
View over old quarry and prospective development site

2 West View from Terra Ridge
Looking over another old quarry and development site.

3 Ridge View to South
High point view from Buno Road. Land uses at base of hill will require screening.

4 Stobart Road View
Short view into woods.

5 Eagle Point View
High view from Eagle Point road cul-de-sac south over Milford Township.

6 Huron River View
Glimpses of the Huron River around buildings along General Motors Road

7 Commerce Road Views
Winding Road with views out over an extensive wetland.

8 Hidden Valley View
Southward view over Commerce Road wetland from high point on Hidden Valley Rd.

A Hickory Ridge Scenic Area
Hickory Ridge and adjoining roads form a network of scenic and wooded roads.

B South Hill Road
Scenic road passing through wooded and open sections. Potentially a high traffic road.

C Dawson Road
Runs through Kensington with views to south and through woods.

D Proud Lake Loop Road
Scenic road passing through natural corridor and portions of Proud Lake.

E Garden Road
Garden road pretty, but closed to through traffic due to a broken bridge.

F Weaver Road
Running along Highland Recreation area and sparsely developed woodlands.

map 3

Natural Features and Development Areas

Compiled Information Gathered from Green Infrastructure Workshop

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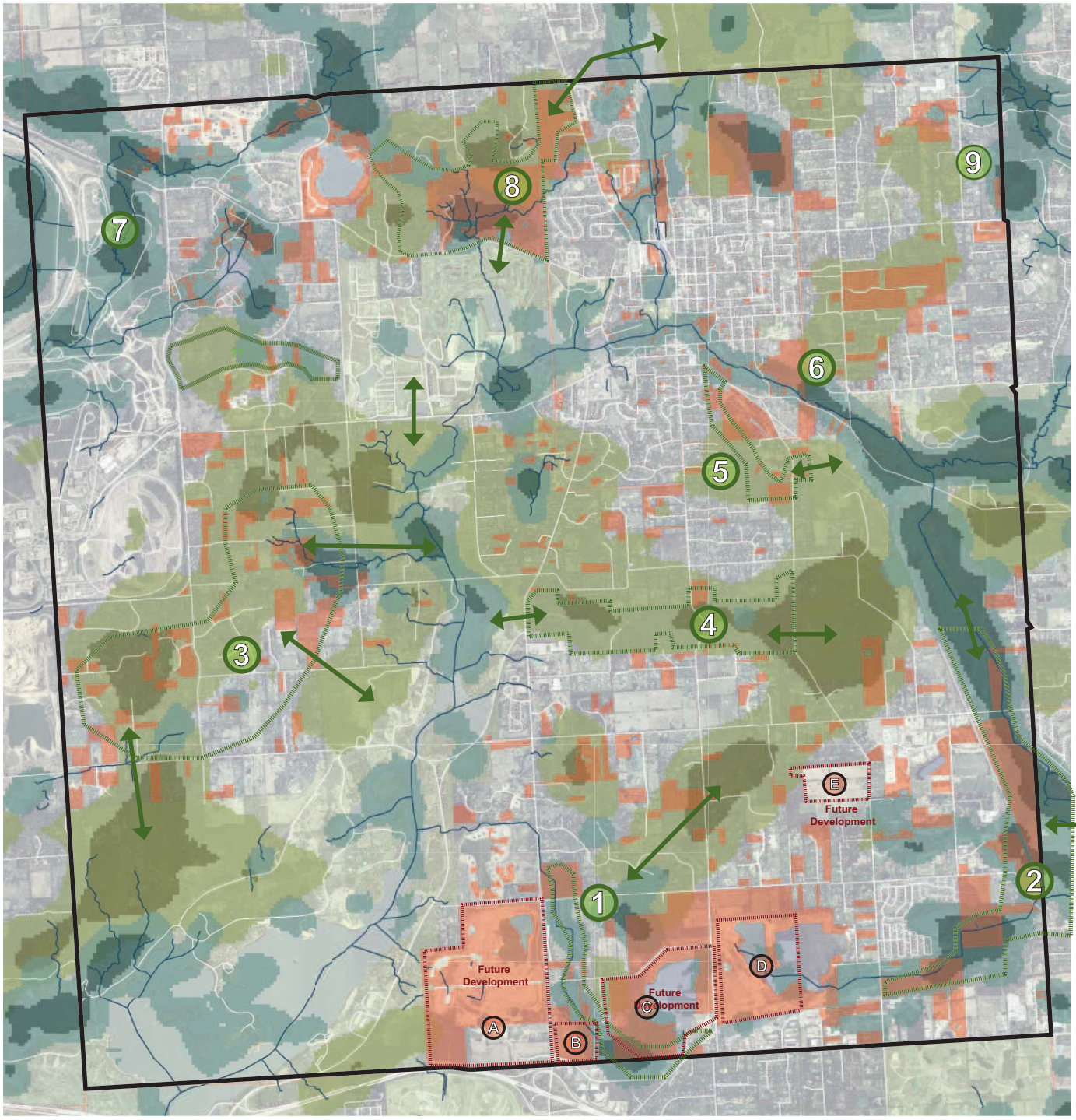
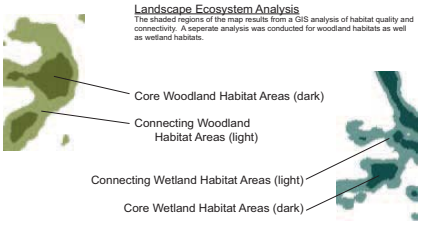


- B — Future Development Site
- Vacant Land / Potential Opportunity
- Water Channel
- 1 — Quality Natural Areas
- Potential Habitat Linkages



Landscape Ecosystem Analysis

The shaded regions of the map results from a GIS analysis of habitat quality and connectivity. A seperate analysis was conducted for woodland habitats as well as wetland habitats.

1. Vulnerable Area — Wetland / woodland complex may be impacted by development, links NE to Proud Lake.
2. Wetland Corridor — Wetland and creek flows north directly to the Huron River through industrial sites.
3. Wooded Residential — Existing woods around houses effectievely extends the habitat of Kensington.
4. Kensington Corridor — Important corridor connects east to Proud Lake recreation area.
5. Wooded Ridge — Habitat protected on ridge brings natural areas into the Village of Milford from Proud Lake.
6. Huron River & N.E. Link — Habitat extends along the Huron River and splits off, connecting northeast to Highland.
7. GM Wetlands — Extensive wetland habitat on and adjacent to GM site, opportunity to increase connectivity.
8. Commerce Wetland Area — Important natural area, connecting south to the Huron River and north to Highland Rec. Area.
9. N.E. Corridor — Corridor continue N.E. out of Milford and into other townships. Regional link.

A. Potential Mixed-Use PUD — Located on an existing quarry. Abuts Kensington Metropark.
B. Milford Rd. Commercial — Potential development site, fronts sensitive wetland area, important to buffer.
C. Moore Road Housing (west) — Future development site with impressive views and large open water / wetland area.
D. Moore Road Housing (east) — Also on an old quarry site, less ecologically sensitive site, some wetlands.
E. Old Plank Rd. Housing — Small housing project backing up to two natural feature areas.

- Community driven 7-county (SEMCOG) coordination; and,
- Huron River Watershed Council and best management practices (BMP's).

Threats:

- By-pass roads to maintain; and,
- How to preserve existing conditions despite ownership change.

Green Infrastructure Planning Zones

The results of the green infrastructure inventory and strengths and weaknesses assessment were used to translate items from the mapped inventory and analysis into specific recommendations for distinct planning zones (**Green Infrastructure Planning Zones Map**). During this processes, different areas were associated with a particular planning zone type (a detailed description of each zone type is provided below). Zones were defined by taking a holistic view of all three inventory components and deciding how a particular spatial area could be managed in a uniform fashion. Additionally, the planning zone map is comprehensive in that all areas of the Township are characterized and given specific recommendations. Although separate from the Future Land Use Plan, the green infrastructure planning zones and their corresponding recommendations work in conjunction with the recommendations for each district presented in the Future Land Use Plan.

A - Amenity Opportunity Areas

Amenity Opportunity Areas are places highly suitable and/or desirable as a future recreation or community activity site. Such places were identified primarily by participants in the green infrastructure workshop. Important considerations are that amenity areas need to be readily accessible to many people and designed in such a way that environmental impacts are minimized.

A1 – Crawford Farm Zone

- The owners of the Crawford farm are considering donating and/or selling the land, potentially for public use.
- Views across the farmland, on both sides of the road, are superb and should be protected.
- Opportunity for Township to purchase land (or have it donated) and develop active recreation facilities or a nature area.
- Potential to link the farm site with the existing and proposed path system, making Crawford Farm a prominent recreation hub in the southern half of the Township, complementing other facilities in the north.
- Scenic roads surround the farm approach. New pathways linking to Crawford farm should be designed to minimize impact to the scenic quality of these roads.

A2 – West Milford Recreation Area

- Proposed trail connects south to Kensington Metropark (H1) and to the existing YMCA building. The trail connects with a proposed safety trail that follows Commerce Road into the Village of Milford.
- Recreation facilities are located close to the center of the Township. Providing additional trails or sidewalk access to these amenities is desirable, particularly to the west.
- The habitat in this area is an important link between the Kensington Metropark habitat and northward into the Commerce Road Habitat Area (C8). There are some significant wetland and water resources that should be protected from higher intensity recreation uses.

B – Buffering Areas – Developed Land with Moderate Habitat Value

Buffering Areas are regions that are fully or near-fully built out and that possess moderate habitat quality. The GIS habitat analysis was used to differentiate between buffering areas and core/connecting habitat areas. Buffering areas may contain core or corridor habitat areas, but they would typically be more isolated patches or smaller corridors. Nevertheless, the buffering areas are important for protecting core habitat areas and new development should be sensitive to natural conditions. Buffering areas may also con-

tain potential natural beauty roads and scenic vistas, which can serve as a framework for protecting the zones existing character.

B1 – Southeast Zone

- Some stretches of potential natural beauty roads are found here, although the majority of these roads are located in the Southeast Woodland Habitat Corridor (C1).
- High level of development interest, particularly in the decommissioned quarries in close proximity to I-96.
- Industrial land uses located throughout this area (refer to E2 and E3). Consider assessing and/or mitigating adverse impacts.
- Most scenic vistas overlook existing developments or future development areas. New developments should consider views from roads and minimize their visual impact.
- Potential trail link along South Hill road could connect South Hill Road Development (D2) north to Crawford Farm (A1), through the Kensington / Proud Lake Corridor (C3) and into the Village of Milford (E5).
- Consider how future road improvements might mitigate visual noise along Milford Road, especially regarding the commercial developments at the Holden Road intersection.
- Scenic views into Kensington Metropark are unlikely to be impacted. Consider how other views might be opened up or preserved.

B2 – Western Zone

- High levels of deer habitat throughout this buffering area. Natural quality supported by a fluid connection between Kensington Metropark and wooded residential areas.
- Much of the land is already developed, although there are some moderately sized undeveloped parcels. High density development that requires extensive removal of vegetation cover should be avoided or use conservation based approaches to protect woodland connections.
- Establish a mechanism for regulating redevelopment of land within this zone, particularly under a change of ownership, so that impacts to the existing character are minimized.
- Many potential scenic roads are found throughout this zone. Encourage new additions to the scenic road inventory and maintain existing roads to the fullest extent possible.
- GM employees frequently leave the proving grounds (E4) to run, heading east along General Motors Road or south along Hickory Ridge and into Kensington Metropark. Creating new trails along those roads would enhance trail connectivity for residents and employees.
- General Motors Road is a heavily traveled road but moderately scenic. Safety concerns exist for runners/bikers due to lack of trail/pathway along the road into town. Good opportunity to create a safety trail.
- Hickory Ridge Trail is more scenic and less heavily traveled, although still a good opportunity to make a trail connection south into Kensington Metropark. Be careful of disrupting potential scenic beauty roads with new trail. Consider paving road and adding bike lanes while still minimizing overall road width.

B3 – Central Zone

- Views from the Village of Milford (E5) south are worth protecting.
- Limited development opportunities in this zone.
- A majority of the region is part of a broad habitat corridor connecting the north end of Kensington Metropark east to Proud Lake State Recreation Area (C3). Future development should respect this important connection and preserve the existing character.

map 4

Green Infrastructure Planning Zones

Compiled Information Gathered from Green Infrastructure Workshop

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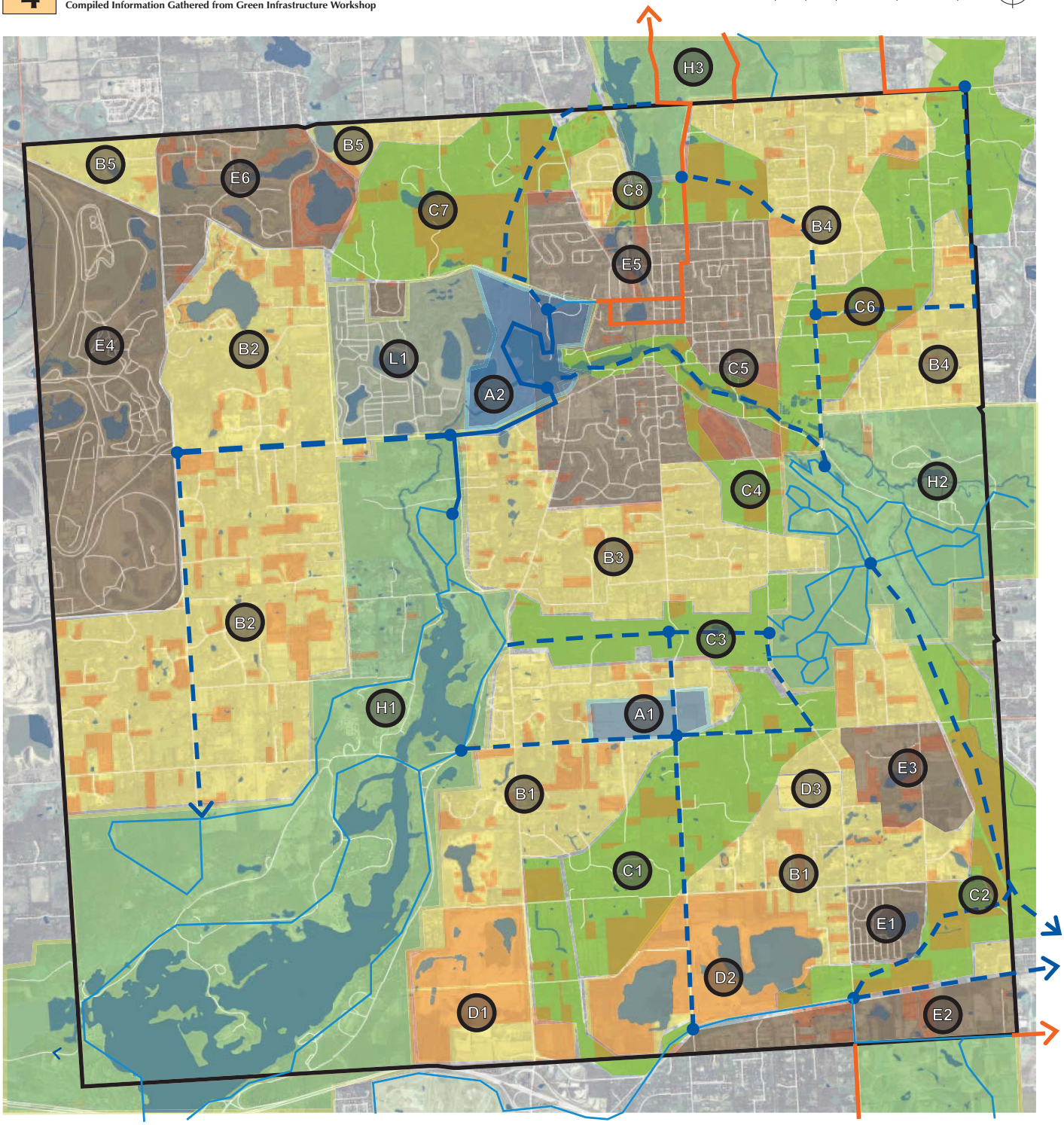


Vacant Land

Proposed Trail

Desirable Future Trail

Existing Trails
Excludes sidewalks

Proposed Safety Trail

Open Water

Map Description

This map combines the recreation and trail network map, the natural beauty road and scenic vista map, and the natural features map into an aggregate green infrastructure map. Each area of the township is classified according to how it contributes to the township scale green infrastructure system or needs to be managed to protect an ecological resources.

Vacant parcels are shown throughout the township, highlighting locations where undeveloped land is an opportunity to enhance the green infrastructure.

A1 **Planning Zone Label**
Refer to Section IV of the written report for a detailed description of each planning zone.

Amenity Opportunity Zones

Amenity opportunity areas are locations where desirable recreation facilities might be located. Linking to these locations with a trail network is a high priority. Existing parks and facilities are not considered amenity opportunity areas.

Buffering Zones

Buffering areas are predominately developed lands of moderate ecological quality. Future development within these areas should be sensitive to the existing ecological conditions. Many of the township's potential Natural Beauty Roads are located within buffer areas, and can be used as framework for protecting habitat linkages.

Core/Corridor Habitat Zones

Core habitat areas contain either large patches of habitat, the basis for green infrastructure, or important corridor stretches that connect significant patches. Development within core habitat areas should be very sensitive to ecological conditions. Habitat corridors may also double as recreation trails. Management of developed land within core habitat areas should strive to protect and/or restore the natural quality to the extent

Identified Future Developments

Identified future development areas should respect nearby and on-site ecological conditions.

Developed Land / Low Quality

Developed lands with low levels of natural quality may offer opportunities for future restoration work.

High Habitat Quality Parkland

Parkland of high habitat quality is likely to remain protected. Consider how new linkages can be made into these parks.

Low Habitat Quality Parkland

Parkland with low habitat quality may be of high amenity value and be a good location for active recreation facilities.

- Look for opportunities for ecological restoration.

- Connect Kensington/Proud Lake Corridor trails north into the Village of Milford along South Hill Road.

B4 – Northeast Zone

- Few scenic beauty roads were identified in this region, except along the eastern edge of the Highland State Recreation Area.

- This zone is divided by a large core/corridor band.

- Modest connection from the northern portion of this zone into Highland State Recreation Area.

- Residents do not have a dedicated trail pathway connecting into the Village of Milford or to other recreation destinations. Look for opportunities to create safety trails along roadways in this region or through the Trinity property (C6).

B5 – Northwest Zones

- Relatively small zones with significant wetland habitat areas connecting to the GM Proving Grounds (E4) through a new development site (E6) and north across the Township line.

- Due to restrictions on building in wetland areas, this area is likely to remain in good health, although any new developments should respect the significant wetland corridor.

- No trails exist in this zone to connect residents to recreation facilities or to the Village of Milford. A safety trail along Commerce Road may be desirable (not indicated on map).

C – Core/Corridor Habitat Zones

Core habitat areas contain either large patches of habitat, the basis for green infrastructure, or important corridor stretches that connect those patches. Development within core habitat areas should be very sensitive to ecological conditions. Habitat corridors may also double as recreation trails. Management of developed land within core habitat areas should strive to protect and/or restore the natural quality to the extent possible.

C1 – Southeast Woodland Habitat Corridor

- This corridor connects a series of wetlands along Milford Road with an extensive forested system that ties into Proud Lake State Recreation Area.

- This corridor contains multiple potential natural beauty roads. These roads can act as a framework for protecting the natural quality through preserving the existing aesthetic character.

- Much of the land in this zone is already developed with residential properties.

- A trail system following this corridor is not desirable due to the difficulty of laying a route through private land, although a safety trail along South Hill Road would be desireable.

- Ensuring that higher density developments do not impact the ecological quality of this link is vital.

C2 – Southeast Wetland Habitat Corridor and Trail Opportunity

- An important wetland complex and creekshed surrounded by industrial, utility, and vacant land areas.

- Protecting the wetlands from industrial activities is important. Consider implementing best management practices where appropriate.

- Opportunity to extend existing trail further along the railroad to the east.

- Create a new trail following the wetlands, running from the railroad trail north to the Proud Lake State Recreation Area trails. This trail can serve the new developments on South Hill Road (D2) and the manufactured housing development (E1).

- Connect to neighboring township parks and natural areas.

- A pipeline runs through this region, roughly following the course of creek. Trails have been established along the pipelines in other areas of the Township (in Kensington Metropark for instance). Following this pipeline is a possible course to connect to Proud Lake State Recreation Area (H2).

C3 – Kensington/Proud Lake Corridor

- Secure central corridor connecting Kensington Metropark (H1) and Proud Lake State Recreation Area (H2).

- Portion of the corridor from an ecological standpoint is not publicly owned land. Assuring that future development does not impact the corridor is critical for success.

- Conservation easements may protect natural areas in the future.

- The trail system crossings at Milford Road need to be handled carefully.

- Link into Proud Lake State Recreation Area trail network at east end of corridor.

C4 – Wooded Ridge Natural Area

- A high wooded ridge runs south of the river and is identified as a nice natural area.

- Currently, the land is a mix of undeveloped and residential property, with a substantially undeveloped area close to the river. Good opportunity for additional trails to connect directly into Proud Lake State Recreation Area and into the Village of Milford.

- Vacant parcels in this region are good candidates for ecological restoration activities, recreating natural areas closer to higher density development and along the Huron River. Some of the vacant land is located within the Village of Milford and not in the Township.

C5 – Huron River Corridor

- Huron River is an asset to the community. Creating a trail along the Huron River as it passes through the Village of Milford would improve trail connectivity and could provide a more direct route through the Village.

- Habitat along the River needs to be protected to the extent possible. Adopting BMP's can help alleviate development impacts.

- Currently there are only limited views of the Huron River as it passes through the Village. Preserve and open up views to river whenever possible.

C6 – Trinity Corridor

- This is a critical corridor connecting the Proud Lake State Recreation Area habitat areas northward into the Highland State Recreation Area.

- A moderately sized parcel of undeveloped land is a potential site for development or as an amenity area. The parcel contains a significant habitat patch along the corridor, so any development should protect the natural character as much as possible. As an amenity area, the Trinity property could be suitable for hiking or nature activities.

- No scenic beauty roads were identified near this site, although trails along roadways might enhance residents' access to other recreation amenities.

C7 – Commerce Road Habitat Area

- Existing undeveloped lands contain an extensive wetland and forest complex.

- Opportunity to establish a trail linking Camp Dearborn (L1) and the East Milford Recreation Area (C5) to the Highland State Recreation Area (H3). This passage would allow the trail system to circumvent the Village of Milford and avoid high density developments.

- Land ownership needs to be identified and/or secured for vacant parcels. Future development that does occur may be limited due to extensive wetland cover.

- Excellent views into this region from Commerce Road or from the housing development north of the site. These views should be protected and any development impacts minimized.

C8 – Milford/Highland Habitat Area

- This is a small but critical area of land. A high quality woodland and wetland habitat complex extends south of Highland State Recreation Area to the north edge of the Village of Milford.

- Potential natural scenic beauty roads exist along Weaver Road.

- A high percentage of this zone's land is vacant. Development pressure may be high due to close proximity to the Village of Milford.

- A proposed safety trail connects the Village of Milford north to Highland State Recreation Area. Creating this trail must be conducted carefully to preserve the character of the roadway.

- An alternative trail route could follow the railroad line (potentially decommissioned), allowing connections to Highland State Recreation Area as well as to the high school to the north. An alternative trail along the railroad would help protect the character of Weaver Road.

- A second trail can connect east to the Trinity Corridor (C6).

- Given the close proximity to the Village of Milford and the high school, this location could make a desirable nature park or education facility.

D – Future Development Zones

Future development zones are places where projects are likely to be initiated, or already have, in the near future. While the capacity to alter designs in response to this Green Infrastructure Plan may be limited, opportunities to pursue compliance should be followed up. New developments should strive to minimize impacts to natural features by incorporating BMP's or conservation based approaches. The new Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) certification program is a useful starting point for guiding new development projects and enhancing their ecological performance.

D1 – Mixed use PUD

- This future mixed-use development site is located on an old quarry site adjacent to Kensington Metropark.

- Development should not impact views from Kensington Metropark.

- Look for trail opportunities to connect to existing Kensington Metropark trails and to the existing bike trail to the south along the railroad line.

D2 – South Hill Road Residential Development

- Site under consideration for development. Conceptual plans have been drafted for the site.

- Important to consider how this site will look from South Hill and Moore Roads, as the views right now are impressive. Consider mitigating any impact with streetscape improvements.

- A trail runs along the railroad line to the south of development site. Ensure that the development links with that trail system.

- Development should incorporate BMP's to the fullest extent possible to minimize impact to surrounding core/corridor habitat areas.

D3 – Old Plank Road Development

- Site backs up to the Southeast Woodland Corridor (C1) and should minimize impacts to that natural feature.
- A potential trail link could be made from this development to the Crawford Farm amenity area.

E – Existing Developed Area with Low Habitat Value

These areas are extensively built out. However, as part of ongoing maintenance or retrofits, existing developed areas can incorporate new green features that help enhance the green infrastructure system. For instance, major road repairs create an opportunity to add new bike lanes or paths. Likewise, stormwater can be managed using innovative BMP's. Existing developments may also provide opportunities for ecological restoration.

E1 – Manufactured Housing Development

- Connecting to the Southeast Wetland Corridor (C2) would be desirable, tying this development into the trail system.
- Consider incorporating BMP's along with future improvement to the development to minimize impacts to surrounding natural areas.

E2 – Southeast Corner Industrial Corridor

E3 – Southeast Industrial Park

- A long, distance view to the south from a high point along Buno Road is impressive but overlooks the industrial complex. A combination of roadside improvements to obscure the industrial development below or incorporating a greening program into the industrial park could mitigate this impact.
- Vacant parcels within the complex may be an opportunity to incorporate BMP's to effectively manage industrial runoff and help buffer the nearby wetland habitat corridor (C2).

E4 – GM Proving Grounds

- Some higher quality natural features are located on the GM Proving Grounds site.
- Look for opportunities to make better connections between the GM wetlands and those in the western buffering zone (B2).
- Techniques may include relocating security fence, allowing openings in the fence, or other animal bypass mechanisms.

E5 – Village of Milford

- A proposed safety trail loops through the Village of Milford, linking the West Milford Recreation Area to the downtown district and north to Highland State Recreation Area.
- Consider making a connection from this trail to the potential Huron River trail.
- Encourage the usage of BMP's for new projects or for renovations throughout the Village to mitigate impacts on the Huron River.

E6 – Recent Development Area

- The new subdivisions on the old gravel quarry sites do not fit the existing rural character of the Township particularly well.
- Consider implementing a streetscape improvement plan that incorporates natural vegetation cover to restore lost character and create a minor habitat link.
- A streetscape improvement program can also incorporate a new trail linking this development to the West Milford Recreation Area or south to the proposed GM trails.

H – High Habitat Quality Parkland

Existing parks with high levels of habitat are likely to remain in their current condition provided that there is not a significant change of ownership. While habitat quality may be high in the park, it is essential to build strong corridor connections between parks or other high quality habitat areas. Likewise, increasing

trail connectivity between parks and other destinations within the Township will enhance the recreation system.

H1 – Kensington Metropark

H2 – Proud Lake State Recreation Area

- The existing trail and road is a nice feature of this area.
- Create clear trail junctions between the Kensington/Proud Lake Corridor Trail (C3), the Southeast Wetland Corridor Trail (C2), the Huron River Trail (C5) and the Trinity Corridor Trails (C6). Utilize vacant land where possible to create trailheads.
- Consider how the equestrian facility within Proud Lake State Recreation Area can be linked to other recreation facilities and/or share the facility with other desired uses.

H3 – Highland State Recreation Area

L – Low Habitat Quality Parkland

Low habitat quality parkland typically contains high intensity recreation uses that are less compatible with natural areas. Future park improvements should try and tie into the Green Infrastructure Plan.

L1 – Camp Dearborn Recreation Area

- Habitat connections through Camp Dearborn are currently weak.
- If the camp is redeveloped in the future, restoring an ecological corridor from the Commerce Road Wetland Complex (C7) through Camp Dearborn to Kensington Metropark would be advantageous.
- Given that Camp Dearborn has limited habitat opportunities, it may be a prime location for a future development, given its proximity to the Village of Milford and the West Milford Recreation Area.

13 Strategies to Effectuate Change



Introduction

Throughout the Milford Community Master Plan, a variety of action oriented recommendations are laid out as a means to accomplish the Community's vision for the future. Therefore, special attention must be given to the capabilities of the Community to implement the recommendations of this Plan. Based on the results of several assessment tools, this chapter offers strategies that will enable the Village and Township to become effective agents of change.

Administrative Capabilities Audit

A community's willingness to face challenges and share decision-making responsibilities is dependent upon its capabilities - the collective skills, abilities and expertise of the people who lead it. In the Milford Community, these leaders include elected officials, appointed officials and professional and technical staff.

In June of 2008, the Project Team conducted one-on-one interviews with a cross-section of Milford's leaders. The interviews utilized an audit tool that was developed for the *Harvard Business Review* to test 11 dimensions of organizational capability.[1] Each dimension is followed by a defining statement and audit participants were asked to provide their level of agreement with the statement. The level of agreement was based on a 1 to 10 scale, with 1 representing strong disagreement and 10 representing strong agreement. In contemplating their level of agreement with the statements, participants were encouraged to consider their own capabilities as well as the capabilities of fellow leaders within the community including council/board members, commissioners, department heads and key staff.

The 11 dimensions and defining statements are provided below:

- Talent – We are good at attracting, motivating, and retaining competent and committed people.
- Speed – We are good at making important changes rapidly.
- Shared Mind-Set – We are good at ensuring that employees and customers have positive and consistent images and experiences with our organization.
- Accountability – We are good at obtaining high performance from our employees.
- Collaboration – We are good at sharing resources and working together to ensure efficiency.
- Learning – We are good at generating new ideas through experimentation and continuous improvement.
- Leadership – Our leaders have a clear understanding of what they should know, be and do.
- Customer Connectivity – We are good at building relationships of trust with our customers.
- Strategic Unity – Employees are good at expressing in words and deeds a shared strategic point of view.
- Innovation – We are good at doing something new.
- Efficiency – We are good at managing costs.

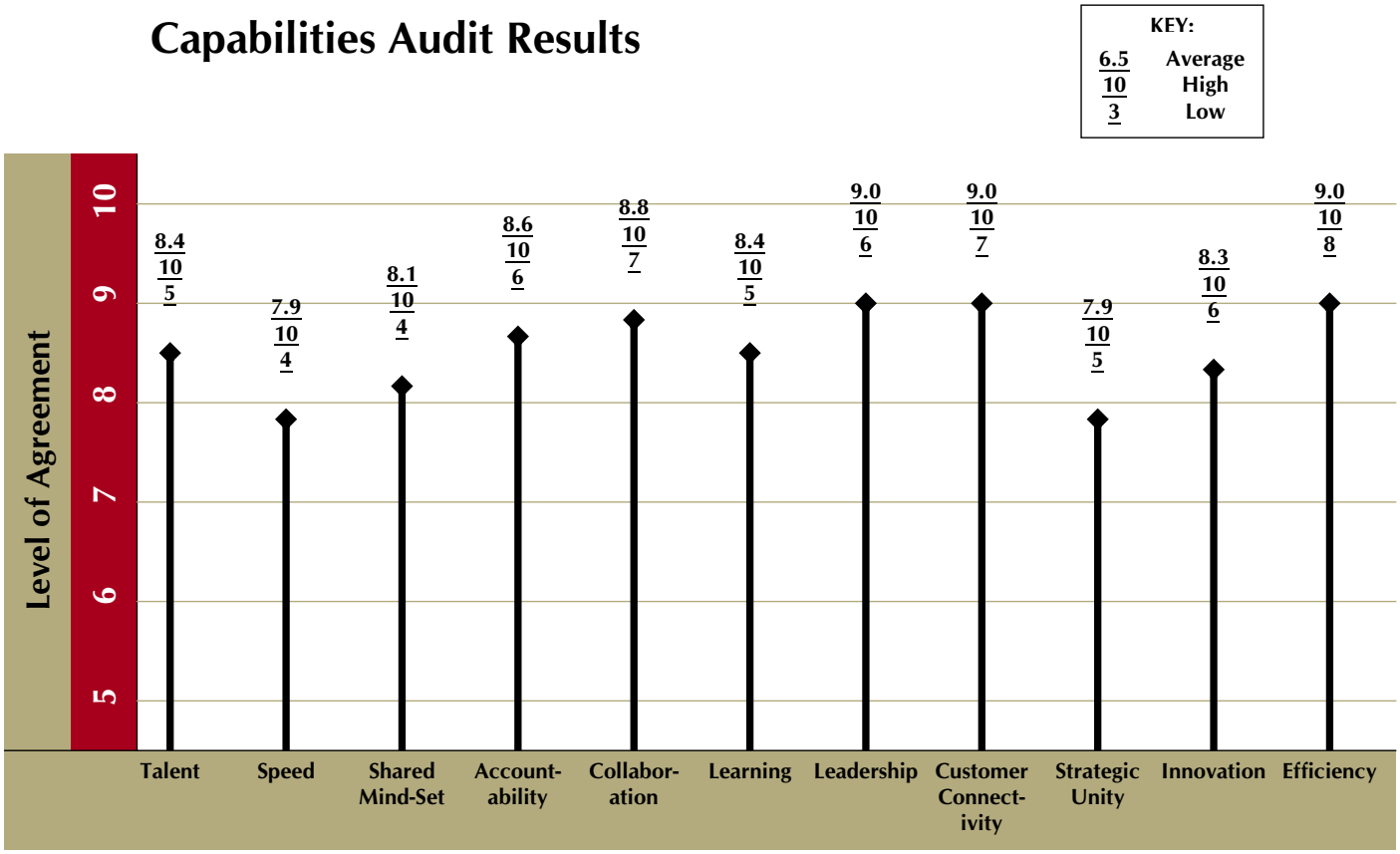
The results of the capabilities audit for the Milford Community are presented in the adjacent table. As can be seen, the average scores were generally high for all of the 11 dimensions of organization capability, ranging from a low of 7.9 to a high of 9.0. For all of the dimensions, at least one participant gave a response of 10, while no participants gave a score of 1 for any dimension. In fact, the lowest score from any participant for any dimension was a 4. Overall, the results of the capabilities audit show that the Milford Community has the capacity to effectuate change and work toward becoming a superior community.

One of the three top scoring dimensions was leadership, with an average score of 9.0. Participants noted that community leaders are educated, familiar with ever-changing state requirements and provide vision to both the community and staff. Some believed that additional training opportunities are necessary for the elected officials concerning technical matters.

With a score of 9.0, customer connectivity was also a top ranking dimension of organizational capability. Participants noted that citizens are given immediate attention and are treated fairly, while municipal actions that affect citizens are explained fully. Some noted the importance of being consistent with decisions as they relate to citizens.

Finally, efficiency also scored an average of 9.0, as all audit participants had a favorable response to the community's efforts at managing costs. Comments indicated that the community's leaders understand the importance of the tax-payer dollar and fiduciary responsibility.

Capabilities Audit Results



With average responses of 7.9, two dimensions tied for the lowest scores: speed and strategic unity. In regard to speed, participants commented that important changes are not always implemented quickly, particularly those that are outside of the comfort level of leaders and staff. The legal and regulatory process was noted, in particular, as a factor that slows down the decision-making process. Overall, however, participants felt that important decisions and/or changes were implemented quickly, while at the same time allowing opportunities for citizens to be involved in the process. In terms of strategic unity, some noted that a shared or strategic vision is not always communicated within the community. However, most participants were pleased with the open communication between elected and appointed officials and staff.

In respect to the other dimensions of organizational capability, participants offered the following additional comments that may indicate areas for improvement:

- Talent – Sometimes it is difficult to retain good employees given the somewhat limited resources and benefit packages.
- Shared Mind-Set – Sometimes there is a conflict between being consistent with citizens; in some cases, there is resentment to change from within.
- Accountability – Sometimes things are done the old way as opposed to the best way.
- Collaboration – Communication can be lacking between the Township and Village; Inter-departmental communication is not adequate at times.
- Learning – Change is hard and may be outside of the comfort zone.
- Innovation – There is willingness to do new things, but sometimes it takes a while to get accustomed to it.

Audit of Land Development Rules

Local standards, ordinances and codes are the foundation for land development and, thus, are an important tool for implementing the vision of a community as it relates to the built environment. Therefore, special attention must be devoted to the local development rules to ensure that they are enabling and advancing the specific recommendations outlined in the Master Plan.

Developed by a variety of organizations, best management practices (BMP's) for land development provide a benchmark for evaluation of local development regulations. In particular, best management practices have been developed to promote sustainable design and environmental protection, and are reflected in such initiatives as Sustainable Sites™, Leadership in Energy and Environmental Design (LEED®), LEED for Neighborhood Development (LEED-ND®) and the Smart Growth movement. As a whole, the best management practices for land development have been created to achieve the following general goals:

- Promote safer sites;
- Promote healthier sites;
- Protect natural amenities;
- Encourage open spaces;
- Conserve water;
- Reduce stormwater runoff;
- Improve transportation access;
- Increase energy efficiency; and,
- Reduce carbon emissions.

Based on best management practices, several organizations have developed questionnaires or audit forms as a tool to be used by local municipalities in evaluating their development regulations. The evaluation tools aim to identify the rules and ordinances in the community that support or block sustainable development and smart growth. The tools also help to show the gaps in the regulations where a lack of standards may be hindering sustainable development and smart growth. After reviewing sample evaluation tools, such as the Comprehensive Smart Growth Audit Checklist developed by the Nashua Regional Planning Commission in New Hampshire, the Project Team developed a customized set of questions for the Village of Milford and Milford Township.[2] With this in hand, the Project Team conducted separate work sessions with Village and Township staff to test their currently adopted development rules, particularly zoning ordinances and engineering standards.

The audit tool for the Village of Milford and Milford Township was organized into numerous sections by topic. Provided below is a summary of the results for the Village and Township for each of the topics.

Streets, Sidewalks, Driveways and Parking

Impervious surfaces contribute to stormwater runoff and resultant water pollution, flooding, and erosion. Excessively wide streets in residential areas are not pedestrian friendly and often result in higher vehicle speeds. Large parking lots, based on gratuitous parking space standards, are costly and unsightly. Therefore, audit questions focused on the total amount of hard surfacing (i.e., road width, porous pavement), street connections, and pedestrian mobility.

For both the Village and Township, road design was based on conventional standards that encouraged relatively wide streets, with the exception of cluster and other planned developments where more flexibility was allowed by the codes. As outlined in a PAS Memo, a publication of the American Planning Association, giving consideration to reduced minimum street widths for all development types would result in significant benefits. The publication states that even on 22-foot wide streets, enough space is available for on-street parking (one side) and the passage of large emergency and service vehicles, while stormwater runoff and construction costs are both significantly reduced.[3]

Within the Village, sidewalks are required for new developments, while the Township does not require sidewalks to help maintain a more rural character. Best management practices suggest that one side of a residential street be provided with a sidewalk for pedestrian mobility, but not necessarily both sides to reduce impervious surfacing. For the Township, pedestrian movement within and among developments could be accomplished through a trail system.

Consistent with BMP's for parking, interior parking lot landscaping is required by both the Village and Township. In contrast with BMP's outlined in the audit, the Township code requires a larger parking space footprint and more parking spaces for retail and of-



Best management practices recommend reduced width streets and sidewalks on one side of the street.

fice developments than may be necessary, while the Village requires more parking spaces for retail developments than may be necessary.

Open Space Preservation and Natural Buffer Systems

Green spaces and open spaces within neighborhoods provide outdoor settings where people interact and build relationships. The preservation of natural habitats within new development projects provides refuge for native wildlife, reduces carbon dioxide emissions, reduces heat island effects, and provides windbreaks. Therefore, the use of clustering techniques and flexible design standards in order to create and/or preserve open space is considered a best management practice for site development. Audit questions focused on the opportunities to develop land in this manner, the submittal requirements for such development, and open space management requirements.



Overlay ordinances are effective tools to protect important natural habitats within Milford.

Clustering and the use of flexible design standards are permitted within both the Township and Village per local codes for the purpose of preserving open space. Contrasting with best management practice, however, such development is not allowed by right, but rather after special approval through the special land use process within the Village.

Natural buffer ordinances are considered a best management practice for protecting important natural features such as woodlots, rivers, lakes and wetlands. In addition, developer incentives to conserve important natural features, such as flexibility in site development and stormwater credits are also an important tool for land conservation.

In 2003, Milford Township adopted a new ordinance, Section 19.109, that requires a 25-foot natural vegetated buffer system along any perennial water course or wetland. In addition, this ordinance provides for design flexibility allowances for the preservation of environmental features. An applicant wishing to receive flexibility in certain design standards like setbacks, lot widths, lot coverage, etc., must submit a Natural Resources Analysis to the Township. This Anaylsis must demonstrate, to the Township's satisfaction, that the applicant has proposed measures on their site that reduces or eliminates negative impacts on the environment.

The Village also utilizes some ordinance tools to protect the natural environment. An overlay zone has been developed to protect groundwater acquifers from contamination and the Planning Commission can impose protective measures through the conditional use approval process. In an effort to stregthen current BMP's, the Village may wish to consider a natural system buffer or additional incentivized ordinances that protects important natural features through techniques such as setbacks and land use controls.

The Future Land Use map included in Chapter 10 indicates a Conservation Overlay District for Milford



Neighborhood commercial use at the entrance to a larger residential neighborhood.

Township and a Recreation/Conservation District for the Village. The intent of the Township Overlay is to establish reasonable standards and controls for the management of environmental assets while still allowing residential development to occur. The Recreation/Conservation District is designed to preserve and/or protect sensitive environmental areas of the Village, as well as existing community parks. Conservation areas could include wetlands, floodplains, and lands adjacent to streams, creeks and other water bodies. The further development of these tools could include many of the BMP's noted above.

Land Use, Lots, and Site Requirements

The smart growth movement espouses the mixing of land uses and compact development to promote walkable neighborhoods, neighborly interaction, and housing affordability. Questions were asked to ensure that higher densities were permitted to accommodate affordable housing and that mixed-uses were permitted. In both communities, at least one zoning district allows for the mixing of commercial and residential uses. The audit revealed that both communities also offered smaller lot sizes and smaller required road frontages in at least one zoning district. Particularly within the Township, however, a limited amount of residential land is zoned at higher densities. This has been the historical relationship between the Village and the Township. Through accomodating smaller lot sizes within the Village, the Township has been able to maintain their more pastoral character.

In addition, by working cooperatively through this master planning effort, the continued relationship that supports many of the smart growth tactics can be jointly accomplished.

Stormwater Management

Conventional drainage and stormwater management systems are designed to move water offsite quickly, causing flooding, erosion, scoured stream banks, increased pollution and sediment and fewer opportunities to enjoy the benefits of streams and lakes.[4] Therefore, best practices for stormwater management strive to reduce urban runoff, a leading source of water quality impairment in surface waters. A variety of audit questions were posed to examine stormwater management requirements within the Village and Township. Instead of the use of curb and gutter systems, BMP's suggest that alternative infiltration systems be utilized, such as vegetated swales, biofilters and rain gardens. In addition to environmental benefits, these infiltration systems can be quite cost effective when compared to traditional curb and gutter systems.[5]

Consistent with BMP's, curb and gutter systems are not required and are not frequently included within new residential subdivisions developed in the Township. The Development Design Standards of the Village allow open ditches within new developments under a certain set of circumstances; however, most new residential developments are constructed with



Rain gardens allow for infiltration and reduce stormwater runoff.

curb and gutter systems. Consistent with BMP's, both the Village and Township allow rooftop runoff to be discharged to yard areas or other on-site collection systems.

Housing

The offering of a range of housing opportunities and choices within a community is one of the tenets of smart growth. Having a broad range of housing types, including single-family homes of various sizes, affordable homes for low or fixed-income families, duplexes, condominiums, apartments, senior living communities and accessory dwelling units, ensures that all members of the community are able to find housing consistent with their income levels and lifestyle preferences.

Best management practices for housing include zoning for a wide range of housing types by right, allowing and/or requiring mixed-income housing, and eliminating regulatory barriers to fair and affordable housing. Within both the Village and Township, at least one zoning district allows a range of housing types by right while mixed-income developments are allowed, but not required. Contrary to best management practice, both the Village and Township prohibit "accessory apartments" within single-family residential districts.

Recommendations for Change

The emerging principles of Smart Growth and Best Management Practices are becoming nationally recognized as a means to solve the unintended consequences of development and promote sustainability. Based on the results of the land development code audits for the Milford Community, the following recommendations warrant further investigation to identify appropriate opportunities within the Village and Township. In most cases, these recommendations are relevant to both the Village and Township land development codes:

- Allow for and encourage the use of innovative site-specific stormwater management systems in lieu of conventional curb and gutter systems;
- Establish design criteria for site-specific stormwater management consistent with the principles of the Sustainable Sites initiative, LEED and LEED-ND;
- Identify opportunities to reduce pavement width for standard residential developments;
- Support opportunities to create pedestrian connections that do not utilize impervious surfaces, consistent with the character of the area;
- Consider reducing sidewalk widths and, allow for the placement of sidewalks on only one side of the street or not at all, where appropriate;
- Re-examine parking space ratios for varying land use types based on average parking needs as opposed to peak parking needs, or develop a set of minimum and maximum parking requirements;
- Allow for reduced parking ratios in the case of shared parking agreements;
- Consider allowing developers to bank parking within a "parking land bank" to reduce the amount of impervious surface;
- Consider reducing minimum parking stall width and length requirements and/or allowing a certain percentage of spaces designed for compact cars;
- Allow for porous parking lots in lieu of hard surfaced parking lots where appropriate;
- Reduce the minimum driveway width for residential dwelling units;
- Craft a natural systems buffer or overlay ordinance to protect significant natural features;
- Establish a system to encourage the conservation of important natural features;
- Consider amending land development codes to encourage the use of Low Impact Development (LID) techniques for new development and redevelopment.

- Consider amending land development codes to permit small scale neighborhood service uses (i.e., corner stores) adjacent to or within residential neighborhoods;

- Establish guidelines (i.e., LEED standards) and incentivize the development of energy efficient buildings;

- Offer opportunities for developers to construct a variety of housing units within market rate developments;

- Consider permitting "accessory apartments" within single-family residential neighborhoods; and,

- Eliminate barriers to local entrepreneurialism by allowing a variety of home-based businesses consistent with neighborhood character.

Multi-Jurisdictional Planning

The Milford Community Master Plan is the first significant planning effort undertaken cooperatively by the Village and Township. Through this collaborative planning effort, a more relevant and effective Master Plan has been created that maximizes the benefits to each community. In addition to the preparation of a joint Master Plan, Michigan Law allows for other multi-jurisdictional planning efforts, such as the formation of a Joint Planning Commission to oversee community development and administer local zoning.

Benefits

Michigan is administratively divided into 1,242 townships, 274 cities and 259 villages. The boundary lines separating these local municipal divisions are undetectable, with little more than a roadside sign serving as identification, if at all. Although the boundaries have created separation in terms of governance, in most cases, they have little impact on the social and economic patterns found within our complex and globally-linked society. The communities on either side of the border are fundamentally linked to one another, as what happens in one municipality will likely have an impact on the other. As a result, a multi-jurisdictional approach is necessary to address region-wide environmental, economic, transportation and infrastructure issues, as well as to find effective solutions.

The benefits of a regional or multi-jurisdictional planning approach are numerous and are summarized below:

1. Municipal Cooperation/Shared Services

   Multi-jurisdictional planning allows for political alliances that leverage greater opportunities as compared to what a single community could achieve acting alone. Additionally, multi-jurisdictional cooperation would allow for the sharing of technologically dependent (and often costly) resources as well as staff expertise. The sharing of community services also leads to great benefits, reducing costs through shared facilities and allowing for more specialized services.

2. Coordinated Planning

   Efforts to manage growth are often more successful at the regional level, where future land use allocations transcend boundaries and are based more on suitability and a shared community vision. Planning decisions made at the multi-jurisdictional level are also more defensible, having broad based support. Multi-jurisdictional planning leads to consistency in the design and character of new development through a coordinated review process.

3. Downtown Vibrancy

   A multi-jurisdictional planning program, particularly one having jurisdiction over both a downtown service district and outlying suburban service district(s), is more able to protect the health of downtown. Instead of competing with each other, multi-jurisdictional planning ensures that the downtown district remains the heart of the community, while the outlying districts provide needed services not suitable in a downtown setting.

4. Protection of Natural Systems

   By transcending local boundaries and with the clout of multiple governments, regional planning is more able to protect natural systems and connect open space areas.

5. Protection of Community Character

   When planning at the regional or multi-jurisdictional level, the proper types and allocation of land use is determined for the region as a whole, based on land suitability and character, irrespective of municipal boundaries. Instead of having to accommodate higher intensity land uses, for example, a rural and agricultural township focused on farmland protection can defer higher intensity uses to a village where they are more appropriate, as long as the township and village are in a joint planning program.

Multi-Jurisdictional Planning Legislation

In February of 2003, the Michigan Land Use Leadership Council (MLULC) was formed by Governor Jennifer Granholm and key lawmakers. The purpose of MCULC was to develop recommendations to minimize the negative effects of current and projected land use patterns on Michigan's environment and economy. As a result of the process, the MLULC completed a report that contained more than 160 recommendations to reform outdated land use policies. One of the key recommendations of the MLULC was to allow for multi-jurisdictional planning and promote intergovernmental and regional cooperation.

Following the recommendation of the MLULC, the Michigan Legislature signed into law the Joint Municipal Planning Act, Public Act 226 of 2003. This Act allows for one or more local governments to form a joint planning commission, which would have the responsibility for planning and zoning for the combined area of their jurisdictions. A joint planning commission may also be formed to exercise planning and zoning authority over a specific area within one or more jurisdictions, such as a road corridor. All of the powers held by the Planning Commission for each municipality would be transferred to the Joint Planning Commission, including the power to prepare a master plan, zoning ordinance and administer the zoning ordinance. Later, in 2004, the Michigan Legislature amended the Joint Municipal Planning Act to permit municipalities that enter into a joint planning agreement to not provide for every land use as long as all land uses are provided for in the overall joint plan area.

Multi-Jurisdictional Planning Efforts in Michigan

Seizing on the opportunity provided by Public Act 226 of 2003, many communities within Michigan have entered into joint planning agreements and have formed joint planning commissions. One such commission is the Manchester Community Joint Planning Commission, located within Livingston County, which consists of the Village of Manchester and the townships of Bridgewater, Freedom and Manchester. The jurisdictional area of this Planning Commission is the full extent of all of the communities combined. Another joint planning arrangement is the Marshall City and Township Joint Planning Commission within Calhoun County. This Planning Commission has jurisdiction over lands subject to a 425 agreement within the City of Marshall and Marshall Township.

Given that the Joint Municipal Planning Act is relatively new, it is likely that many more joint planning agreements will be formed in the coming years. However, there are many factors at work against the formation of joint planning commissions in Michigan. The foremost of these is the competition between adjacent municipalities for citizens, tax base, job base, land, tourism, commerce, services and resources. In some cases, the competition between local governments is compounded by historical disagreements, political motivations and cultural differences. Another hindrance to forming joint planning agreements is the concept of home rule, which is firmly entrenched within Michigan. For many communities, the sharing of planning and zoning authority with a neighboring community means giving up a key right of self-governance. It is hoped that these issues, although significant, might be overcome through a better understanding of the true benefits of regional cooperation and through the example and results of forward-looking communities leading the way.

Recommendation

The development of the Milford Community Master Plan has provided insight into the benefits of planning cooperatively on a larger scale. Many of the principles that have guided the development of this Plan, which are outlined in Chapter 8, support the idea of collaboration and partnership between the Village and Township.[6] For example, the Plan promotes the development of community services and facilities that work to integrate and unify the Community. In addition, the available services, alternative housing opportunities and downtown historic focal point of the Village are features conducive to supporting the Township's surrounding rural residential development pattern. This mutually beneficial vision crafted by the two communities could be more effectively supported and realized through continued cooperative planning efforts.

To that end, the Township and Village may wish to consider developing a joint Planning Commission. Working towards this goal will require investigation into such items as the ordinance that creates the joint Commission, their jurisdiction, membership composition, and how administration of the Commission will be managed. To spearhead this effort, it is recommended that the Village Council and Township Board appoint an Exploratory Committee whose goal will be to investigate this possibility.

While this investigatory process is on-going, the Township and Village Planning Commissions should consider scheduling workshop events throughout the year to tackle shared planning issues. These meetings would continue the progress made as a result of this Master Planning effort.

As its initial task, the Township and Village Planning Commissions should jointly develop a Master Plan "implementation matrix" - a comprehensive listing of recommendations and action items found in the Master Plan, presented by priority, lead party responsible for implementation, and timeframe for completing each task.

In addition, a unified development code which consolidates all of the land development reglations for the Milford Community is recommended. A Steering Committee comprised of members from each Planning Commission could be formed to evaluate the merits of this approach. There will certainly be obstacles to overcome; however, this examination may lead to the conclusion that the shared vision of this Master Plan can be better accomplished through integrated regulations that:

- Promote and enhance the character and vitality of each jurisdiction and the Milford Community as a whole;
- Protect the economic, social, cultural and aesthetic values that establish the Village as a desirable small town and the rural qualities of the Township;
- Promote safe, orderly, and efficient growth, and/or development and preserve sensitive areas through land use controls;
- Promote greater use of inter-municipal cooperation in planning to minimize the intrusion of non-compatible development between the Village and the Township; and,
- Provide clear-cut direction for the community, its residents and businesses in understanding Milford Community regulations.
- Allow current ordinances to be brought into compliance with Public Act 110 of 2006, as amended.

(Footnotes)

1 Dave Ulrich and Norm Smallwood, "Capitalizing on Capabilities," *Harvard Business Review*, June 2004.

2 "Better Site Design: A Handbook for Changing Development Rules in Your Community." Center for Watershed Protection. August 1998.

"Smart Growth Audit." Vision 2020, A Partnership for Southeastern Massachusetts. Accessed May 2008.

"Comprehensive Smart Growth Audit Checklist." Nashua Regional Planning Commission, New Hampshire. Accessed May 2008.

3 Asa Foss, "Low-Impact Development: An Alternative Approach to Site Design," *PAS Memo*, American Planning Association. May/June 2005.

4 *Low-Impact Development: An Integrated Design Approach*. Programs and Planning Division Department of Environmental Resources, Editor. Prince George's County, Maryland, 1999.

5 Asa Foss, "Low-Impact Development: An Alternative Approach to Site Design," *PAS Memo*, American Planning Association. May/June 2005.

6 This collaboration may be expanded to include convening annual meetings with neighboring communities to review each other's land use policies.

Appendix

Village of Milford Planning Commission Resolution No. 1-2009: Adoption of Milford Community Master Plan

Charter Township of Milford Planning Commission Resolution No. 1-2009: Adoption of Milford Community Master Plan

Resolution No.1-2009
Planning Commission Adoption of the Milford
Community Master Plan
Village of Milford, Oakland County, Michigan

At a special meeting of the Village of Milford Planning Commission held on February 26, 2009 at which a quorum of the Planning Commission was present, the following resolution was offered and adopted:

Moved by Planning Commissioner William Serchak

Seconded by Planning Commissioner Craig Johnston

THAT THE FOLLOWING RESOLUTION BE ADOPTED:

WHEREAS the Village of Milford, Oakland County, Michigan has a duly constituted Planning Commission whose responsibilities under the Michigan Planning Enabling Act (2008 PA 33) include the preparation of a Master Plan to guide future land use development in the community;

WHEREAS the Village of Milford Planning Commission, in association with the Charter Township of Milford, Oakland County, Michigan Planning Commission and the Village of Milford Downtown Development Authority, retained the services of Wade Trim Associates, Inc. as its prime planning consultant to assist it in the preparation of the Milford Community Master Plan covering both governmental units;

WHEREAS the Village Planning Commission, in concert with the Township Planning Commission, did issue its notice of intent to prepare a Master Plan in accordance with Section 39, (2) of PA 33;

WHEREAS the draft Milford Community Master Plan was presented to the Village Council in accordance with Section 41, (1) of PA 33, and the Village Council approved the distribution of the draft Plan for review and comment pursuant to Section 41, (2) of said Act; and

WHEREAS after expiration of a 63 day review and comment period, the Village Planning Commission did give notice of a public hearing on the draft Milford Community Master Plan in accordance with Section 43, (1) of PA 33, with such public hearing being held on January 29, 2009;

NOW, THERFORE, BE IT RESOLVED:

That the contents of the draft Milford Community Master Plan dated July 28, 2008, together with all the maps attached to and contained therein, are hereby adopted by the Village of Milford Planning Commission in accordance with

Section 43, (2) of PA 33 by not less than 2/3 of its membership, subject to the following changes or additions:

1. Page 220 shall be amended in accordance with the proposed revisions offered by attachment to a Wade Trim Associates, Inc. letter dated November 3, 2008 pertaining to future cooperative activities between the Village of Milford Planning Commission and the Charter Township of Milford Planning Commission;
2. The draft Milford Community Master Plan shall incorporate the recommendations presented in the Public Comment Review Summary dated February 10, 2009 attached to this resolution as Exhibit A, as amended at a joint meeting of the Village of Milford Planning Commission and the Charter Township of Milford Planning Commission held on February 26, 2009 pertaining to recommendations made in response to proposals offered by Judith Reiter and Charlotte Burckhardt (Oakland County); and,
3. A statement recording the Village Planning Commission's approval of the Plan, signed by the Chairperson and Secretary of the Village Planning Commission, shall be included on the inside of the front cover of the Plan and, if the Village of Milford Future Land Use Map is a separate document from the text of the Plan, on the Village of Milford Future Land Use Map.

IT IS ALSO FURTHER RESOLVED:

The secretary of the Village of Planning Commission is hereby directed to submit a copy of the adopted Milford Community Master Plan to the Village Council in accordance with Section 43, (2) upon its final printing.

Roll Call Vote:
Yes: John Heidt, Kathy Amerman, Gary Goodenow, Karen Worrell, Timothy Juidici, Stanley Zasuwa, Craig Johnston, William Serchak
No: None
Abstain: None
Absent: Larry Keef

RESOLUTION ADOPTED

I, Gary Goodenow, Secretary of the Village of Milford Planning Commission, hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the Village of Milford Planning Commission at a meeting held on February 26, 2009.

X _____
03/18/2009
Date

Exhibit A
Milford Community Master Plan
Public Comment Review Summary
February 10, 2009
Amended February 26, 2009

Proposal	Recommendation
Grant Mendeljian Add a planned network of sidewalks or walking/bike paths along the major arteries leading into the Village to promote a walkable community and connecting residents to the Village.	Modify introductory paragraph on page 46, under heading of "Planned Connections" to document this objective.
William Terian Modify lifestyle characteristics description of "sophisticated squires" to include equestrian families.	No action. Proprietary descriptions provided by ESRI in their Lifestyle Segments report.
Add paragraph stating local high school and middle schools have equestrian teams that ranked among the best in nation.	No action.
Equestrian trails should be identified in a community wayfinding (signage) program.	Amend Strategy 6, Balanced Transportation Network, by referencing needs of "horse enthusiasts".
Add horseback riding as one of the activities listed in first sentence, page 57, column 1.	Add horseback riding among activities listed.
Miscellaneous spelling and labeling corrections.	Make corrections as identified.
Identify need to provide permanent equestrian campsite within Milford community.	No action. Currently allowed in Kensington Metro Park.
Kathleen Cassidy (Commerce Township) Recognize the role of neighboring communities for their contribution to the regional market, not only for industrial lands, but also for commercial, office and multiple-family users.	Reference objective within Chapter 9, as objective for Vibrant Residential Neighborhood and Thriving Business District.
Hold annual meeting with Commerce Township to review each other's land use policies.	Expand proposal to include all neighboring communities. Reference potential joint meetings as a footnote to paragraph 3, page 220.
Larry Fox (Hartland Township) Statement of support provided.	No action required.
LSL Planning, Inc. (City of Wixom) Modify Regional Existing Land Use Map (page 5) to correct for minor inconsistencies.	Amend Regional Existing Land Use Map.
Modify Regional Future Land Use Map by designating Wixom Habitat Area as Open Space/Conservation area.	Amend Regional Future Land Use Map.

Proposal	Recommendation
Kirt Manecke Update land use and subdivision ordinance to incorporate noted land use expert Randall Arendt's effective conservation subdivision design methods.	Reference methods as footnote to Objective 4, under Vibrant Residential Neighborhoods, page 128.
Designate conservation subdivisions as a "by right permitted use" rather than forcing developers to obtain special approval.	No action required. Proposal pertains to zoning ordinance.
John N. Grissim Seven specific design suggestions: provide pedestrian linkages to the downtown; various districts should contain passive open space areas; sidewalks along every street in the Village; parallel parking in front of all residential sites within the village; use of "bump out curbs" at all roadway intersections; pedestrian scale lighting along main linkages; and, tree replacement program in Village.	Several recommendations already embodied within document as objective or strategy, or within Regulating Plan chapter. [Note: draft Plan also recommends participating with DDA in the development of projects. (See page 130).] On-street parking proposal should be addressed separately as Village Council policy. Add tree replacement program as "sustainable natural environment" strategy.
Cheryl Hartwig (verbal comment at Master Plan Public Hearing) Many buildings are currently vacant. We should fill them up before we support new development.	No action required. [See also Objective 5, Thriving Business Districts, page 130.]
Judith Reiter (verbal comment at Master Plan Public Hearing) Master Plan should support housing for young families with children (as means to maintain viability of school facilities).	Broaden Guiding Principle No. 8, page 111, by referencing a need to also maintain a "full range of supporting community services."
Commissioner Karen Worrell Consider potential application of renewable energy on brownfield sites as a "new economy" strategy.	Add as new economy strategy.
MDM Milford, LLC Amend Master Plan to incorporate planned senior community for property generally located south of Oakland Avenue, east of Hilldale Circle, in the Village.	No action. Area planned for Suburban Residential use. Proposal would require Multi-Family Residential Designation.
Charlotte Burckhardt (Oakland County) Provide Executive Summary.	Provide Executive Summary, but add a "disclaimer" which directs the reader to the main document for a full disclosure of plan conclusions and recommendations.
Provide "implementation matrix" - a comprehensive listing of recommendations and action items found in the Plan, presented by priority, lead party responsible for implementation and timeframe.	Add "implementation matrix" as one of the first action steps to be completed by joint Steering Committee. Add item as recommendation on page 220.

Resolution No.1-2009
Planning Commission Adoption of the Milford
Community Master Plan
Charter Township of Milford, Oakland County, Michigan

At a special meeting of the Charter Township of Milford Planning Commission held on February 26, 2009 at which a quorum of the Planning Commission was present, the following resolution was offered and adopted:

Moved by Planning Commissioner Gordon Muir

Seconded by Planning Commissioner William Mazzara

THAT THE FOLLOWING RESOLUTION BE ADOPTED:

WHEREAS the Charter Township of Milford, Oakland County, Michigan has a duly constituted Planning Commission whose responsibilities under the Michigan Planning Enabling Act (2008 PA 33) include the preparation of a Master Plan to guide future land use development in the community;

WHEREAS the Charter Township of Milford Planning Commission, in association with the Village of Milford, Oakland County, Michigan Planning Commission and the Village of Milford Downtown Development Authority, retained the services of Wade Trim Associates, Inc. as its prime planning consultant to assist it in the preparation of the Milford Community Master Plan covering both governmental units;

WHEREAS the Charter Township of Milford Planning Commission, in concert with the Village Planning Commission, did issue its notice of intent to prepare a Master Plan in accordance with Section 39, (2) of PA 33;

WHEREAS the draft Milford Community Master Plan was presented to the Township Board in accordance with Section 41, (1) of PA 33, and the Township Board approved the distribution of the draft Plan for review and comment pursuant to Section 41, (2) of said Act; and

WHEREAS after expiration of a 63 day review and comment period, the Charter Township of Milford Planning Commission did give notice of a public hearing on the draft Milford Community Master Plan in accordance with Section 43, (1) of PA 33, with such public hearing being held on January 29, 2009;

NOW, THERFORE, BE IT RESOLVED:

That the contents of the draft Milford Community Master Plan dated July 28, 2008, together with all the maps attached to and contained therein, are hereby adopted by the Charter Township of Milford Planning Commission in accordance

with Section 43, (2) of PA 33 by not less than a majority of its membership, subject to the following changes or additions:

1. Page 220 shall be amended in accordance with the proposed revisions offered by attachment to a Wade Trim Associates, Inc. letter dated November 3, 2008 pertaining to future cooperative activities between the Village of Milford Planning Commission and the Charter Township of Milford Planning Commission;
2. The draft Milford Community Master Plan shall incorporate the recommendations presented in the Public Comment Review Summary dated February 10, 2009 attached to this resolution as Exhibit A, as amended at a joint meeting of the Village of Milford Planning Commission and the Charter Township of Milford Planning Commission held on February 26, 2009 pertaining to the recommendations made in response to proposals offered by Judith Reiter and Charlotte Burckhardt (Oakland County); and,
3. A statement recording the Charter Township of Milford Planning Commission's approval of the Plan, signed by the Chairperson and Secretary of the Planning Commission, shall be included on the inside of the front cover of the Plan and, if the Charter Township of Milford Future Land Use Map is a separate document from the text of the Plan, on the Charter Township of Milford Future Land Use Map.

IT IS ALSO FURTHER RESOLVED:

The secretary of the Charter Township of Milford Planning Commission is hereby directed to submit a copy of the adopted Milford Community Master Plan to the Township Board in accordance with Section 43, (2) upon its final printing.

Roll Call Vote:
Yes: David Kulp, Richard Lemke, Gordon Muir, George Magro, William Mazzara, Richard Mueller, Keith Vandenbussche, Lisa Marckini-Polk
No: None
Abstain: None
Absent: Vaughn Koshkarian

RESOLUTION ADOPTED

I, Gordon Muir, Secretary of the Charter Township of Milford Planning Commission, hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the Charter Township of Milford Planning Commission at a meeting held on February 26, 2009.

x Gordon D. Muir Sec
3/16/09
Date

Exhibit A
Milford Community Master Plan
Public Comment Review Summary
February 10, 2009
Amended February 26, 2009

Proposal	Recommendation
Grant Mendeljian	
Add a planned network of sidewalks or walking/bike paths along the major arteries leading into the Village to promote a walkable community and connecting residents to the Village.	Modify introductory paragraph on page 46, under heading of "Planned Connections" to document this objective.
William Terian	
Modify lifestyle characteristics description of "sophisticated squires" to include equestrian families.	No action. Proprietary descriptions provided by ESRI in their Lifestyle Segments report.
Add paragraph stating local high school and middle schools have equestrian teams that ranked among the best in nation.	No action.
Equestrian trails should be identified in a community wayfinding (signage) program.	Amend Strategy 6, Balanced Transportation Network, by referencing needs of "horse enthusiasts".
Add horseback riding as one of the activities listed in first sentence, page 57, column 1.	Add horseback riding among activities listed.
Miscellaneous spelling and labeling corrections.	Make corrections as identified.
Identify need to provide permanent equestrian campsite within Milford community.	No action. Currently allowed in Kensington Metro Park.
Kathleen Cassidy (Commerce Township)	
Recognize the role of neighboring communities for their contribution to the regional market, not only for industrial lands, but also for commercial, office and multiple-family users.	Reference objective within Chapter 9, as objective for Vibrant Residential Neighborhood and Thriving Business District.
Hold annual meeting with Commerce Township to review each other's land use policies.	Expand proposal to include all neighboring communities. Reference potential joint meetings as a footnote to paragraph 3, page 220.
Larry Fox (Hartland Township)	
Statement of support provided.	No action required.
LSL Planning, Inc. (City of Wixom)	
Modify Regional Existing Land Use Map (page 5) to correct for minor inconsistencies.	Amend Regional Existing Land Use Map.
Modify Regional Future Land Use Map by designating Wixom Habitat Area as Open Space/Conservation area.	Amend Regional Future Land Use Map.

Proposal	Recommendation
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Cheryl Hartwig (verbal comment at Master Plan Public Hearing) Many buildings are currently vacant. We should fill them up before we support new development.	No action required. [See also Objective 5, Thriving Business Districts, page 130.]
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Milford Community Master Plan





WadeTrim

In association with:

arkinetics architects+urbanists

The Johnson Hill Land Ethics Studio

Past Perfect, Inc.

Project Innovations DISCOVERY That Defies Reason

Siemon & Larsen, P.A.