

2018

CITY OF NORTHVILLE MASTER PLAN



JULY, 2018

With Master Plan
Update 2022
Addendum

CITY OF NORTHVILLE

City of Northville, Michigan

Memorandum of a Resolution adopted at a regular meeting of the Planning Commission of the City of Northville, Michigan held in the City Hall, on June 5, 2018.

PRESENT: Steve Kirk, Carol Maise, Dave Mielock, Chris Miller, Marc Russell, Anne Smith, Jeff Snyder, Donna Tinberg

ABSENT: None

The following resolution was offered by Commissioner Tinberg, and supported by Commissioner Maise.

WHEREAS, the City of Northville Planning Commission recognizes the need to formulate and adopt a City Master Plan including establishment and support of a Land Use Plan as described in this document and in accordance with the Michigan Planning Enabling Act, PA 33 of 2008, as amended.

WHEREAS, the Planning Commission identified the need to amend the City Master Plan so that the Cady Town – Cady Street Subarea Plan reflected the following:

- 1) Enable the Planning Commission to consider proposals for first floor residential, and require projects with residential uses to be mixed-use projects;
- 2) Allow the Planning Commission to consider incentives for projects that have commercial/ retail/office on the first floor and residential above;
- 3) Use the zoning ordinance to govern height, and allow flexibility through the Planned Unit Development process;
- 4) Remove density limits on properties abutting Cady Street and use dimensional requirements to regulate density; and
- 5) Eliminate references to specific locations and responsible party for site design and public amenities.

WHEREAS, the Planning Commission also identified the need to amend the City Master Plan so that the South Center Street Subarea Plan is modified to remove density limits on properties abutting Cady Street, and eliminate a reference to the City regarding streetscape improvements.

WHEREAS, the Planning Commission also identified the need to amend the City Master Plan so that the document supported renovation and re-development of existing upper floor residential units in the downtown as a secondary use, as well as providing density guidelines for such residential use.

WHEREAS, the staff at the Oakland County Economic Development and Community Affairs Department reviewed the amendment and found that the amendment was not inconsistent with the plan of any surrounding communities that received notice of the draft plan.

WHEREAS, a copy of this Master Plan amendment has been forwarded to the City Council for acceptance.

NOW, THEREFORE, BE IT RESOLVED that:

- 1) The City of Northville Planning Commission hereby adopts by resolution the amended Master Plan, dated June, 2018 including the Future Land Use Map.
- 2) A certified copy of the Future Land Use Plan portion of the Plan will be forwarded to Oakland County and Wayne County for filing.
- 3) All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES: Kirk, Maise, Mielock, Miller, Russell, Smith, Snyder, Tinberg

NAYS: 0

RESOLUTION DECLARED ADOPTED

Steve Kirk, Chair
Planning Commission

Marc Russell, Vice Chair
Planning Commission

ACKNOWLEDGEMENTS

Planning Commission

Jay Wendt, Chairperson (Former)
Steven J. Kirk, Chairperson (Current)
Marc Russell, Vice-Chairperson
Carol Maise
David L. Mielock
Christopher Miller
Anne M. Smith
Jeffrey Snyder
Donna Tinberg

City Council

Ken Roth, Mayor
Nancy Darga, Mayor Pro-Tem
E. Sam Ekong
Patrick Giesa
Marilyn Price

Joint Committee

Jay Wendt – Planning Commission
Dave Mielock – Planning Commission
Sarah Traxler – Planning Commission
John Casey – Downtown Development Authority
Shawn Riley – Downtown Development Authority
Greg Presley – Downtown Development Authority
Dan Ferrara – Northville Central Business Association
Joe Hoffman – Historic District Commission
John Argenta – Historic District Commission
Ken Roth – Northville Board of Education
Joe Hige – Northville Board of Education
Michelle Aniol – Resident

ADOPTED BY THE PLANNING COMMISSION
June 5, 2018

ACCEPTED BY THE CITY COUNCIL
July 2, 2018

Assisted by: Carlisle/Wortman Associates, Inc.

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INTRODUCTION

WHAT IS PLANNING?

Planning is a process that involves the conscious selection of policy choices related to land use, growth, and the physical development of the community. The purpose of the City of Northville Master Plan is to state the goals and identify the objectives and strategies regarding land use and development that the City will pursue to attain those goals.

PURPOSE OF THE MASTER PLAN

The Master Plan is the primary official City document which sets forth growth and development policies for the future of the community. The City derives its authority for the preparation of a Master Plan from Public Act 33 of 2008, as amended. MCL 125.3833 Sec. 33 states:

“A master plan shall address land use and infrastructure issues and may project 20 years or more into the future. A master plan shall include maps, plats, charts, and descriptive, explanatory, and other related matter and shall show the Planning Commission’s recommendations for the physical development of the planning jurisdiction.”

HOW IS THE PLAN TO BE USED?

The Master Plan is used in a variety of ways:

1. Most important, the Plan is a general statement of the City’s goals and policies and provides a single, comprehensive view of the community’s desires for the future.
2. The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission, City Council and other municipal bodies in their deliberations on zoning, subdivision, capital improvements and other matters related to land use and development.

3. The Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.
4. The Plan attempts to coordinate public improvements and private development supported by the Capital Improvements Plan. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
5. Finally, the Plan serves as an educational tool and gives citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

In summation, the City of Northville Master Plan is the primary officially-adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that compliments the goals of nearby governmental units, wherever possible. The Plan helps develop a balance of orderly change in a deliberate manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

PLAN UPDATE

This document represents an update to the City of Northville Master Plan adopted by the Planning Commission on May 6, 2008. Because communities are constantly changing, the information contained in a plan becomes outdated over time. As the conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current state legislation requires a review of a Master Plan every five years.

To assist with the Master Plan update, a Joint Committee was formed to study key areas within the City that could experience land use and/or development changes within the next five to 10 years. This Committee was made up of

representatives from the City Council, Planning Commission, Downtown Development Authority, Historic District Commission, Northville Board of Education, and other interested residents. The Joint Committee was charged with studying key areas of the City, and making recommendations to the Planning Commission.

THE PLANNING PROCESS

The process to update the Master Plan consists of six phases: community profile; public participation; community vision, goals, and objectives; future land use plan; action plan for implementation; and adoption. Many factors that exist must be taken into account when formulating plans for the future. This process is illustrated in the diagram below:

Figure 1. – Planning Process



BACKGROUND STUDIES

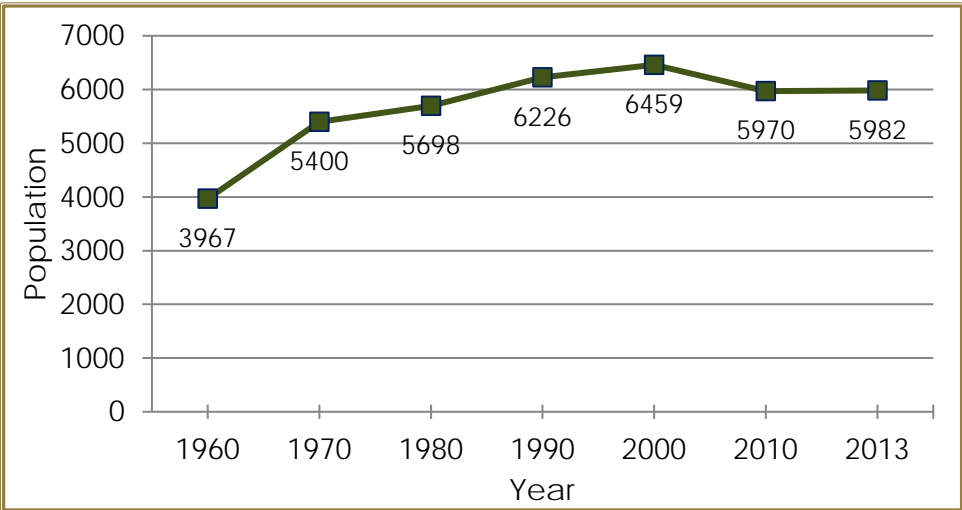
INVENTORY AND ANALYSIS

As a part of the initial planning activities undertaken for the formation of the City of Northville's Master Plan, population characteristics and related demographics were compiled and analyzed. Familiarity with this information is essential to recognizing and ultimately addressing physical development trends, including land use patterns and infrastructure, community facilities, and housing needs. The primary sources used in compiling this data include the 2010 U.S. Census, the Southeast Michigan Council of Governments (SEMCOG), and the American Community Survey (ACS).

POPULATION CHARACTERISTICS

In 1960, the City of Northville's population was approximately 3,967. By 2000, the City's population had grown to 6,459 – an increase of 63%. Between 2000 and 2010, however, the City's population dropped to 5,970 – a decrease of 7.6%. This uncharacteristic decline was investigated by the City, since it represents a loss of 124 dwelling units and 489 people. **Figure 2**, below, illustrates the City of Northville's population trends over the past fifty (50) years.

Figure 2 - Population Trends, 1960-2010



Source: SEMCOG Community Profiles and U.S. Census, 1960 - 2010

The investigation of how the census was conducted showed that several census tracts which lie between Eight Mile Road and Baseline Road (the City's boundary) were counted in both Wayne and Oakland County's figures in 2000. It is likely that a census worker assumed that all houses south of Eight Mile were in Wayne County, which is true along most of Eight Mile Road. However, 124 houses with 489 people in these census tracts were actually in Oakland County. They were correctly counted in Oakland County's figures, but incorrectly counted in Wayne County's figures. The corrected count in 2010 removed these homes from the Wayne County numbers, and therefore showed a decrease that actually did not occur.

Table 1 - Population Comparison

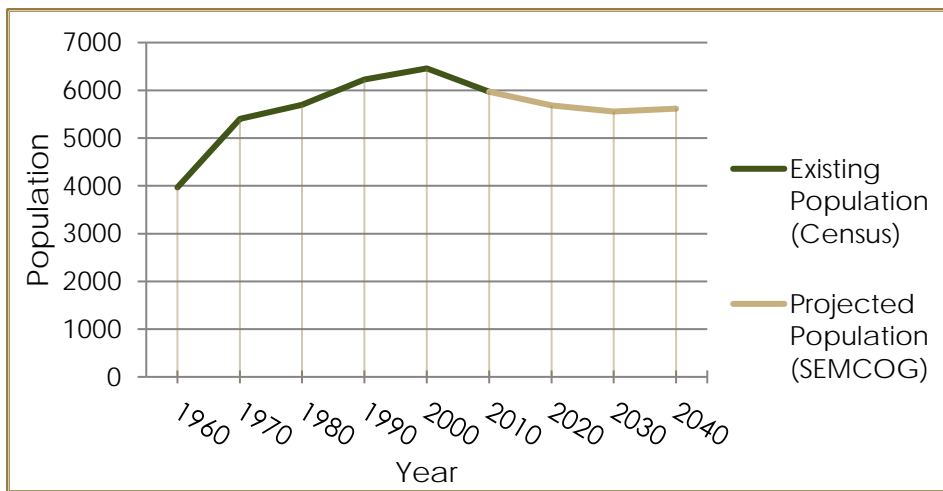
	1990	2000	Change		2010	Change	
			#	%		#	%
Northville (City)	6,226	6,459	233	3.7%	5,970	-489	-7.6%
Northville Township	17,313	21,036	3,723	15.1%	28,497	7,461	35.5%
Novi (City)	33,148	47,579	14,431	43.5%	55,374	7,795	16.4%
Plymouth Township	23,648	27,798	4,150	17.5%	27,524	-274	-1.0%
Plymouth (City)	9,560	9,022	-538	-5.6%	9,132	110	1.2%
Oakland County	1,083,592	1,194,156	110,564	10.2%	1,202,362	8,206	0.7%
Wayne County	2,111,687	2,061,162	-50,525	-2.4%	1,820,650	-240,512	-11.7%

Source: SEMCOG Community Profiles

Table 1 offers a comparison of the recent population trends of the City of Northville with those of neighboring cities and townships, Oakland County and Wayne County. Northville's population loss, as described above, is attributed to an over count in the 2000 census, and the subsequent correction in 2010.

In 2012, the Southeast Michigan Council of Governments (SEMCOG) prepared its 2040 Population Forecast. This projection combines data from the 2010 Census and the American Community Survey with local trends related to land availability and land use and to project future population, housing and employment counts for each community in southeast Michigan. As demonstrated in **Figure 3**, SEMCOG predicts that the City of Northville will continue to see slight population loss over the next few decades, but level off by 2040.

Figure 3 - Population Trends and Projections

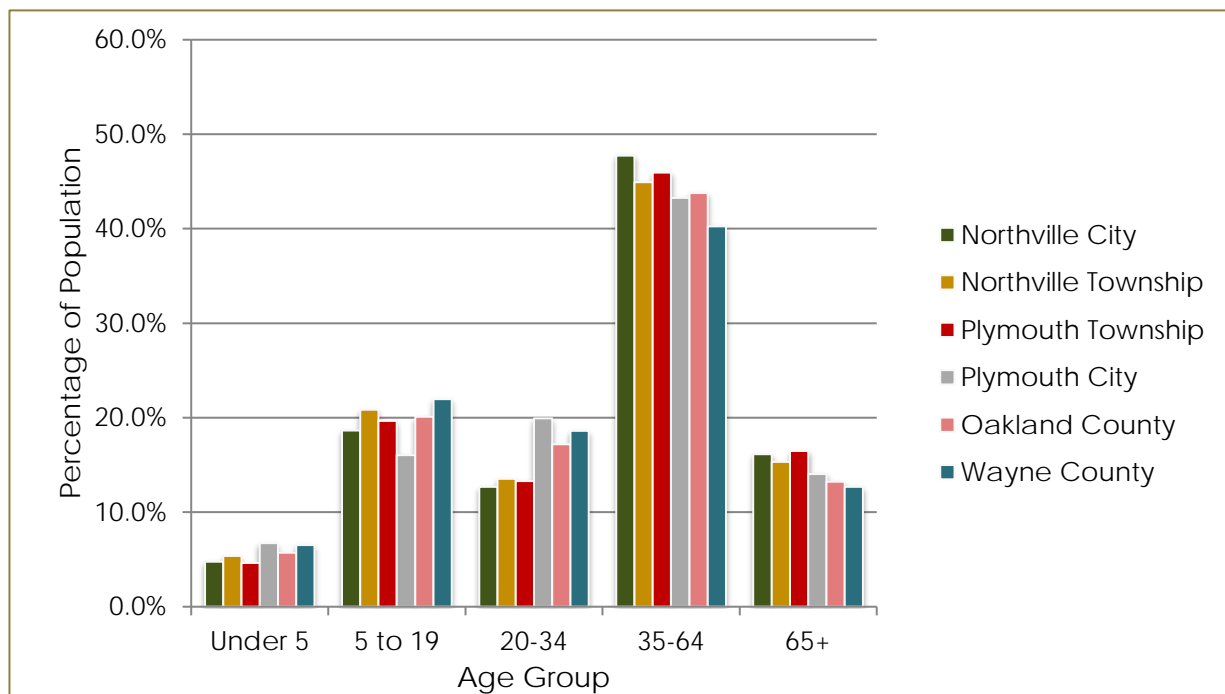


Source: SEMCOG Community Profile and U.S. Census Bureau

AGE

The 2010 Census reported the City of Northville's median age as 45.3, up from the median age of 41 reported in 2000. **Figure 4** depicts the population of the City of Northville, the surrounding communities, and Oakland and Wayne Counties by age group. The graph illustrates that all of the identified communities within the area have the greatest percentage of population (between 40% and 50%) within the 35 to 64 age cohort. Additionally, each of the identified communities/counties has a fairly similar age distribution.

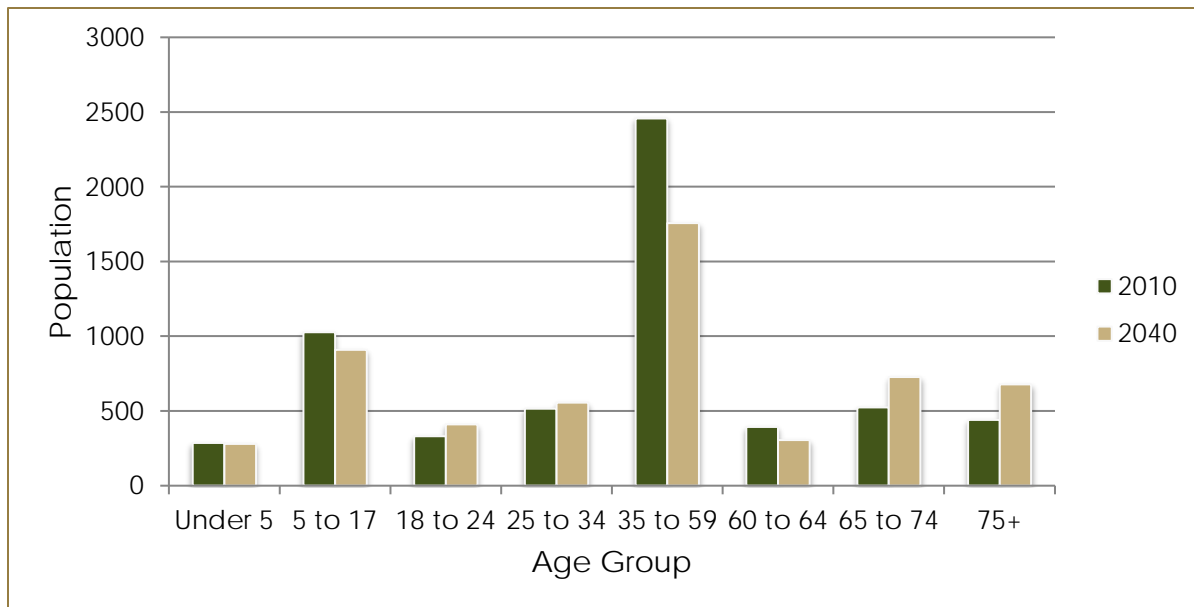
Figure 4. - Percentage of Population by Age, 2010



Source: SEMCOG Community Profile and U.S. Census Bureau.

As an element of their population forecast, SEMCOG breaks down their projected population by age group. This projection generates a forecast for each age group’s growth trends over the next 30 years. **Figure 5** demonstrates the projected shifts in the population by age. The 35-59 age group is projected to see the largest decrease, while the school-aged group (5-17) is projected to see a mild decrease. All other age groups, however, are projected to remain steady or increase in population. Of relative importance is the projected increase in the 65 and up age groups, as it may have implications for the City’s senior-related services.

Figure 5. - *Projected Population by Age*



Source: SEMCOG Community Profile and U.S. Census Bureau

ECONOMIC CHARACTERISTICS

LABOR FORCE

The Decennial Census reported that the City of Northville had a total of 3,462 employed civilians aged sixteen and over in 2000. The 2008-2012 American Community Survey estimates that the current number of employed civilians has decreased to 3,211, a decline of 7.3% from the 2000 estimates. Additionally, the 2000 Census indicated a 1.7% unemployment rate within the City. The 2008-2012 American Community Survey reveals that the unemployment rate has risen to approximately 8.7%. While the reported unemployment rate is fairly high, the current numbers were likely skewed by the economic downturn of 2008. **Table 2** illustrates a record of Northville's unemployment rate between 2000 and 2010 compared to those of Oakland County, Wayne County, and the State of Michigan.

Table 2. - *Unemployment Rates*

	2000	2010	% Change
Northville (City)	1.7%	8.7%	7%
Oakland County	3.7%	10.2%	6.5%
Wayne County	8.5%	17.9%	9.4%
Michigan	5.8%	12.6%	6.8%

Source: 2000 US Census and 2008-2012 American Community Survey

EMPLOYMENT

All five of Northville's largest occupation sectors decreased in number, with the largest decreases occurring in the management, business and financial operations and sales related occupations. **Table 3** below illustrates employment numbers by occupation (for the five largest occupation sectors within Northville) as reported within the 2005-2009 and 2008-2012 American Community Surveys.

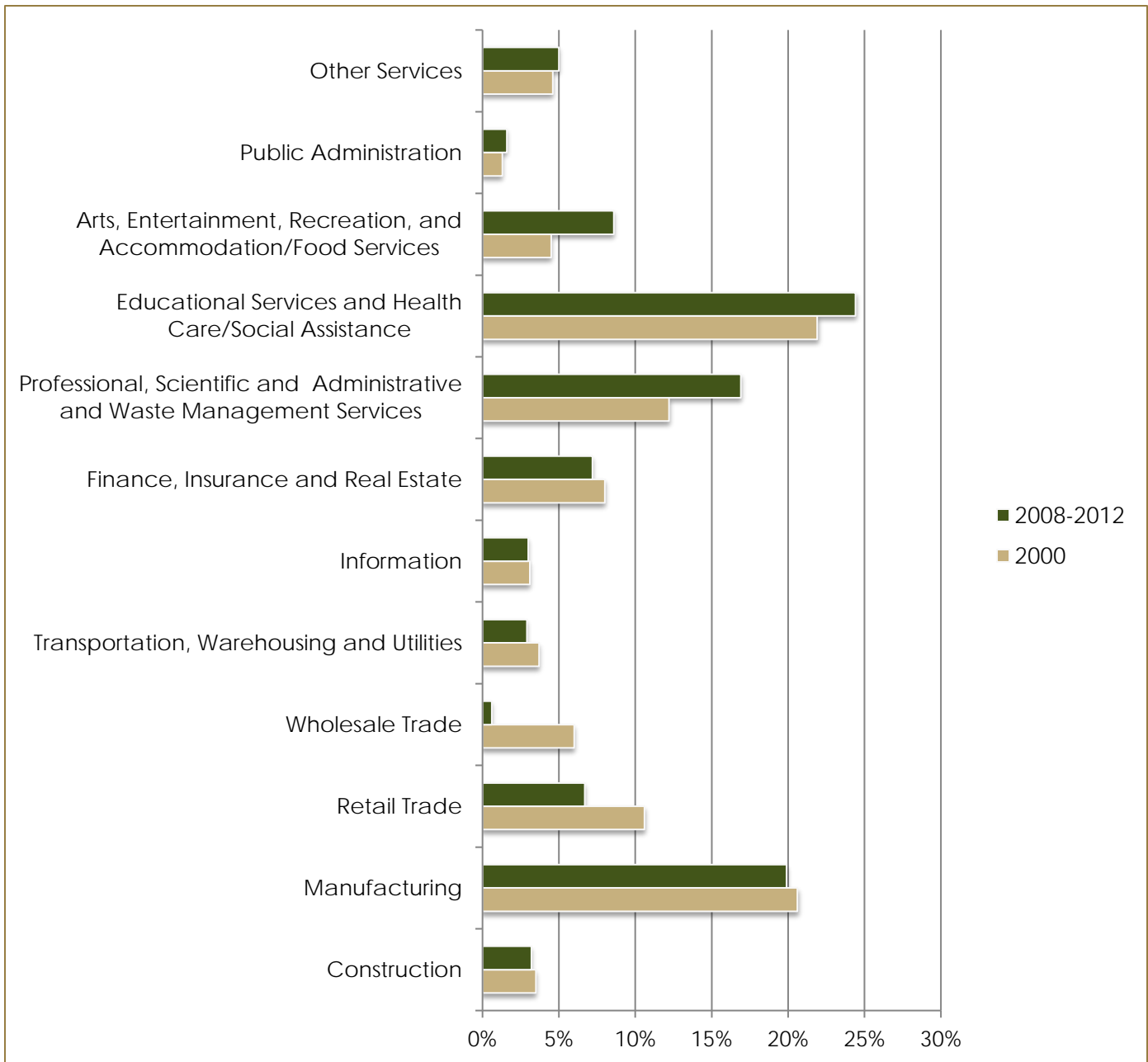
Table 3. – Employment by Occupation

	2000	2012	Change	
			#	%
Professional and related occupations	1,033	1,002	-89	-8.2%
Management, business, and financial operations occupations	879	721	-164	-18.5%
Sales and related occupations	511	315	-67	-17.5%
Office and administrative support occupations	413	252	-163	-39%
Construction, extraction and maintenance occupations	155	125	-30	-19.4%

Source: 2000 U.S. Census and 2008-2012 American Community Survey

Although Northville's total number of employed civilians has decreased over the last decade, the number of employees in the City's three largest industries grew between 2005 and 2012. **Figure 6** on the following page depicts the share of employees within Northville's largest industry sectors as a percentage of total employment. The share of employees in Educational Services/Healthcare increased by 2%, while manufacturing increased by 1.4%, and professional/scientific/waste management increased by 5.3%.

Figure 6. – Employment by Industry (as a percentage of total employment)



Source: 2000 U.S. Census and 2008-2012 American Community Survey

INCOME

Table 4 indicates per capita income and median household income for the City of Northville, Oakland and Wayne Counties, and Southeast Michigan. The City is the highest in both categories, which reflects the high educational attainment of the City as compared to Southeast Michigan averages.

Table 4 – Per Capita Income and Median Household Income, 2000 and 2010 (in 2010 dollars)

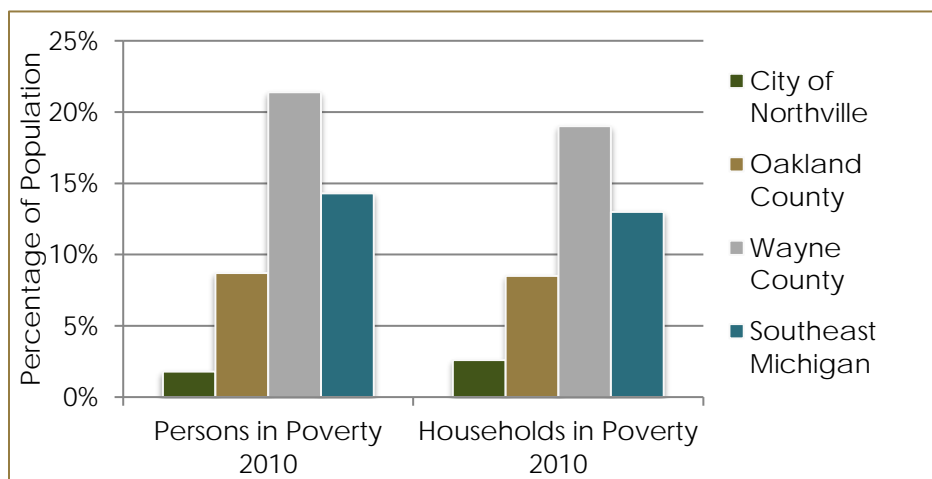
	Per Capita Income		% Change	Household Income		% Change
	2000	2010		2000	2010	
Northville (City)	\$56,875	\$47,496	-16.5%	\$109,893	\$101,943	-7.2%
Oakland County	\$42,582	\$36,138	-15.1%	\$81,028	\$66,390	-18.1%
Wayne County	\$26,253	\$22,125	-15.7%	\$53,370	\$42,241	-20.9%
Southeast Michigan	\$32,350	\$27,637	-14.6%	\$65,415	\$53,242	-18.6%

Source: 2000 US Census and 2006-2010 American Community

POVERTY LEVEL

Both the City of Northville and Oakland County have a very low percentage of persons and families below the poverty level when compared to Wayne County and the State of Michigan, as shown in **Figure 7**. Once again, this is an indicator of the Northville's and Oakland County's higher educational attainment and the employability of the residents.

Figure 7. – Poverty Level Comparison, 2010



Source: SEMCOG Community Profiles

HOUSEHOLDS AND HOUSING CHARACTERISTICS

HOUSEHOLDS

The 2010 Census reported 2,596 households within the City, representing a 4.6% decrease from the numbers reported in 2000. As described on page 5, this decrease is attributable to an over count of households in 2000, and a correction in 2010. Sixty-three percent (63%) of households in the City of Northville are categorized as “family households,” meaning that they consist of a householder and one (1) or more other people related to the household by birth, marriage or adoption. Conversely, “non-family households” consist of people living alone or households which do not have any members related to the householder. **Table 5** below depicts Household Demographics information for the City of Northville.

The City’s average household size was reported at 2.29 in 2010, down by 3% from the 2000 size. The average family size also decreased slightly from 2.97 persons in 2000 to 2.94 persons in 2010.

Table 5. – Household Demographics

	City of Northville		
	2000	2010	% Change
Number of Households	2,720	2,596	-4.6%
Percent Family Households	66%	63.3%	-2.7%
Percent Non-Family Households	34%	36.7%	2.7%
Average Household Size	2.36	2.29	-3%
Average Family Size	2.97	2.94	-1%

Source(s): 2000 and 2010 U.S. Census

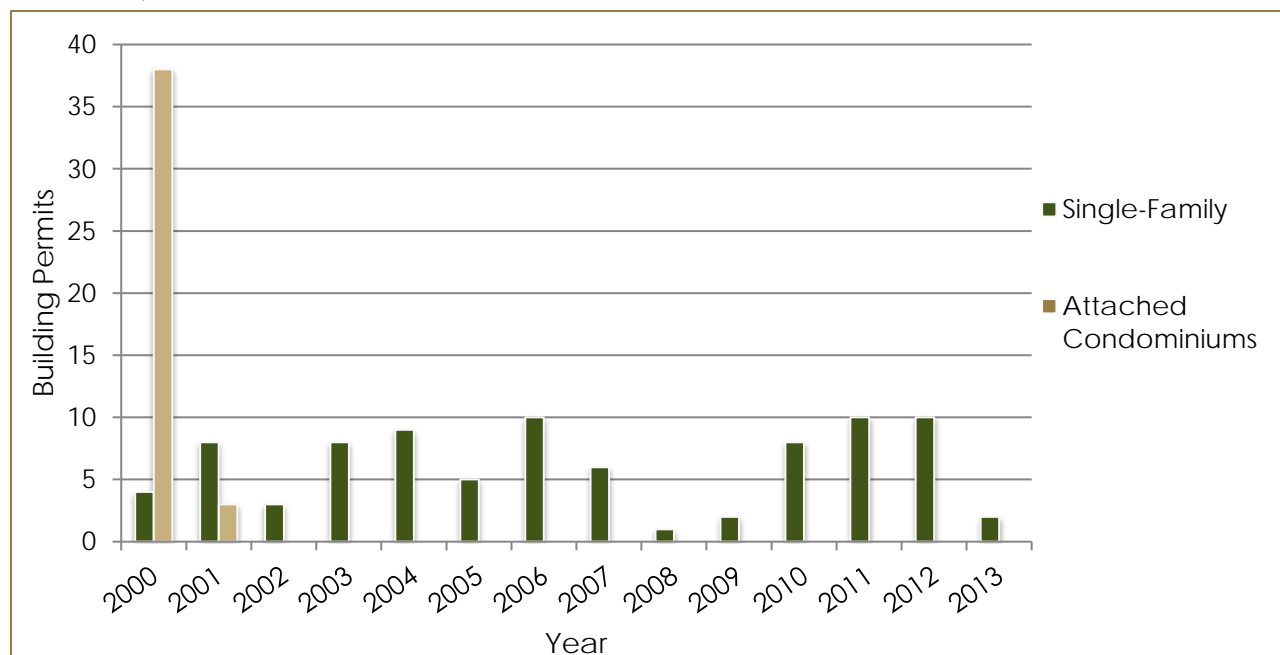
HOUSING TENURE

Owner-occupied units represented a majority (70%) of total housing units in 2010; however, this is a decrease from 2000 when 74% of units were owner occupied. Renter-occupied units comprised 23% of total units in 2010, nearly matching the numbers reported in 2000. Vacant units comprised 3% of all units in 2000, but doubled to 6% in 2010.

NEW SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

Eighty-six (86) new single-family residential homes and forty-one (41) new attached residential condominium units applied for building permits between 2000 and 2013. In 2000, applicants applied for forty-two (42) residential building permits. In 2012, however, the number of requested building permits declined to ten (10). **Figure 8** below illustrates single-family and attached condominium residential building permits in Northville from 2000 to 2013.

Figure 8. – *New Single-Family and Attached Condominium Residential Building Permits, 2000-2013*



Source(s): SEMCOG Residential Building Permits, 2013

HOUSING COST

In 2000, the median housing value within Northville (in 2010 dollars) was \$307,429. By 2010, median housing value fell to \$272,300 – a decrease of 11.4%. Meanwhile, median gross rent decreased 21.6% from \$941 (2010 dollars) in 2000 to \$738 in 2010. **Table 6**, below, demonstrates the decline of housing value from 2000 to 2010. The decrease in Northville’s median gross rent was significantly more substantial than that of Southeast Michigan as a whole. Because the number of rental units has remained relatively stable over the past ten years, the decline in median gross rent could signify a lower demand for rental units within the City during this period.

Table 6. – Housing Value (in 2010 dollars)

	Median Housing Value		Change	Median Gross Rent		Change
	2000	2010		2000	2010	
City of Northville	\$307,429	\$272,300	-\$35,129	\$941	\$738	-\$203
Oakland County	\$229,318	\$204,300	-\$25,018	\$933	\$871	-\$62
Wayne County	\$126,930	\$121,100	-\$5,830	\$699	\$759	\$60
Southeast Michigan	\$174,166	\$160,544	-\$13,622	\$782	\$793	\$11

Source: SEMCOG Community Profile

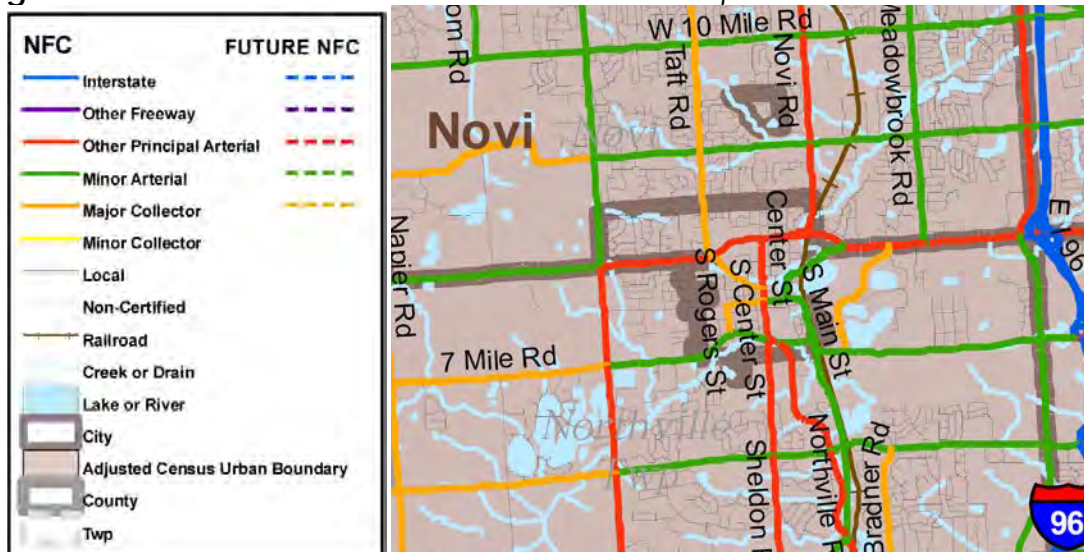
TRANSPORTATION

MOTORIZED TRANSPORTATION

Michigan roadways are classified by the Michigan Department of Transportation (MDOT) according to a hierarchical functional system which determines whether a road is eligible for federal aid. This road classification also corresponds to roadway traffic volumes. Federal aid roads include all principal arterials, minor arterials, and urban collectors (**Figure 9**). Northville's road network includes four classes of roads as described below.

- **Principal arterial roads** run relatively long distance and service travel movements to important traffic generators. Eight Mile Road, Center Street (south of 8 Mile Road), Sheldon Road, Hines Drive, and Novi Road belong to this category.
- **Minor arterial roads** are similar but with trips being carried shorter distance to lesser traffic generators. They include 7 Mile Road, Main Street (east of Center Street), and Griswold Street.
- **Major collector roads** funnel traffic from residential areas to arterial roads, with some providing direct access to residences. They include Randolph Street, Taft Road, Main Street (Center to Rogers Street), and Rogers Street (south of Main Street).
- **Local roads** are neighborhood streets that provide access to residences and include all other streets in Northville.

Figure 9. – National Functional Classification Map



Source: Michigan Department of Transportation

The City of Northville is located along two major east-west corridors in both Oakland and Wayne Counties. Both Eight Mile Road and Seven Mile Road intersect I-275/I-96 and therefore are used heavily by commuters. These roads along with Novi Road, Griswold St., Northville Road, and Sheldon Road are heavily traveled streets within Northville, but under the jurisdiction of Oakland or Wayne Counties.

Center Street, a north-south road that completely bisects the City, is also used by commuters. Center Street, known as Sheldon Road south of Seven Mile, is a City street that connects with M-14 to the south and to Nine Mile Road to the north. This major street is a frequently used route for traveling into and out of Northville's central business district.

Other major streets under the jurisdiction of the City include Taft Road, Randolph Street, Main Street, and Rogers Street. These are major collector streets that bring residents and non-residents alike into the Downtown area. The City has other important streets in the downtown area such as Cady Street, Wing Street, Dunlap, and Hutton, which handle the commercial traffic for the community.

Minor collector streets conduct and distribute traffic between neighborhoods and onto the county roads or into the central business area. These streets include Baseline, Horton, Hill, and Orchard.

Southeast Michigan Council of Governments (SEMCOG) publishes the most recent traffic count data for the Northville area, as shown in **Table 7** on the next page. The following Annual Average Daily Traffic (AADT) data is currently available from SEMCOG's web site.

Table 7. – Annual Average Daily Traffic (AADT) Counts

Road Name	Direction	Limits	Year	AADT
7-Mile	2-Way	Clement to Rogers	2009	7,450
7-Mile	2-Way	E.N. Hines Drive to Northville	2009	6,920
8-Mile	2-Way	Beck to Taft	2012	10,990
8-Mile	2-Way	Center to Novi	2004	10,208
8-Mile	EB	Center to Novi	2004	10,300
8-Mile	WB	Novi to Griswold	2013	27,220
8-Mile	2-Way	Taft to Center	2013	13,780
8-Mile	WB	East of Beck	2012	5,260
8-Mile	WB	East of Novi	2011	8,660
8-Mile	WB	East of Taft	2011	6,180
8-Mile	EB	West of Novi	2011	8,480
8-mile	EB	West of Taft	2011	6,020
8-mile/Baseline	EB	Novi to Griswold	2013	11,520
Beck	NB	8-Mile to 9-Mile	2010	9,460
Beck	SB	8-Mile to 9-Mile	2010	9,150
Beck	SB	North of 8-Mile	2012	11,300
Clement	2-Way	7-Mile to W. Main St.	2004	750
Edward Hines Drive	2-Way	Rogers to Sheldon	2009	7,180
Edward Hines Drive	2-Way	7-Mile to Northville Road	2011	2,270
Edward Hines Drive	2-Way	Sheldon to 7-Mile	2009	10,040
Griswold	2-Way	0.1 Mile SW of Northville Place	2010	5,729
Main Street	2-Way	Clement to Center	2003	1,350
Main Street	SB	7-Mile to Griswold	2001	5,340
Main Street	SB	7-Mile	2001	9,560
Main Street	NB	7-Mile (E) to 7-Mile (W)	2001	10,010
Main Street	NB	7-Mile (W) to Griswold	2001	6,460
Novi	2-Way	8-Mile to 9-Mile	2012	12,600
Novi	NB	8-Mile to 9-Mile	2010	7,570
Novi	SB	8-Mile to 9-Mile	2010	6,010
Novi	SB	North of 8-Mile	2011	4,860
Novi	NB	South of 8-Mile	2005	7,050
Sheldon*	2-Way	6-Mile to E.N. Hine Drive	2004	12,970
Taft	NB	8-Mile to 9-Mile	2010	2,970
Taft	SB	8-Mile to 9-Mile	2010	2,780
Taft	SB	North of 8-Mile	2011	3,600

*County road in Northville Township.

The City of Northville’s street and transportation system appears to be adequate to handle the existing needs of the community. In 2011 and then again in 2013 the condition of these roads were evaluated by Spalding DeDecker and Associates, Inc. of Rochester Hills. This evaluation suggest that the reconstruction and maintenance effort being made to improve and maintain these roads is insufficient, and that the general condition of these roads currently classified as fair will drop to a poor rating, unless additional funds are allocated for street improvements.

As the growth from surrounding communities such as Novi and Northville Township place additional burdens on the City’s major street system, the City will have to be creative in finding new revenue for needed street improvements. The City’s Five Year Plan – 2013 – 2017 reflects road improvements planned for the near future, and include the following proposed road projects:

Table 8. – *Planned Road Improvement Projects*

Road Name
Major Streets:
8 Mile/Center Street Intersection
8 Mile Road Improvements
7 Mile/Center Street Intersection
7 Mile Road Improvements
Hutton Street Improvements
N. Wing Street Improvements
N. Center Street
Horton Street Improvements
Rayson Street Reconstruction
W. Cady Street Reconstruction
Local Streets:
S. Ely Street Improvements
Silchester Ct. Improvements
Summerside Cr. Improvements
Rayson Street Reconstruction
Elmsmere Ct.
Elmsmere Drive Improvements
High Street Improvements

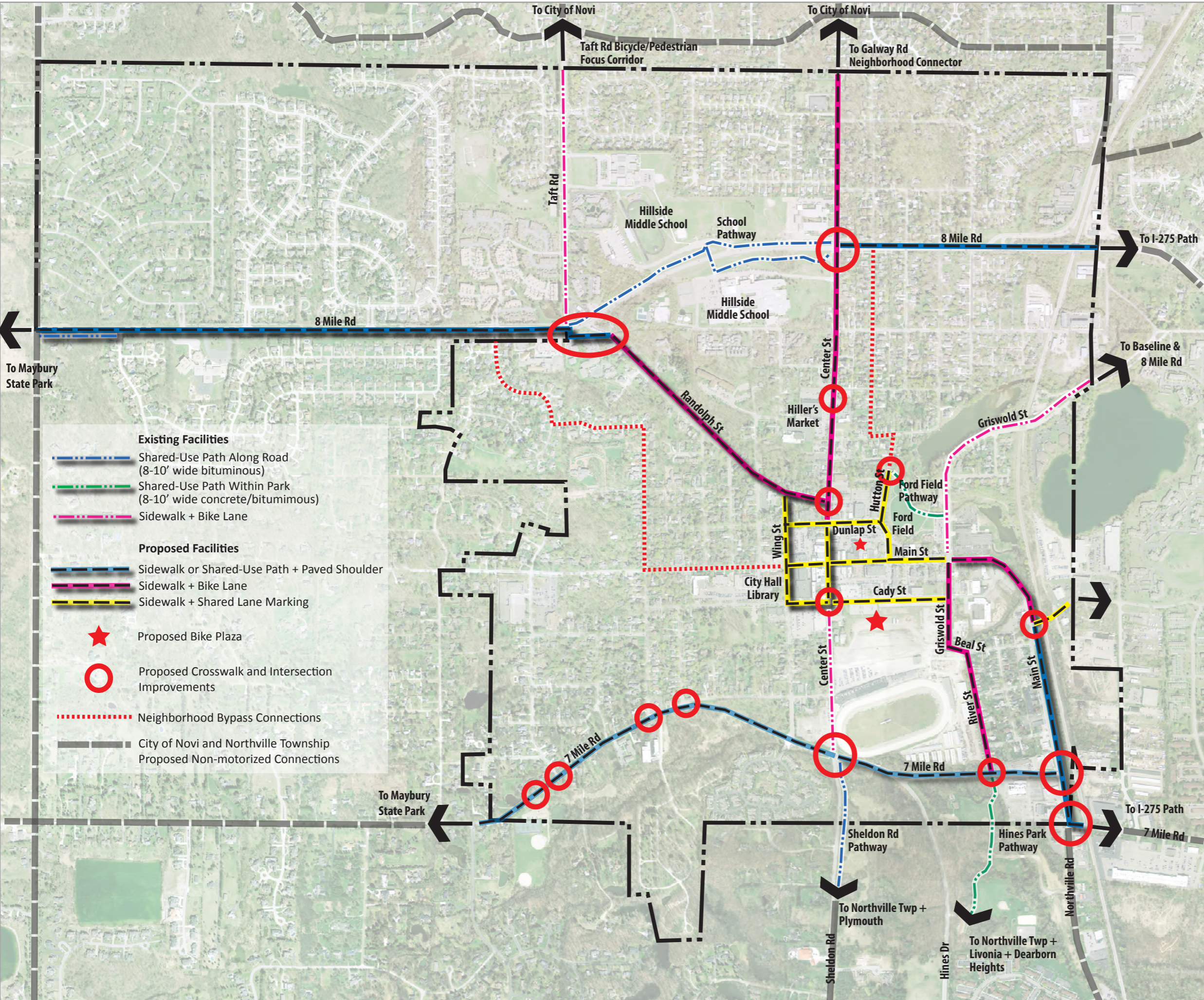
Source: *Northville Street Improvement Plan 2013 - 2017*

NON-MOTORIZED TRANSPORTATION

In recent years there has been a shift in focus from streets that are designed primarily to convey vehicular traffic, to designing streets that accommodate all users—motorists as well as transit riders, people in assistive devices, pedestrians, bicyclists, and people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities. In 2010, legislation was passed in Michigan (P.A. 135 and P.A. 134) amending the definition of streets in the Michigan Department of Transportation Public Act 51 and the Michigan Planning Enabling Act (P.A. 33). Those communities who have jurisdiction over their roads are now required to consider *complete streets* principles in the planning and implementation of transportation projects.

The City of Northville approved and adopted a Non-motorized Plan in March, 2014 which articulates a framework for a city-wide network of sidewalks and bikeways intended to guide non-motorized facility and complete streets infrastructure planning, design, and construction.

The Non-Motorized Plan, illustrated in **Figure 10** on the next page, depicts the proposed non-motorized routes and connections along with the recommended design treatment. Both on-the-road and off-the-road facilities are proposed.



Existing Facilities

- Shared-Use Path Along Road (8-10' wide bituminous)
- Shared-Use Path Within Park (8-10' wide concrete/bituminous)
- Sidewalk + Bike Lane

Proposed Facilities

- Sidewalk or Shared-Use Path + Paved Shoulder
- Sidewalk + Bike Lane
- Sidewalk + Shared Lane Marking

- ★ Proposed Bike Plaza
- Proposed Crosswalk and Intersection Improvements
- Neighborhood Bypass Connections
- City of Novi and Northville Township Proposed Non-motorized Connections

CITY-WIDE NON-MOTORIZED PLAN

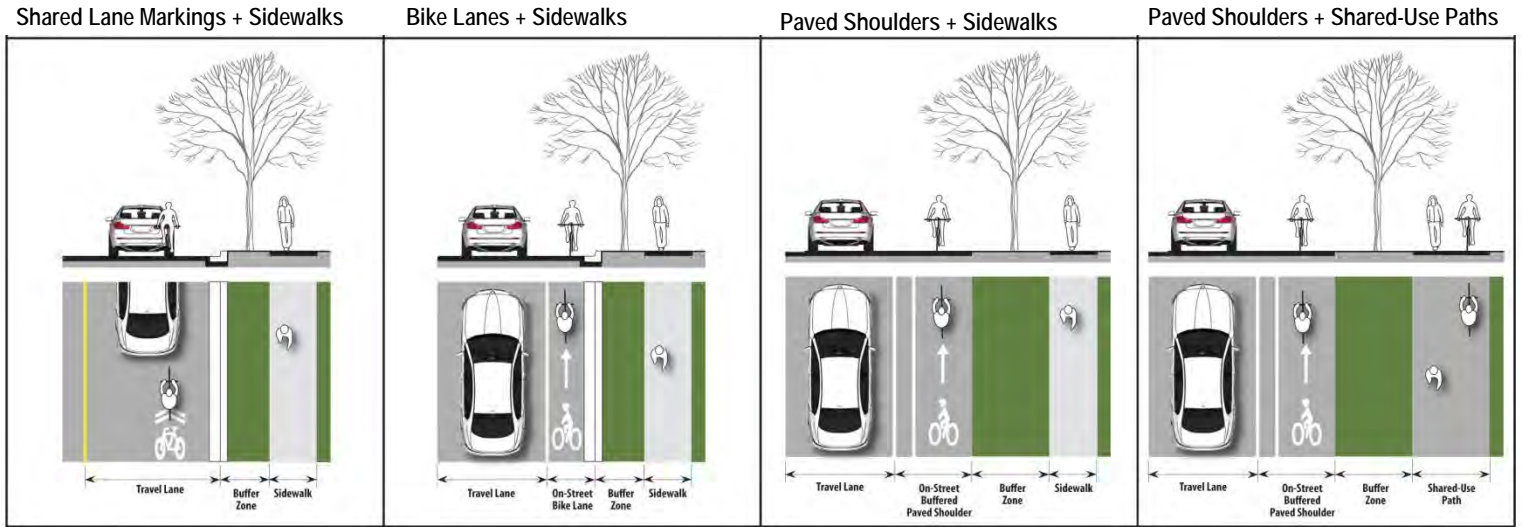
City of Northville
Wayne & Oakland Counties



The Non-Motorized Plan for Northville recommends a variety of design treatments which include:

- 1. Shared Lane Markings + Sidewalks.** Shared lane markings for bicycle use and sidewalks for pedestrian use is the treatment recommended for Northville's downtown. Shared lane markings are proposed on the streets 4 feet away from the street curb along non-motorized routes and connections to encourage bicyclists to ride on the street in a specific zone and to alert motorists of the possible presence of bicyclists on the road. Five-foot minimum sidewalks are also proposed for the use of pedestrians. This design treatment is recommended where the street right-of-way is limited, where parking lanes are desired, and at intersections as needed.
- 2. Bike Lanes + Sidewalks.** Bike lanes for bicycle use and sidewalks for pedestrian use is the preferred design treatment recommended for Northville's major streets where space allows. Five-foot minimum bike lanes are proposed whenever feasible within the existing roadway bed and along the non-motorized routes and connections to accommodate bicyclists. They may be constructed at a future date, as road improvement projects are implemented. Five-foot minimum sidewalks are also proposed for the use of pedestrians.
- 3. Paved Shoulders + Sidewalks.** Paved shoulders for bicycle use and sidewalks for pedestrian use is the preferred treatment for portions of 7 Mile Road and 8 Mile Road. Because of the greater traffic speed, on-road paved shoulders are proposed to be 6 feet wide with an additional 2-foot striped buffer. Five-foot minimum sidewalks are also proposed for the use of pedestrians.
- 4. Paved Shoulders + Shared Use Paths.** Paved shoulders for bicycle use and shared-use paths for both bicycle and pedestrian use is the preferred treatment for portions of 8 Mile Road. Again, because of the greater traffic speed, on-road paved shoulders are proposed to be 6 feet wide with an additional 2-foot striped buffer. Shared-use paths, a minimum of 8 feet wide, are also proposed for portions of 8 Mile road to accommodate casual bicyclists and pedestrians along the busy road corridor.

Figure 11. – Complete Street Design



The recommended treatments are based on the desire to accommodate the non-motorized facilities on the existing roadway bed. Roadway widening should be kept at a minimum or reserved for intersection improvements. Strategies to modify existing roadways and accommodate the recommended improvements include:

- Narrowing the travel lanes through restriping from 12 feet to 10 or 11 feet and striping bike lanes or shared lane markings;
- Removing a travel lane and stripe bike lanes; this is appropriate by converting four-lane roadways to roadways with two-travel lanes, one center turning lane, and two bike lanes;
- Narrowing or removing the center turning lane where low left-turn movements exist and striping bike lanes;
- Removing on-street parking lane where it is possible and feasible with coordination with impacted property owners and striping bike lanes; and
- Adding pavement width to construct bicycle lanes.

The Plan also identifies a need for improving the safety of pedestrians and bicyclists crossing at roadway intersections, particularly at the high frequency crash intersections identified in the previous section. The enhancements and features at each crossing will need to be determined based on various factors

including: crossing width, traffic volume, pedestrian and bicycle traffic volumes, and sight lines. The enhancements may include pedestrian refuge islands, pedestrian signals, and pavement markings. The following intersections are recommended for improvements:

- Hines Park pathway/River Street and 7 Mile Road
- 7 Mile Road and Center Street
- Cady and Center Street
- Randolph Street and 8 Mile Road/Taft Road
- 7 Mile Road intersections at Northville Road, Main Street, Fairbrook Street, Rogers Street, Orchard Drive, and Fish Hatchery Park
- Center Street intersections at Randolph Street, Hiller's Market, and 8 Mile Road
- Hutton Street intersection with Ford Field Park entry

In addition, bike rest areas or plazas are proposed in the Cady Street parking lot and by the Marquis Theater to provide access to downtown. Initially, a bike rack is planned to be installed within the Cady Street parking structure which would help determine the need for additional amenities.

PUBLIC FACILITIES

CAPITAL IMPROVEMENT PROGRAM

The City desires to provide quality services and facilities to its residents. To accomplish this goal, City Council develops a Capital Improvement Plan that provides a framework in which desired acquisitions and projects are prioritized and matched with finite resources. This Plan guides needed capital improvements and expenditures in a fiscally sound manner, and ensures that the improvements are consistent with the goals and policies of the City Council and the residents of the City of Northville.

The Six Year Capital Improvement Plan (CIP) details capital expenditures, funding sources, and the operational impact of equipment, technology improvements, vehicles, furniture and fixtures, building improvements and infrastructure improvements. The City also maintains Twenty Year Capital Improvements Plans for the Street, Drainage and Sidewalk Improvement (SDSI) Program, the Water system, the Fire Equipment Replacement Fund, and the Police Equipment Replacement Fund.

The Fiscal Year 2014 (FY14) Budget expenditures that are included in the Six Year CIP contains line items for Public Safety (police and fire), General Government (technology, public facilities and equipment, and Arts Commission), Public Works (streets, sidewalks, parking, refuse and recycling, and water and sanitary sewer), and the Downtown Development Authority. This budget includes approximately \$1.59 million of capital expenditures which are routine in nature. A few of the significant expenditures for FY14 include street improvements on 8 Mile Road from Taft to Beck (\$385,300), improvements to S. Ely Street (\$220,000), sanitary sewer relocation around Randolph Drain at Hutton Street (\$160,000), and a self-contained breathing apparatus system for the fire department (\$125,000).

CITY HALL

City Hall, located at 215 W. Main Street, was constructed in 1964 with additions being made in 1979 and 1998. The upper level, accessed from Main Street, houses the offices of the City Manager, City Clerk, City Treasurer, Building Department, City Assessor, Public Works Department, the Fire Hall, and the Council Chambers. The lower level accessed from the paved parking lot on the south side of the building houses the City Police Department, the Downtown Development Office, and two large meeting rooms. The parking lot provides eight public parking spaces along with adequate parking for police cruisers.

City Hall space needs have been reduced over the past decade and there are no current plans to expend the building.

LIBRARY

The 25,000 square foot library contains 58,661 books for circulation, 1,590 video cassettes, 1,012 audio cassettes, 1,183 music compact discs, 3 microfilm readers and 5 Internet stations. The library is staffed with 12 full time librarians and 5 part time employees. The library maintains an Internet subscription service to search magazines and newspaper, many of which are full text. Annually, 173,000 items are circulated to the community residents of both the City and Township of Northville. The Library serves the greater Northville community. Services and other book collections are shared through the sixty members of the Wayne-Oakland Library Federation.

POLICE FACILITIES

The Police Department's allotted strength consists of a Chief, Captain, three Sergeants and eight Police Officers, who work typical eight hour shifts. All are Michigan Commissions of Law Enforcement Standards (MCOLES) licensed full-time officers. The Department has converted the conventional records functions to a virtually paperless system thus eliminating the need for a full-time records position. The administrative office of the department is open from 8:00 a.m. until 4:00 p.m. By contract, the Department maintains two patrol units 24 hours a day.

The City entered into a contract with Northville Township for dispatch and lock-up services on August 31, 2004 and this agreement continues today. In 2007, the dispatch converted from a VHS, 155 MHz radio to the Michigan Public Safety Communication System (MPSCS), 800 MHz system. Converting to the MPSCS system enables dispatch to use the State's tower located at the Northville State Police Post.

Since the station is no longer open 24 hours a day, security becomes a concern. The department stores firearms, ammunition, law enforcement data bases and computers, evidence for criminal cases and other files. Often the building is open and unsecure in the evenings when meetings are being conducted. A more secure enclosure for the records desk and appropriate storage safes for firearms and ammunition are needed. Additionally, a "pass through" property room would substantially improve our retention of evidence and property.

The contracting for dispatch and lock-up services has left behind the three cell detention area and dispatch room. The dispatch room still houses the obsolete Centracom 155 MHz radio console. Removal of this radio console and renovation of this room would provide an area for supervisors to work and to speak with officers in privacy. Also, by installing training equipment such as a multimedia projector and interactive programming, the room would be used for training.

The agreement for lock-up services has eliminated the need for holding cells and prisoner processing equipment such as Automatic Fingerprint Identification System (AFIS) and Mug-shot Imaging. This equipment is costly if purchased independently. The department does share the maintenance costs for this equipment that is located in Northville Township.

Currently the cell area is used for storage. This area has plumbing and electrical already installed and could be renovated to provide an exercise area for the firefighters and police officers. These occupations are fraught with health issues do to sedentary periods interrupted by intense and often anaerobic activity in emergency situations.

The department's facilities include an interview room, a property room, and an evidence handling room. Also, there are four work stations for the officers and offices for the detective, captain and chief. The department has separate locker rooms for male and female employees. These facilities are located in the lowest level of the Municipal Building and are in need of renovations particularly flooring due to flooding issues. The ceiling tiles and walls have not been renewed since the building renovation in 1997.

The department maintains six patrol vehicles that are replaced every four years. Included in the vehicles are mobile laptop computers, digital in-car video/audio recorders, doppler radar units, MPSCS radios and trauma kits. Tactical vests, patrol rifles and shotguns are available and are checked out by each officer before they go on patrol.

When the patrol units are parked, they are protected from the elements by a car port. The car port enables officers to respond to emergencies faster during inclement weather and protects sensitive equipment such as the computer and camera from the heat generated by sunlight during the summer. Should the municipal offices move it will be important and cost efficient to provide such protection.

FIRE PROTECTION

The City of Northville and the City of Plymouth are served by the Northville City Fire Department. All members of the department are employees of the City of Northville. Station 1 is operated in Northville and Station 2 is operated in the City of Plymouth. The department consists of one full time Chief, 4 Captains, 3 Lieutenants and 60 paid-on-call firefighters, with 30 assigned to each station. In addition, the department has 3 part time Fire Inspectors. Station 1 responds to approximately 700 calls per year and station 2 about 1000 calls per year. The Fire Chief is usually present on all calls. The Northville Fire Dept. is licensed by the State of Michigan as a basic Life Support Agency for medical emergencies. The majority of medical transport is done by Community Ambulance or HVA, which are private ambulance companies. The department has a Fire Advisory Board consisting of appointed and elected officials from both communities which provides input on department operations.

The department is equipped with 1 Rescue vehicle, 2 Engines, 1 Aerial truck, 1 Mini Pumper, 1 Utility rescue vehicle, and 1 cargo trailer equipped with a cascade system at Station 1 and 1 Rescue vehicle, 2 Engines, 1, tower, 1 mini pumper and 1 Utility vehicle at Station 2. The department has 2 "Jaws of Life" units and 50 SCBA units between the 2 stations. The Department uses the statewide 800MHz Radio system. Purchase of equipment is shared by both the City of Northville and the City of Plymouth. The department participates in the Western Wayne Fire Mutual Aid Association. The Association sponsors a special operations group consisting of a hazardous materials response team and a technical rescue (USAR) team, and the Department contributes personnel to each team. The Department also participates in HEMS, Inc., the emergency medical control authority for Western Wayne County. The department has automatic mutual aid agreements with the City of Novi and Plymouth Township. The City has an ISO rating of 6.

WATER SYSTEM

The City of Northville purchases treated water from the City of Detroit through its Detroit Water and Sewer Department (DWSD). Northville has two DWSD meters. One meter is located at the corner of S. Wing and W. Cady. This supply point serves most of the south and southeast portions of the City.

The second DWSD meter is located at the corner of N. Center Street and Baseline. This supply point provides a direct water feed to the City's underground (500,000 gal.) tank and elevated storage tank (450,000 gal.). The elevated storage tank is necessary to provide adequate pressure to properly meet domestic and fire flows for the northwest areas of the City.

The water distribution system for the City is made up of 4", 6", 8", 10" and 12" lines. As much of it is old (Approximately 90 years old), this City has embarked on a long term, incremental water main replacement program. With improvements being planned around fire loops in an effort to enhance firefighting abilities of the system, the City is also trying to work water system improvement in conjunction with street improvements to maximize the amount of improvements from the budgets of both. In addition to water main improvements, the City is moving forward with a valve replacement program. The old valves in the system simply do not function properly.

To reduce the amount of water Northville requires during peak demand periods (Early morning and evening hours), the City has adopted and enforces outdoor watering restrictions. By reducing the amount of water needed during peak periods the City is able to reduce the unit price of water it receives from DWSD.

Individual water meters placed in the homes and businesses were last replaced in 1999. These meters are already considered old and should be replaced sometime within the next five years.

SANITARY SEWERAGE SYSTEM

The City of Northville's sewerage is transmitted via the Huron Rouge Sewage Disposal System sometimes referred to as the "Novi Interceptor" to the City of Detroit for treatment. Like many communities experiencing growth over the past two decades, the City of Northville is exceeding its contracted capacity in this system. Northville plans to partner with Wayne County and other communities to construct storage facilities to hold back peak flows for release during not peak periods. For Northville this could be a multimillion dollar effort.

The sewer collection system in the City consists of 8" diameter to 18" diameter pipe. Mostly and old collection system using clay pipe, the newest area of the City north of 8-Mile Road and west of Taft Road has PVC sewer pipe. The City cleans one half of this pipe each year to minimize the possibility of backups into basements.

STORM SEWER SYSTEM

The City of Northville has storm sewer in most of its neighborhoods, and in the Downtown area. The exception to this is the Northville Estates subdivision, which has, by design, open ditches and a rural cross-section for its roadway.

Most of the City streets have curb and gutter service by underground storm sewers. These storm sewers discharge into the Randolph Drain, the Middle Rouge River, and the Johnson Creek. There are very few detention/retention basins in the City with most of the storm water directly discharging into the creeks and river. Though testing and treatment of storm water is not yet required, it is anticipated that this will become a requirement under the State of Michigan, which could result in significant cost to this community.

SOLID WASTE

The City of Northville contracts with a private hauler to provide its commercial and residential solid waste collection services. For the commercial program, trash dumpsters and cardboard recycling dumpsters strategically located in the downtown area are emptied six days per week. The City also provides small 90 gallon totes in the same area of the downtown dumpsters for downtown businesses who wish to recycle office paper, glass and plastic.

The residential solid waste collection program provides weekly trash, recycling and compost (*April to December*) collection for residents of the City. In addition to this weekly service, residents are able twice each year to attend household hazardous waste disposal and E-waste disposal events in the City of Northville and the City of Livonia. This residential program also provides leaf collection in the fall, when residents are allowed to rake leaves into the street for collection and disposal by the City.

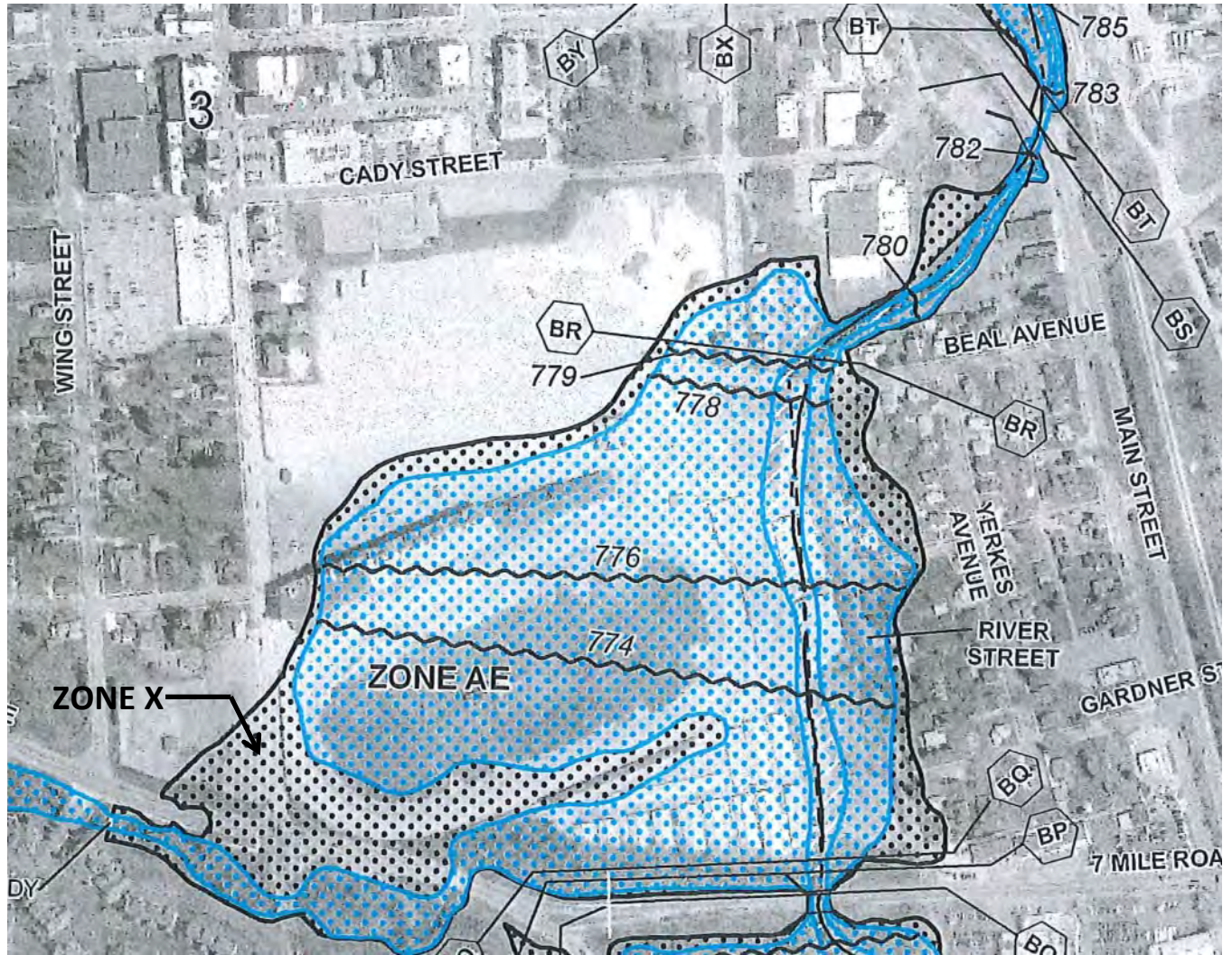
MIDDLE ROUGE RIVER FLOODPLAIN

In 2012, the Federal Emergency Management Agency (FEMA) remapped the floodplain for the Middle Rouge River in the City of Northville through the National Flood Insurance Program. The new floodplain boundary appears as a 100-year and 500-year floodplain in both the Racetrack Area and the Cady Town area.

An aerial photo of the floodplain within the project area is shown on the next page.

Properties within the 100-year floodplain area (Zone AE) are considered to be at high risk of flooding and are required to get flood insurance. Also, any new construction in these areas must meet local floodplain zoning ordinance requirements, and be above the base flood elevation. Properties within the 500-year floodplain area (Zone X) are considered to be at moderate risk of flooding. Construction in these areas does not require flood insurance or application of floodplain zoning requirements.

Figure 12. – 2012 Floodplain Boundaries



GOALS, OBJECTIVES & STRATEGIES

Goals and objectives formulated by the community establish the framework for public and private decision-making. While goals and objectives tend to be general in nature, strategies set forth a particular approach or position to be taken when resolving a planning issue. Strategies are specific actions aimed at achieving particular goals and objectives. Clearly defined statements of strategy can go far to minimize arbitrary decisions and substantiate intelligent, objective decisions. The following goals, objectives, and strategy statements provide the basis for wise and consistent public decisions for future development proposals in the City of Northville.

These goals and objectives were derived from Planning Commission input through a review of the existing conditions of the City.

GOALS

The following statements reflect the primary goals of the City. These are followed by more detailed objectives and strategies.

- Preserve, protect and enhance existing housing, residential areas and neighborhood character.
- Encourage a downtown area that provides exemplary commercial/retail services to the community's residents and also stimulates a vibrant interaction between the community's unique neighborhoods, historic architecture, commercial areas and cultural opportunities.
- Maintain the health of viable commercial corridors.

- Provide a transportation system which facilitates complete streets as well as safe and smooth flow of automobiles, trucks, emergency vehicles, bicycles and pedestrians.
- Provide a park and recreation system that is representative of the broad recreational needs and preferences of all segments of the Northville Community population, while utilizing the special natural resources of the community.
- Properties should continue to be improved in a manner which complements the downtown and which provides an attractive entrance into the City of Northville.

Neighborhood Character

GOAL: Preserve, protect and enhance existing housing, residential areas and neighborhood character.

OBJECTIVE I

Develop neighborhood identity and promote the unique character of individual neighborhoods.

STRATEGIES

1. Discourage infringement of commercial land uses and associated parking on residential neighborhoods.
2. Encourage through traffic to bypass residential neighborhoods. Examine the residential/commercial interfaces to eliminate existing conditions that encourage higher speeds and cut-through traffic in residential neighborhoods.
3. Continue the City's program for the planting of street trees, their maintenance and replacement in a timely manner in residential areas.
4. Require sidewalks on both sides of all residential streets. Inventory sidewalks in residential areas for repair and replacement and implement the City's 2014 Non-Motorized Plan.
5. Recognize the historic significance of individual residential structures and support maintenance of the historic character of neighborhoods.
6. Encourage neighborhood/subdivision improvement associations as a means to promote resident involvement and improvements to neighborhood/subdivision living environments.
7. Promote neighborhood identity through neighborhood schools and neighborhood parks.

OBJECTIVE II

Enhance, upgrade and encourage the continued improvement of the existing housing stock and individual neighborhoods. Diversify the housing stock in both type and price range to meet future demand.

STRATEGIES

1. Develop neighborhood planning sub-areas where like patterns of housing are found. This will help to maintain the diversity and style of individual neighborhoods, identify unique strengths and weaknesses and cultivate a neighborhood identity.
2. Preserve current neighborhoods and create buffers from residential to commercial land uses.
3. Develop future plans for land uses, infill lots or other vacant areas in the City that may be in transition.
4. Encourage local businesses to service the residences that are in the immediate vicinity of neighborhoods. Provide pedestrian linkages to improve and insure success.
5. Consider the affordable housing needs of young families and senior citizens.
6. Identify style(s) of housing for commercial/residential mixed use for infill or redevelopment areas that will complement the unique identity of Northville (i.e. Brownstone/Victorian Style).
7. Utilize the Historic Districts' Design Standards for redevelopment projects within the Historic District and where possible, apply these standards as guidelines to other parts of the City.



Downtown

GOAL: Encourage a downtown area that provides adequate commercial/retail services to the community's residents and also stimulates a vibrant interaction between the community's unique neighborhoods, historic architecture, commercial areas and cultural opportunities.

OBJECTIVE I

Promote quality commercial/office and residential development within the City of Northville Downtown.

STRATEGIES

1. Continue to promote vitality by emphasizing the downtown area as an entertainment and cultural center, i.e. restaurants, theater, library, retail center, etc.
2. Improve the retail mix/variety of shops within the downtown.
3. Ensure that traffic increases generated by surrounding Township growth can be accommodated without jeopardizing the quality of the downtown pedestrian environment or overtaking the capacity of the existing street network.
4. Maintain a downtown which is pedestrian friendly and which reinforces pedestrian linkages between the downtown and traditional residential neighborhood areas.
5. Strengthen and expand downtown shopping opportunities by providing convenient and adequate parking.
6. Encourage the location of new anchor retail tenants.
7. Encourage merchants to cooperate in setting uniform store hours, undertaking promotional activities, and the use of creative and innovative techniques for retailing.
8. Encourage retail ground level use with upper level office and/or residential uses.

9. Continue public investments in streetscape improvements.
10. Encourage private cooperation in developing public activity spaces.
11. Encourage a balanced mix of downtown retail, office and residential uses.
12. Protect the livability of near downtown living areas, including those areas near West Main Street and Hutton Street.
13. Maintain the Northville *mystique* through appropriate downtown growth and maintenance of the downtown's historic character.
14. Encourage renovation and re-development of existing upper floor residential units in the downtown as a secondary use that supports the economic viability of this commercial district. Density of residential units shall be governed by the minimum unit size for multiple-family structures, and the zoning requirements of the downtown core.

OBJECTIVE II

Continue improvements of the physical appearance of the downtown, including streetscape design, architecture, and pedestrian areas.

STRATEGIES

1. Continue streetscape improvements to improve the visual and pedestrian quality of the downtown.
2. Where appropriate install public space art work, improve outdoor seating areas, and provide spaces for outdoor vendors and cafes.
3. Improve areas for bike parking and implement the City's Non-Motorized Plan recommendations for bike plazas in the downtown.
4. Improve areas for green space and pedestrian linkage with Ford Field, Middle Rouge River, and Wayne County Park system.
5. Consider future transit options and connections to areas within Southeast Michigan.
6. Consider battery charging stations for electric vehicles and consider making a car-sharing program (such as Zipcar) available to residents.

Major Road Corridors

GOAL: Maintain the health of viable commercial corridors.

OBJECTIVE I

Promote the redevelopment and continued investment of mixed use corridor areas along South Main Street, North Center and Novi Road.

STRATEGIES

1. Support land use decisions that enhance the economic, aesthetic, and functional qualities of commercial corridors which are compatible in design and scale to neighboring residential areas.
2. Develop appropriate streetscape amenities within each corridor including landscaping, lighting and signage.
3. Identify and enhance major entry ways and gateways into the City through the use of attractive landscaping and identification signs.
4. Encourage the use of corridors as linkages to the Downtown or neighborhood areas.
5. Promote form-based design standards as guidelines for new development along South Main Street and other entryway corridors.
6. Maintain current limits of commercial development along North Center Street, Novi Road and South Main Street in order to prevent encroachment of commercial uses and associated parking in neighborhood areas.
7. Provide pedestrian linkage between the commercial corridors and CBD areas.
8. Add entryway improvements to all major entrances.

Traffic and Roads

GOAL: To provide a transportation system which facilitates complete streets as well as the safe and smooth flow of automobiles, trucks, emergency vehicles, transit, bicycles and pedestrians.

OBJECTIVE I

Ensure that the roadway system is safe, efficient, and adequate to meet the needs of City residents and businesses.

STRATEGIES

1. Continue implementation of the City's Street Improvement Plan including phased improvements and re-surfacing of various streets.
2. Install stop bars, crosswalk markers, and non-motorized improvements in accordance with the City's 2014 Non-Motorized Plan.
3. Promote safety improvements at problematic intersections.
4. Limit the number of egress/ingress, access and service drives and encourage shared drives along major corridors.
5. Coordinate transportation planning and road improvement proposals with surrounding communities, including Northville Charter Township.
6. Discourage development which significantly increases neighborhood traffic.
7. Institute traffic calming techniques where appropriate, such as along Center Street, West Main Street, Randolph Street, Rogers Street and other busy arterial and collector streets located within residential areas.
8. Resist efforts to reconstruct and widen roads to increase their capacity and speeds, where such work would have a deleterious impact on residential neighborhoods.

9. Promote improved signage for parking, traffic control and downtown traffic flow.

OBJECTIVE II

Promote pedestrian and bicycle use within the City which is consistent with the City's 2014 Non-Motorized Plan.

STRATEGIES

1. Maintain existing sidewalks, and require sidewalks on both sides of the street in all new developments.
2. Install bike lanes and design improvements in a manner which implements the City's 2014 Non-Motorized Plan.
3. Install sidewalks in gaps between sidewalks.
4. Where possible, expand sidewalks and bike lanes as a method to link neighborhoods and parks or open space areas such as the Middle Rouge River, Johnson Creek, Hines Parkway, Mayberry State Park, and Fish Hatchery Park.
5. Promote a pedestrian friendly environment with the use of cross walks and sidewalk ramps.
6. Provide continuous sidewalks linking neighborhood areas, schools, community facilities and the CBD in a manner consistent with the principles of new urbanism.
7. Consider future transit options and connections to areas within Southeast Michigan.
8. Consider battery charging stations for electric vehicles and consider making a car-sharing program (such as Zipcar) available to residents.

Parks and Recreation

GOAL: Provide a park and recreation system that is representative of the broad recreational needs and preferences of all segments of the Northville Community population, while utilizing the special natural resources of the community.

OBJECTIVE I

Implement the Northville Community Recreational Master Plan and consider the following strategies:

STRATEGIES

1. Continue the study and possible development of new recreational facilities consistent with the City and Township Recreation Plan.
2. Continue the development of the Northville Community Recreational programs including soccer, baseball, softball, and other recreational programs offering a wide array of recreational opportunities for all age groups and interests.

OBJECTIVE II

Protect and enhance the City's important natural resources as areas for recreational opportunities.

STRATEGIES

1. Identify floodplain areas and water courses for possible greenway and recreational linkage areas.
2. Discourage development within wetlands, floodplains and stormwater retention areas, except where possible negative impacts from such development can be mitigated.
3. Where possible, establish a continuous greenbelt along the Middle Rouge River and Johnson Creek.

4. Link open spaces and natural areas into a network of continuous greenbelts throughout the City, including Maybury State Park, Hines Park, and Fish Hatchery Park.

OBJECTIVE III

Promote the development of neighborhood parks within the City.

STRATEGIES

1. Identify specific neighborhood areas, such as Cabbage Town, Beal Town, and the West Main Street neighborhood areas with neighborhood tot lots or vest pocket parks.
2. Ensure that all neighborhood areas are within a quarter mile walking distance of neighborhood parks.
3. Identify specific improvements such as play structures, landscaping, benches, lighting, signage, etc. which might be appropriate improvements for neighborhood park areas.
4. Promote linkages between neighborhood parks and schools with safe, non-motorized routes.

OBJECTIVE IV

Continue coordination with the Northville Community Parks and Recreation committee.

STRATEGIES

1. Continue cooperation with Northville Township and the Northville Public School District in the planning and programming of parks and recreation facilities. Written agreements of cooperation should be entered into when appropriate.
2. Continue cooperation in the planning and programming of County and State owned park and recreation facilities.
3. Continue the implementation of proposed improvements for various park facilities as identified in the Parks and Recreation Master Plan.



Cady Street/South Center Street/Northville Downs Area

GOAL: The area of the City bounded by Cady Street, South Center Street and the Northville Downs property should continue to be improved in a manner which complements the downtown and which provides an attractive entrance into the City of Northville.

OBJECTIVE I

Promote the development of an appropriate mix of land uses which incorporates attractive residential, office and commercial uses.

STRATEGIES

1. Development should complement the Beal Town neighborhood area, and provide attractive architecture, which complements the existing mix of uses within the City of Northville downtown.
2. Establish architectural review guidelines or form-based policies for new commercial establishments and for major redevelopments which are consistent with the principles of new urbanism and consistent with the ideas and design standards developed in the 2014 Joint Committee Report.
3. Provide an attractive balance of residential, office and commercial uses.

OBJECTIVE II

The Cady Street, South Center Street and Northville Downs area should be an attractive entry into the City of Northville.

STRATEGIES

1. The entry into the City should provide attractive signage, landscaping, and streetscape improvements which announce to visitors that the City employs high design standards.

2. The south fringe of the downtown should continue to retain a location for the Farmer's Market.
3. Future redesign of this area should be cognizant of the floodway for the Johnson Creek and Middle Rouge River. Where possible, the Middle Rouge River should be reopened and utilized as a greenway into the City.

FUTURE LAND USE PLAN

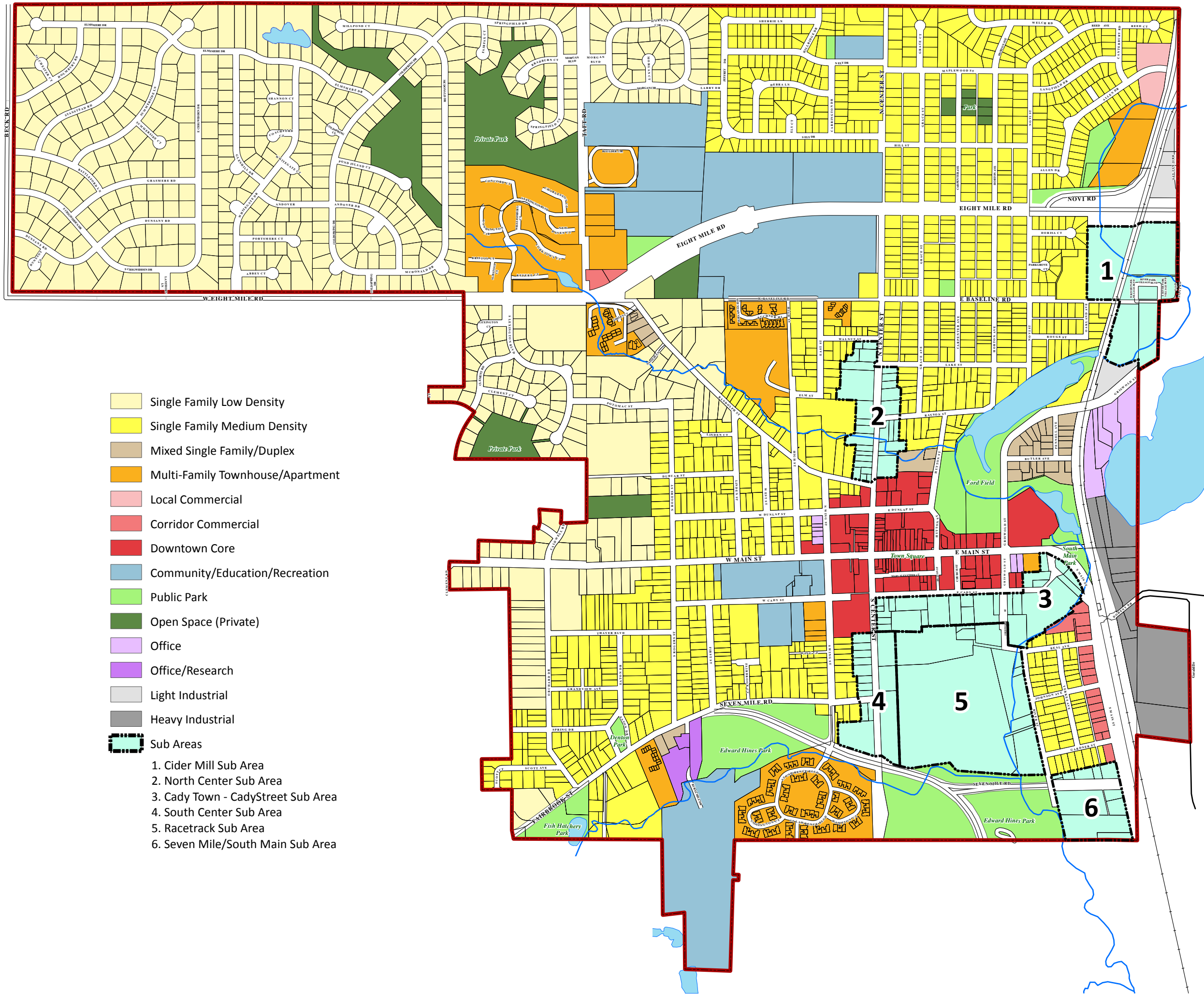
LAND USE PLAN

The Land Use Plan Map presented on the following page illustrates the proposed physical arrangements of land use for the City of Northville. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. It is based largely on the existing land use, current zoning, and planning analysis conducted by the Planning Commission. The Sub Area Plans (indicated on the map with a number) highlight particular areas of the City where more detailed guidance for future uses and development patterns are provided.

The Land Use Plan and Sub Area Plans are prepared to serve as a policy for the City regarding current issues, land use decisions, investments in public improvements and future zoning decisions. The plans are intended to be part of a working document which will provide for the orderly and appropriate development of the City, and assist the community in its effort to maintain and enhance a pleasant living environment.

The Land Use Plan and Sub Area Plans are based on consideration of a number of factors. These factors include:

- Existing land use
- Existing zoning
- Existing plans
- Population projections and characteristics
- Community facilities and parks
- Economic outlook
- Socio-economic considerations
- Traffic and circulation
- Utilities
- Community goals, objectives and strategies
- Compatible uses

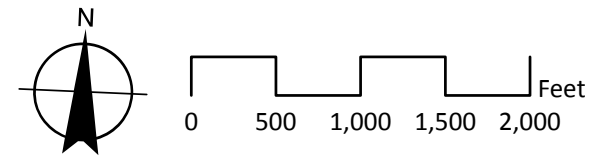


- Single Family Low Density
- Single Family Medium Density
- Mixed Single Family/Duplex
- Multi-Family Townhouse/Apartment
- Local Commercial
- Corridor Commercial
- Downtown Core
- Community/Education/Recreation
- Public Park
- Open Space (Private)
- Office
- Office/Research
- Light Industrial
- Heavy Industrial
- Sub Areas

1. Cider Mill Sub Area
2. North Center Sub Area
3. Cady Town - CadyStreet Sub Area
4. South Center Sub Area
5. Racetrack Sub Area
6. Seven Mile/South Main Sub Area

LAND USE PLAN & SUB AREA PLAN

City of Northville, Michigan



December, 2014
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan

LAND USE PLAN DESIGNATIONS

The proposed land use categories were developed in an effort to create a long-term plan for the City of Northville. These classifications are described below, and shown on the map on page

SINGLE FAMILY LOW DENSITY RESIDENTIAL

This area is designed to provide an environment of predominantly lower-density, single family detached dwellings, along with other related facilities on lots of 12,000 square feet. This is the minimum lot area currently required by the City's R-1A First Density Residential zoning district.

SINGLE FAMILY MEDIUM DENSITY RESIDENTIAL

This area is designed to allow medium density residential development for single family detached dwellings, along with other related facilities on lots of 7,200 square feet. This is the minimum lot area currently required by the City's R-1B Second Density Residential zoning district.

MIXED SINGLE FAMILY/DUPLEX

This residential designation includes duplex style (two-family) and single family housing units. The two-family style housing is proposed in selected areas of the City. It is limited to areas where there are existing duplex or multi-family apartment units along major collector streets. The mixed single family/duplex designation is also proposed as a buffer between higher intensity land uses such as downtown commercial and single family residential housing areas. The R-2 zoning district requires a minimum lot size of 7,200 square feet.

MULTI-FAMILY TOWNHOUSE/APARTMENT

Multi-family residential dwellings provide a density much larger than typically found within single family or duplex style housing. This housing type would be in the range of approximately 6-12 units per acre, and will occupy much less total land area than other residential use densities. Their use will also create a much higher traffic volume than lower density residential uses and must therefore be situated near and accessible to major streets.

LOCAL COMMERCIAL

Local commercial uses include a wide variety of retail and service businesses intended to serve the needs of neighboring residential areas. This designation encourages the concentration of local businesses that are harmonious with residential areas, and discourages uses which might create traffic hazards, offensive noises and late hour operations. Drive through establishments, such as restaurants, pharmacies, or banks, are appropriate in these areas.

CORRIDOR COMMERCIAL

Corridor commercial uses include local business and general business uses clustered along the City's major thoroughfares. This would include South Main Street, Center Street, and Old Novi Road. The district is intended to include a wide variety of retail and service businesses serving the needs of neighboring residential areas as well as the motoring public. Uses in this district should be compatible with characteristics desirable for City gateways, such as specialty markets and local businesses. Drive-through restaurants, large-format retail (55,000 square feet or larger), and gas stations/car wash operations are not considered appropriate uses.

COMMUNITY/EDUCATION/RECREATION

This classification includes Northville public school property and athletic fields, City Hall, the Recreation Center, Library, Cemetery and other public use areas. (Note: See page 64 for a discussion regarding future land uses for the public school properties on W. Main Street.)

PARK/OPEN SPACE

This classification includes existing and proposed parks as specified within the City's Recreation Master Plan. The designation includes City-owned parks as well as County-owned facilities incorporated within the Rouge Parkway area.

OPEN SPACE (PRIVATE)

This classification includes open space and park areas that are held as private property. It incorporates the North Lexington Commons, South Lexington Commons, the Northville Swim Club and the Pheasant Hill commons areas.

OFFICE

The Office classification is designed to provide for uses such as offices for professional and administrative uses, banks, medical and personal service establishments, and similar uses. The district is the least intensive commercial district. It is also intended to provide a transitional area between residential and commercial districts.

OFFICE/RESEARCH

This classification is also designed to be relatively compatible with residential areas; however, traffic volumes are considerably higher due to the nature of the type of work carried on in this type of business. The placement of Office/Research uses will require direct access to major thoroughfares or collector streets. The

Office/Research designation would include professional offices, research/design firms, pilot and prototype planning, medical offices and other research/office facilities.

LIGHT INDUSTRIAL

The light industrial district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured so as to permit the manufacturing, compounding, processing, packaging and assembly of finished or semi-finished products from previously prepared materials. Research and high-tech uses are also included in this designation, as long as the impacts are minimal.

HEAVY INDUSTRIAL

This category is designed to provide locations for general or "heavy" industrial activities such as those which involve the use of heavy machinery, assembly, outdoor storage and requiring extensive amounts of contiguous land and access from major thoroughfares. Heavy industrial uses should be adequately screened from adjacent residential uses.

SUB AREAS

Several areas within the City received more detailed analysis and consideration for land use updates as part of this Master Plan review process. The areas of special focus, described below, provide specific land use recommendations, form based policies, and site design/pedestrian considerations for each. These sub areas are shown on the Land Use Plan map and identified by their respective number.

1. Cider Mill Area: This area is influenced by a mix of residential condominiums, historic Cabbage Town, and light industrial uses. The intent of this area is to plan for development on vacant parcels and redevelopment of underutilized buildings. Given the limited access offered

by the road system, uses planned for this area include residential and planned development such as condominium townhouses, lofts and garden apartments. The Middle Rouge River affords options for riverfront development, river walks or park areas.

2. North Center Street Area: This street provides important retail and office uses for areas north of the downtown. The intent of the North Center Street subarea is to plan for development of underutilized commercial and office uses to create a mix of uses including neighborhood commercial, office or residential uses.
3. Cady Town/Cady Street Area: This area offers a number of vacant and underutilized properties on the downtown fringe. The intent of this area is to take advantage of this strategic location to complement the downtown with a mix of uses including residential, retail, restaurant, office, or other compatible uses. Unique features of this sub area include significant topographical elevation changes, the Middle Rouge River, and the historic Belanger Building. See Master Plan Update 2022 addendum for guidance.
4. South Center Street Area: This sub area represents an important gateway into the City. Redevelopment of this area is planned to create a mix of single-family, duplex or multi-family uses on the west side of the street, and a mix of higher-density residential and commercial uses on the east side of the street. The plan calls for special treatment of the intersection of 7 Mile Road and Center Street, and continuation of the Farmer's Market until an alternative location becomes available. See Master Plan Update 2022 addendum for guidance.
5. Racetrack Area: While the Northville Downs racetrack continues to operate, the size of these consolidated parcels make them a unique redevelopment opportunity. The intent of this area is to create a mix of single-family residential and multi-family residential uses, the densities of which would decrease in intensity from north/west to south/east. The Middle Rouge River could become an important open space amenity if it were exposed and a greenway or riverfront pathway developed as a linear park. Exact residential densities and building heights will be dependent upon floodplain studies and flood control design. See Master Plan Update 2022 addendum for guidance.

6. Seven Mile/South Main Area: This sub area contains another important gateway into the City, with frontage on major corridors providing extensive exposure of passing vehicles. A large vacant parcel (former McDonald Ford site) offers opportunities for redevelopment. The intent of the sub area is to provide areas for a mix of uses, including residential, retail, specialty food market, or office uses. A unique amenity this area offers includes the adjacent Wayne County Park system and non-motorized trail system.

COMMERCIAL LAND USE PLAN

The land use plan for the City of Northville identifies three commercial land use districts. These include the local commercial, corridor commercial and downtown core areas. The local commercial area would include the commercial properties on Old Novi Road in the northern part of the City. Corridor commercial areas would include a portion of North Center Street from Randolph North to Walnut Street. Other corridor commercial areas are located on Eight Mile Road, along South Main, and a small portion of Seven Mile Road. The downtown core is limited to the central business district and is roughly bounded by Dunlap Street on the north, Cady Street on the south, Griswold Street on the east, and Wing Street on the west.

Local commercial areas are characterized as local, small business ventures that provide unique shopping opportunities for residents within walkable distances of residential uses.

Corridor commercial areas can be characterized as being main gateways to the downtown, and spatially separated from local commercial and the downtown core. The areas also offer on-site parking, with low, single- or two-story commercial structures, appropriate setbacks, and orientation to the City's major roadways. The purpose of corridor commercial uses would be to provide necessary services and goods for area residents and also to help maintain the economic base of the community.

While the local and corridor commercial areas are economically strong and provide important commercial services to area residents, certain improvements can be identified and incorporated for long-range planning. These improvements are commonly sited in relationship to commercial strip areas. Specific long-range improvements include:

- improved landscape buffer between the public right-of-way and required on-site parking;
- a reduction in the number of curb cuts along major commercial corridors;
- greater amounts of landscape material provided along major corridors, including street trees, parking lot perimeter plantings and building foundation plantings;

- improved entry signage and entry landscaping, especially along South Center Street, North Center Street and Old Novi Road;
- improved commercial signage;
- improved buffers between the rear of commercial properties and adjoining residential areas; and
- direct restaurants with drive-through facilities to the local commercial areas, so that the corridor commercial areas continue to reflect the unique, high-quality image of the City.

It is recommended that the Master Plan and Zoning Ordinance continue to identify improvement strategies for these local and corridor commercial areas. Of special concern are the entry character and the entryways into the City. Parcels that are located at entryways into the city should include specific “entry” landscape elements (such as walls, City welcome sign, landscaping/planters, plazas, seating, and other identifying elements) as significant components of the site design.

DOWNTOWN CORE

The downtown commercial core incorporates approximately 11 blocks of commercial uses and other mixed-use developments. The downtown area remains one of the City of Northville's strongest assets and its most identifiable landmark. The Victorian charm and historic character of the buildings along Main Street and Center Street are the envy of many communities within Michigan. The charm of the downtown is a major attraction and reason that other areas of the City remain as strong and vigorous as they are.

Because of this downtown ambiance, changes or alterations to the commercial core should be carefully planned. Over the years, the City has taken careful steps in the planning of this downtown area. This includes active involvement by the Downtown Development Authority (DDA), the retention of a DDA director, continued involvement by the City of Northville's Historic District Commission, recent reports and studies on the status of the downtown retailing activity, development of a Downtown Parking Management Plan, development of a City-wide traffic study, and development of the 2006 Downtown Strategic Plan. All of these planning and management efforts have focused on the continued health of the downtown and identified strategies for the continued improvement and planning of the downtown.



2006 DOWNTOWN STRATEGIC PLAN

The 2006 Northville Downtown Strategic Plan represents a vision for the future of Northville's downtown. Although the Plan's primary focus is the Downtown Development Authority District, it also addresses the relationship between downtown and adjacent historic neighborhoods and parks.

The process for development of the Downtown Strategic Plan was developed through the guidance of a Downtown Steering Committee with collaboration with residents who attended one or more of the twenty meetings hosted to create the plan.

The resulting Downtown Strategic Plan balances growth, history, community, and commerce in Northville. The Plan focuses on strengthening the downtown core; improving the streetscape for pedestrians, cyclists, and vehicles; projecting a vibrant and appealing image at major entrances into downtown; and building strategies for redevelopment and determining future parking expansion needs. Recommendations and action items have been developed based on the assessment of existing conditions, the results of a market opinion, and clear direction from the community. The Downtown Strategic Plan organizes the recommendations by projects and programs into broad categories and an activity time frame and funding program is assigned to each. The categories are:

- Physical Improvement Strategies
- Redevelopment Strategies
- Organization Strategies
- Economic Restructuring Strategies
- Marketing and Promotion Strategies
- Design Strategies
- Local Government Strategies

Physical improvement strategies are recommended to recharge downtown and build off the energy of existing activity areas. The incremental filling of “dead zone” gaps—those areas that are disconnected from the downtown core—will help downtown function as an interrelated whole resulting in a higher level of activity and a more successful retail environment. High priority physical improvement strategies to strengthen the downtown core include:

- Integrate the farmers market into downtown.
- Determine future parking expansion needs.
- Encourage and facilitate sidewalk cafes and outdoor seating.
- Improve connection to Ford Field and the Mill Race District.
- Implement Center and Main Street streetscapes.

To achieve its potential, Northville needs to recognize its unique niche in a rapidly growing and competitive surrounding area. Currently, there is a projection of approximately 75,000 square feet of retail that can be accommodated in the downtown. It is important to add an appropriate mix of retail to strengthen the synergy in Northville. Yet, it is also important to maintain the ambiance of the downtown historic flavor and family atmosphere.

COORDINATION WITH OTHER DOWNTOWN PLANNING EFFORTS

The following policies and/or objectives of the downtown area are intended to support and coordinate with the other efforts to maintain a vital downtown area. This includes the following:

- create an appropriate commercial mix for the downtown;
- maintain a human scale and pedestrian scale that is pedestrian-friendly to downtown users;
- enhance the historic charm of the traditional downtown area;
- limit the expansion of commercial areas within downtown fringe areas to uses that will support and not compete with the downtown core;

- allow for appropriate growth within the downtown in areas identified within the Gibbs Green report and along areas of the Cady Street corridor;
- continue to promote the improvement of the Water Wheel Center as a mixed-use PUD incorporating commercial and office uses;
- where possible, link the downtown area with greenway and open space development along the Rouge River, Ford Field, Mill Race Village, and Hines Parkway;
- continue to provide pedestrian and open space amenities such as plazas, atriums, street tree plantings, sidewalk furniture or other streetscape improvements;
- promote the continued use and development of existing upper level residential units within a mixed-use commercial setting. Density of residential units shall be governed by the minimum unit size for multiple-family structures, and the zoning requirements of the downtown core.

RESIDENTIAL AND NEIGHBORHOOD PRESERVATION

One of the most attractive amenities of the City of Northville is the City's quality residential neighborhood areas. These neighborhoods provide attractive housing for citizens of Northville and embody the important principals of neighborhood planning, such as attractive housing, well-maintained residential units, quality streets, neighborhood parks, sidewalks, street trees, etc. The attractiveness of these residential areas is made evident by steadily increasing housing values, proving that the City of Northville and the residential areas are one of the premier housing markets within southeastern Michigan.

In addition to attractive housing, the residential areas also offer a traditional neighborhood environment where community values are emphasized. A neighborhood spirit is evident by the numerous community activities on both a city-wide and neighborhood scale. There is also strong neighborhood identity for various residential areas. This identity has resulted in the creation of neighborhood associations for the following areas:

- Orchard Heights
- Beal Town
- Cabbage Town
- Lexington Commons area
- Pheasant Hills area
- West Side Historic District
- Maplewood Park area
- Ely
- Carpenter

This neighborhood spirit also incorporates many of the principals of traditional neighborhood design and/or new urbanism. This includes pedestrian-friendly neighborhood areas which emphasize a residential community rather than a community designed to accommodate cars and faceless suburban sprawl.

While the residential neighborhood areas are quality residential developments, there are issues involving neighborhood preservation which will need to be addressed in upcoming years. These issues will continue to confront the integrity of residential areas and will need to be protected through proper master planning, zoning and capital improvement programs by the City. These issues confronting residential neighborhoods include the following:

- encroachment of commercial properties within residential areas;
- residential infill and overbuilding of smaller lots within the R-1B zoning district;
- excessive traffic on residential streets;
- residential infill on vacant parcels;
- new residential development on parcels of land containing sensitive features;
- expansion and modification of historic houses.

In an effort to address the above planning issues, the Planning Commission should continue to develop Master Planning efforts and zoning amendments which address the above problems. This would include possible zoning amendments to the R-1B zoning district and/or regulations. These regulations would help control infill development and also address issues involving the overbuilding of smaller lots which create housing types which could be incompatible with existing neighborhood areas.



In order to maintain healthy neighborhood areas, it is also recommended that the principals of new urbanism or traditional neighborhood planning be considered, such as high-quality architecture, parking in the rear of buildings, and maintaining/enhancing pedestrian amenities. This would include programs for continued sidewalk improvement and street tree plantings. Traditional neighborhood preservation would also place a priority on the continued development of neighborhood parks. All neighborhood areas should be within easy walking distance of a neighborhood park, incorporating facilities for young children as well as passive recreation areas and open space.

The Planning Commission and City will also need to adopt long-range policies to prevent and regulate the encroachment of commercial areas within residential parcels. This is especially important along the fringe areas of the downtown such as Wing Street, Hutton Street, Cady Street, etc. Appropriate buffers, screening walls, setbacks, height regulations, and the like must preserve the residential integrity of these fringe areas. These buffers are also important along the City's commercial corridors including North Center Street and South Main Street and should be employed to minimize encroachment or disruption of neighborhood areas such as Beal Town and Cabbage Town.

An area that may be appropriate for future residential use includes the properties on West Main Street that are currently owned by the Northville School District. The Old Village School is a historic building, a portion of which is being used for a pre-school. The Main Street School is currently being used as administrative offices for the School District. Either one or both of the properties could become available. A study is currently being conducted to determine potential future uses of these properties if the School District were to move out and sell the properties. The desired uses for both properties are multi-family or senior residential use that would limit the traffic impacts on Main Street and maintain the residential and historic character of this neighborhood. Important caveats to these designations are that the properties would be self-parked, and that parking and vehicular access would be from the south side of the buildings. The future use should not buy into the City's parking fund. Another important caveat is that the Old Village School building's facade should be retained in its current condition, and that the building be re-purposed rather than replaced.

A similar area for potential re-development is the current Post Office property, and the adjacent vacant, city-owned parcel just to the south. While it is not expected that the Post Office will move in the near future, in case this does happen, the desired future use is multi-family residential. This designation also applies to the vacant parcel to the south. Multi-family uses would provide a transition from single-family residential to the commercial center.

OFFICE/RESEARCH/INDUSTRIAL LAND USE PLANNING

The land use plan designates specific areas for office, office/research and industrial properties. These areas are generally concentrated near South Main Street and areas to the east of the Chesapeake and Ohio Railroad. It is recognized that industrial and office uses comprise an important land use component for the City of Northville. These areas provide important tax base and jobs for areas residents. While the City discourages any erosion of the industrial tax base, some existing industrial areas are designated on the land use plan for other uses.

PARKS AND RECREATION

Northville Township and the City of Northville have adopted an updated recreation plan (2012-2016) for the Northville communities. This plan identifies long-term strategies for improvements of recreational facilities and programs and also identifies various improvements for City parks and non-motorized facilities.

The City of Northville also recently adopted a Non-Motorized Plan to implement a vision for a walk-able and bike-able community. The Plan provides a framework for a city-wide non-motorized system and a clear direction for the implementation of sidewalks and bikeways throughout the City.



CITY OF NORTHVILLE SUB AREA PLAN UPDATE CIDER MILL AREA

OPPORTUNITIES/CONSTRAINTS

- Vacant property and underutilized buildings provide opportunities for redevelopment within this portion of Cabbage Town.
- River Park Village Condominiums have influenced the area and converted a predominate industrial land use to residential character.
- Middle Rouge River floodplain occupies a significant portion of the site.
- Baseline Road is not conducive to through traffic because of single family uses and neighborhood areas to the west.
- Railroad tracks, Normac Industries, Northville Cider Mill, and Northville Lumber continue to influence the land uses within the area.
- The Middle Rouge River provides opportunities for waterfront development, riverwalks, and open space areas.
- Floodplain areas may provide opportunities for public/private parks and connectivity to other park areas.
- Future development should be conducted in a manner consistent with the historic significance of Cabbage Town.
- Where possible the City should encourage the preservation of open space around the Cider Mill and incorporate these areas in the City's Park and Recreation Master Plan.



PREFERRED LAND USE: RESIDENTIAL/PLANNED DEVELOPMENT

- Residential/Planned Development.
- May include condominium townhouses, lofts, garden apartments or other attached residential options.
- Density should not exceed eight (8) to ten (10) units per acre.
- Limited retail sales at the Cider Mill shall be allowed to continue. This can include food or beverage items.



FORM BASED POLICIES

- Buildings should not exceed three (3) stories in height.
- High quality architecture should be emphasized.
- Units shall be appropriately buffered from adjoining railroad and adjoining industrial use.
- Front setbacks should match River Park Village Condominiums or roughly twenty (20) feet from right of way.
- Recognize the historical significance of the Northville Cider Mill and promote an architectural style which is compatible with the Mill.
- The City should encourage the use of floodplain areas for parks, open space and non-motorized trails.



SITE DESIGN AND PEDESTRIAN CONSIDERATIONS

- Parking areas shall be within internal site areas and shall not abut the riverfront.
- Development shall incorporate riverfront walking and/or provide waterfront amenities.
- Floodplain areas should be considered for private open space or public parks.
- Innovative stormwater management techniques should be considered such as settling ponds, bio-swales, rain gardens and reduction in impervious area.
- Where possible, riverfront areas should be connected to adjoining neighborhoods by a system of parks and trails.
- The City will encourage the development of public riverfront park areas and neighborhood connectivity.
- New development proposals will be evaluated by the appropriateness of land use, site design and taxable value.
- New development should consider LEED certification or similar certification for "green building" compliance.

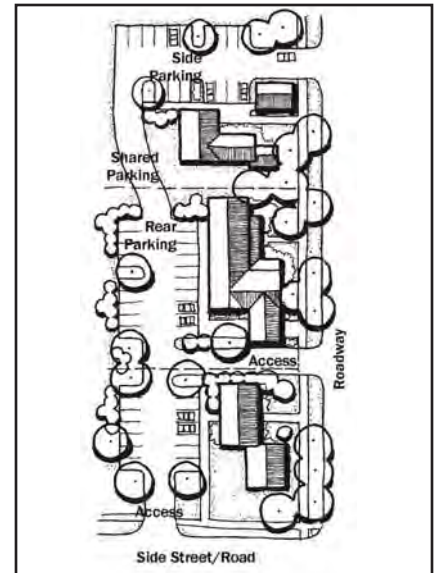
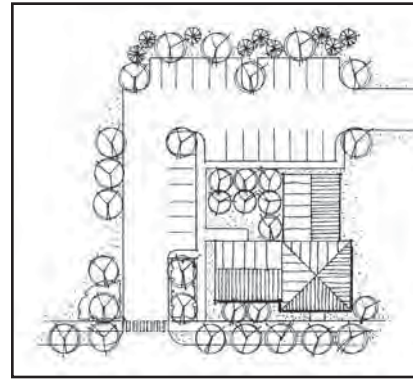




CITY OF NORTHVILLE SUB AREA PLAN UPDATE NORTH CENTER STREET

OPPORTUNITIES/CONSTRAINTS

- North Center Street is a major thoroughfare and attractive gateway to the downtown area.
- The street provides important retail and office uses for areas north of the downtown fringe.
- Underutilized commercial/office uses provide opportunities for redevelopment.
- Adjoining residential uses on the west and east will require sensitive buffers.
- Mix of residential uses and commercial uses may cause conflicting land use arrangements.
- Randolph Drain presents floodplain and stormwater management issues on a number of the parcels.
- Narrow lot width and limited lot depth may require consolidation for extensive redevelopment.



PREFERRED LAND USE: MIXED USE/PLANNED DEVELOPMENT

- Neighborhood commercial, office or residential use.

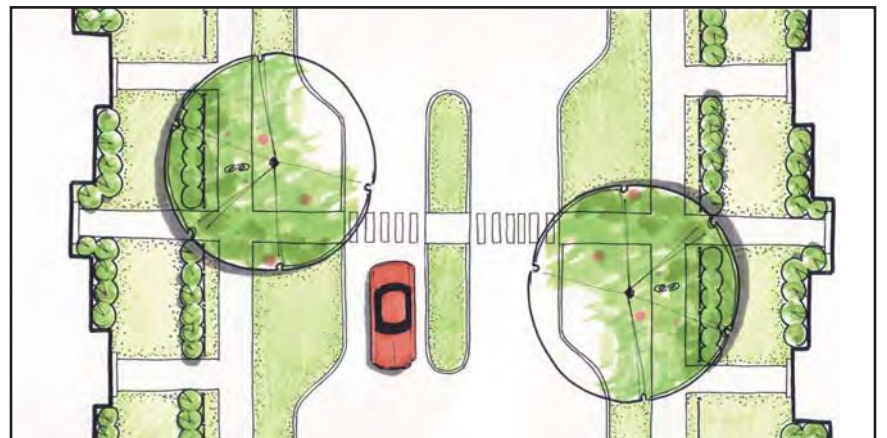
FORM BASED POLICIES

- Buildings should maintain a ten (10)-foot to fifteen (15) foot setback for proper sight lines.
- Building height should not exceed two and a half (2 1/2) stories or thirty six (36) feet or as specified in the zoning ordinance.
- New development shall provide an architectural style which is compatible with existing neighborhood character.
- New development shall be sensitive to historically significant structures.
- Parking shall be located in the side or rear yards as specified in the zoning ordinance.
- Shared driveways and shared parking is encouraged.
- Curb cuts shall be limited along North Center Street.



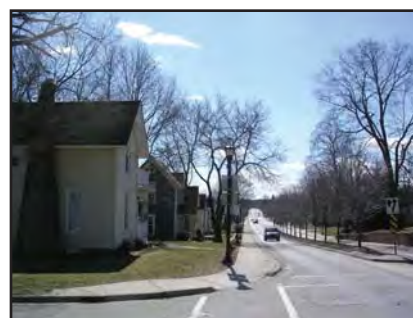
SITE DESIGN AND PEDESTRIAN CONSIDERATIONS

- Adjoining residential areas shall be properly buffered by appropriate setbacks, landscaping, limited building height and compatible architecture.
- Parking shall be screened from views along Center Street by either building area, landscaping or ornamental fencing, etc.
- Sidewalks shall be maintained along both sides of Center Street and a pedestrian friendly environment shall be promoted.
- Where possible, parallel parking with bump outs shall be provided as well as mid-block pedestrian refuge islands or other traffic calming devices.
- The City should increase the width of the curb lawn and plant additional street trees for pedestrian safety.
- The City's streetscape improvements shall be extended along Center street including lights, pavers and landscaping.
- Power poles shall be relocated to the rear or placed underground.



ZONING IMPLEMENTATION

- The City has developed an overlay zoning district for portions of North Center Street.





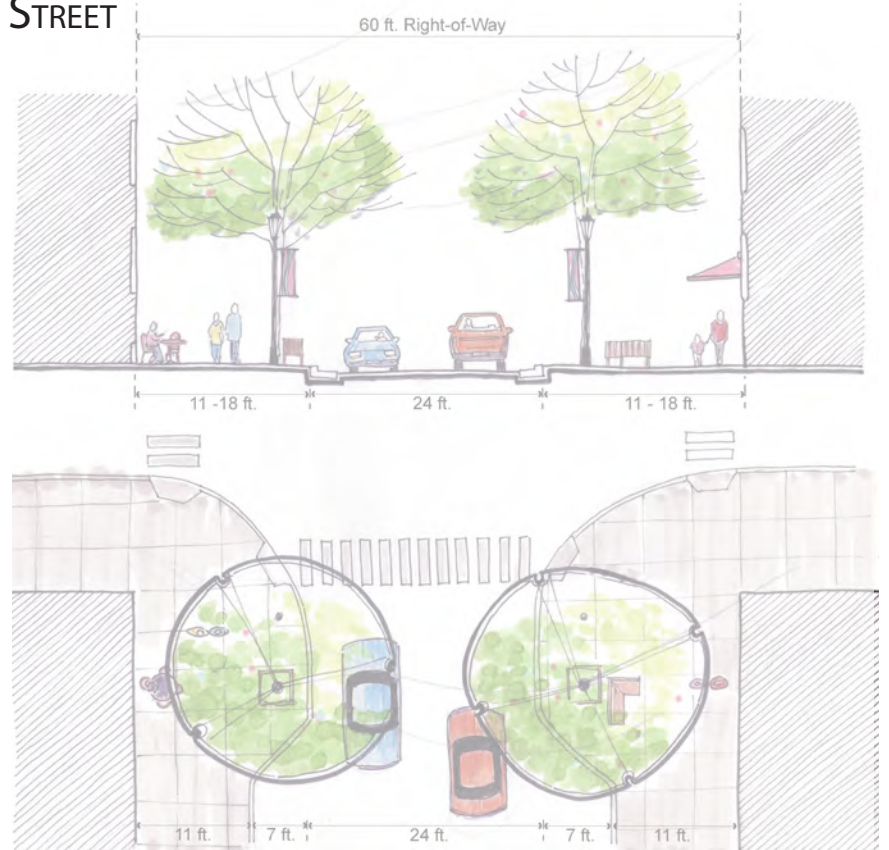
CITY OF NORTHVILLE SUB AREA PLAN UPDATE CADY TOWN - CADY STREET

Opportunities/Constraints

- The vacant or underutilized properties of Cady Town provide opportunities for redevelopment.
- Parcels within Cady Town are on the downtown fringe and are logically situated for growth and new investment.
- The Middle Rouge River and connection to the Mill Pond provide opportunities for riverfront development and walkways.
- Preserve the Belanger Building's (455 E. Cady St.) historic significance.
- Former industrial sites may present environmental challenges.
- Site design should utilize the area's sloping topography for underground parking.
- Floodplain may present constraints for a portion of the site.
- The City may consider zoning incentives, such as height bonuses, in exchange for mixed-use developments which offer first-floor commercial/retail/office and upper level residential, as well as community benefits, historic preservation or environmental enhancement.

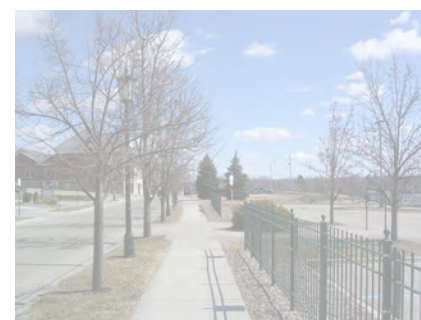
Preferred Land Use: Mixed Use/Planned Development

- **Transitional Mixed Use** shall include single use development or mixture of residential, retail, restaurant, office, or other compatible uses. First floor and upper level residential are acceptable in this area.
- **Creative Mixed Use** shall include a mixture of retail, restaurant, office, creative and industrial arts workspace, or other compatible uses. First floor and upper level residential are acceptable in this area as part of a mixed-use project; however, residential-only developments are not desirable. Single-use buildings that are part of a multi-building, mixed-use development are also acceptable.
- May also include public or quasi-public uses such as parks, farmer's



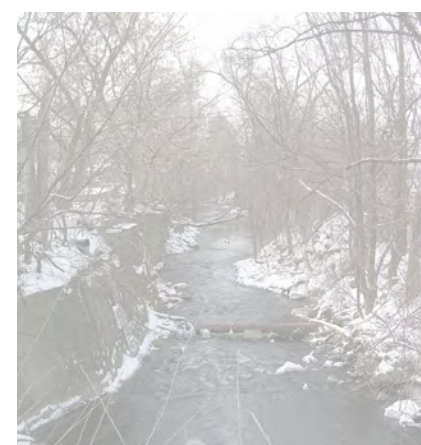
SEE MASTER PLAN UPDATE 2022

- On properties abutting Cady Street, density of new development shall be governed by dimensional and form-based requirements to ensure new construction is compatible visually and functionally with surrounding land uses.
- Ten feet of additional right-of-way should be obtained.
- Buildings along Cady Street should maintain a "build to" line within ten (10) feet of the right-of-way.
- Height, scale and mass shall be similar to or compatible with surrounding existing buildings.
- Building heights shall be governed by the designated height overlay in the zoning ordinance. Variability from these standards that are compatible with the area may be considered through the Planned Unit Development (PUD) process.
- High quality architecture shall be emphasized with generous window areas, recesses, projections and architectural details.
- Primary building entrances shall be clearly defined with sheltering elements such as an awning, arcade or portico.
- First floor architecture shall be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrian areas.



Site Design and Pedestrian Considerations

- Consideration should be given to relocating the Farmers' Market.
- Streets should be configured in a block grid pattern that emulates the other neighborhoods in the City.
- Parking shall be located in the rear and screened from views along Cady Street.
- Sidewalks shall be provided on both sides of Cady Street and shall foster connection to the downtown within a pedestrian friendly atmosphere.
- Future development shall extend the City streetscape improvements with brick pavers, landscaping, public art/sculpture, pedestrian lighting and street furniture.
- The current alignment of Cady Street should be evaluated for enhanced traffic and pedestrian safety.
- Public amenities envisioned for this area include, but are not limited to:
 - A riverfront walk along the Middle Rouge River
 - Pedestrian linkages and pathways to other City destinations and parks
 - Public plaza areas
 - Interpretive signage describing Northville's historic buildings/events





CITY OF NORTHVILLE SUB AREA PLAN UPDATE SOUTH CENTER STREET

Opportunities/Constraints

- The area on the downtown fringe provides opportunities for new development which can compliment the CBD.
- The Racetrack and associated horse racing activity is encouraged to continue until the property owners wish to consider redevelopment alternatives.
- The area contains acreage under single ownership in close proximity to the downtown which provides redevelopment opportunities.
- Redevelopment must be sensitive to surrounding residential areas west of Center Street.
- South Center Street serves as one of the City's main entry way.

Preferred Land Use: Mixed Use/Planned Development /Residential

- Mixed Use/Planned Development on the southeast corner of Cady Street and South Center Street.
- Residential/Planned Development on the west side of South Center Street.
- Residential/Planned Development on the east side of South Center Street.
- Commercial use shall be restricted to the corner area of Cady



SEE MASTER PLAN UPDATE 2022

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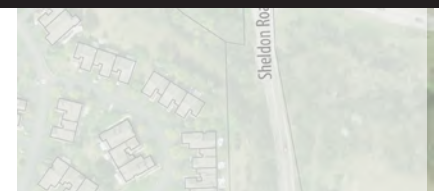
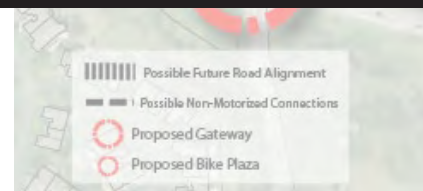
- The Farmers' Market should continue at this location until an alternative site become available.
- If the Farmers' Market is discontinued at this location, preferred land use shall be single family, duplex or multi-family residential.

Form Based Policies

- Height shall be governed by the designated height overlay.
- High quality architecture shall be emphasized with generous window areas, recesses, projections and architectural details.
- Buildings along South Center Street shall adhere to a ten (10) to twenty (20) foot setback.
- Building height on South Center shall range from two and a half (2 1/2) stories south to four (4) stories at the corner of Cady Street and South Center Street.

Site Design and Pedestrian Considerations

- Parking shall be located in the rear or side and screened from views along the roadway.
- Sidewalks shall be provided on both sides of South Center Street and shall provide connectivity to Sheldon Road and Hines Park pathways.
- Future development shall extend the City streetscape improvements along South Center Street.
- Future development and any anticipated increase in traffic shall be sensitive to adjoining residential areas.
- The City shall develop a gateway or an entrance plaza at the Corner of South Center Street and 7 Mile Road.
- Pedestrian activity and pedestrian connectivity to adjoining neighborhood residential areas is encouraged.
- Floodplains/floodway areas should be retained as open space and available to the public with connecting pathways.





CITY OF NORTHVILLE SUB AREA PLAN UPDATE RACETRACK

Opportunities/Constraints

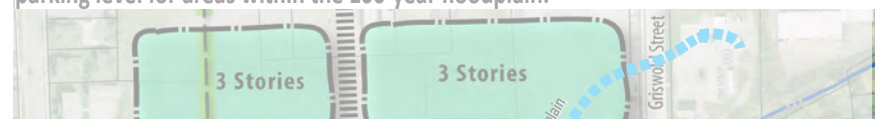
- The Northville Downs racetrack continues to operate; however, it is a large, consolidated parcel under single ownership which presents redevelopment opportunities.
- The Middle Rouge River flows beneath a portion of the racetrack. If redevelopment occurs, the river could be exposed thereby providing opportunities for river walk, greenway or linear park.
- Floodplain may present constraints for a portion of the site.

Preferred Land Use: Residential/Planned Development

- May include a mix of single-family/multi-family residential densities decreasing in intensity from the north and west portions of the property located in proximity to Cady Street, South Center Street and the downtown area to the southeast corner of the property, in proximity to the river.



Height allowance as indicated or 2 1/2 stories above the uninhabited first floor or parking level for areas within the 100-year floodplain.

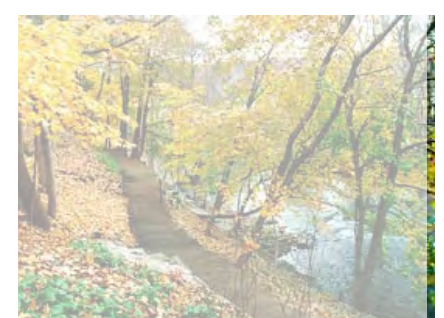


SEE MASTER PLAN UPDATE 2022

- The new layout should be developed using the traditional neighborhood characteristics currently present in Northville using a grid street system which would align with existing City streets and alleys for vehicular access at the rear of the lots or garage in the back of lots.
- The number and size of blocks should be adjusted to ensure that they are consistent with the block sizes of adjacent neighborhoods.
- Building heights shall be governed by the designated height overlay. For areas within the 100-year floodplain, building heights shall be allowed to extend to 2 1/2 stories above the uninhabited first floor or parking level.
- High quality architecture shall be emphasized with generous window areas, recesses, projections and architectural details.
- Primary building entrances shall be clearly defined with sheltering elements such as an awning, arcade or portico.
- First floor architecture shall be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrian areas.
- Add traffic calming devices to protect the Beal Town residential area.

Site Design and Pedestrian Considerations

- If feasible, the Middle Rouge River should be exposed and a greenway or riverfront pathway should be developed as a linear park.
- Floodplains/floodway areas should be retained as open space and available to the public with connecting pathways.
- Plans for this area should provide a large park/open space in conjunction with the floodplain area and the Middle Rouge River with walking/biking connections from Hines Drive to the downtown.
- Future development should include a central square with pedestrian connections to Cady Street, downtown and Center Street.

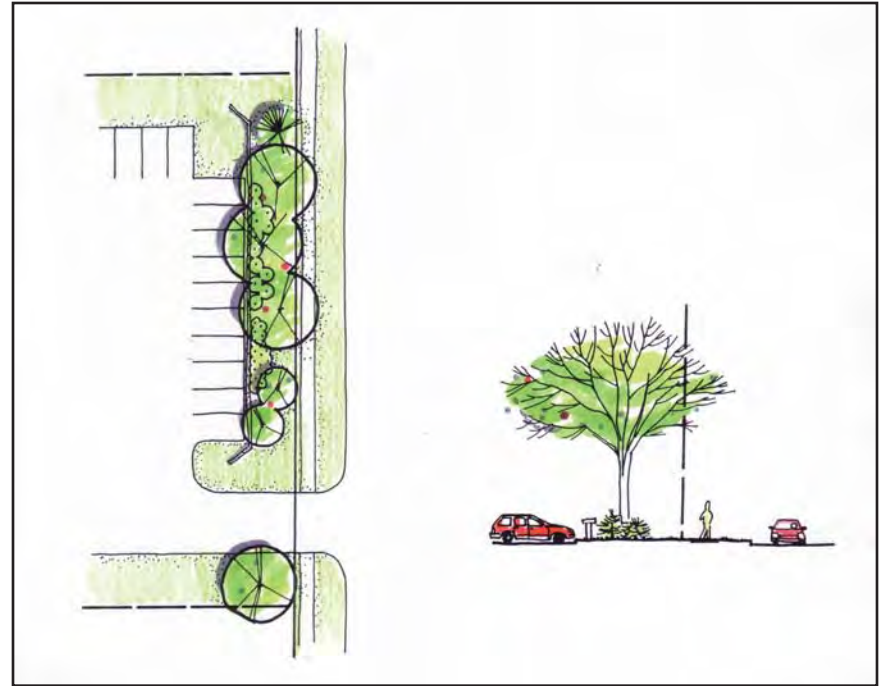




CITY OF NORTHVILLE SUB AREA PLAN UPDATE SEVEN MILE/SOUTH MAIN

OPPORTUNITIES/CONSTRAINTS

- The former McDonald Ford site is a prime piece of real estate with redevelopment opportunities.
- The site is an important entrance way into the City of Northville.
- Frontage on the major corridors of Seven Mile Road and South Main will provide extensive exposure.
- The Middle Rouge floodplain will place development constraints on the property.
- Traffic controls, and access management will influence development options at the corner of Seven Mile Road and South Main.
- The adjacent Wayne County Park system and non-motorized trail system provide attractive amenities for this area.



PREFERRED LAND USE: MIXED USE/PLANNED DEVELOPMENT

- May include single use development or a mixture of residential, retail, specialty food market or office uses.
- Large format retail (over 55,000 square feet) and other strip commercial uses, such as drive-through restaurants, gas stations, etc. are not appropriate for this sub area.



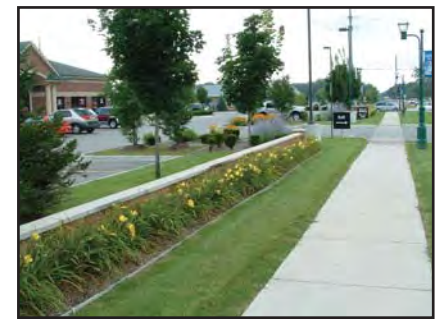
FORM BASED POLICIES

- Buildings along Seven Mile Road and South Main should maintain a setback of 20-25 feet from the right of way.
- Building height shall not exceed 2 stories for commercial, 3 stories for mixed use, or 2 1/2 stories for residential uses.
- High quality architecture shall be emphasized
- Coordinated architectural elements shall be shared between the parcels located north and south of Seven Mile. This may include coordinated design for roofs, masonry, building colors and/or building materials.



SITE DESIGN AND PEDESTRIAN CONSIDERATIONS

- Parking shall be screened from Seven Mile Road and South Main with decorative fencing, landscaping or masonry walls.
- Commercial developments shall be extensively landscaped with perimeter plantings and interior landscape areas.
- Sidewalks shall be provided along all frontages.
- A corner plaza area should be developed at South Main and Seven Mile with pedestrian benches, pavers and attractive landscaping.
- Pedestrian connections to the Middle Rouge River and Hines Park shall be emphasized.
- All signage shall comply with ordinance requirements. Multi tenant signage should adhere to a common signage plan with coordinated colors, sizes and materials.
- All lighting shall comply with ordinance requirements and shall be shielded, down directed with minimal impacts to off site areas.



IMPLEMENTATION

The Master Plan is essentially a statement of policies, objectives, and goals designed to accommodate future growth and redevelopment. The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs which will be useful if the plan is to be followed. An implementation program for zoning adjustments is also presented.

A variety of programs or administrative "tools" are available to help the plan succeed. These include:

ZONING REQUIREMENTS

Zoning is the development control that has been most closely associated with planning. Originally zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes which include the following:

- 1) To promote orderly growth in a manner consistent with land use policies and the Master Plan.
- 2) To promote attractiveness in the City's physical environment by providing variation in lot sizes, etc., and appropriate land uses.
- 3) To accommodate special, complex or unique uses through such mechanisms as planned unit developments, overlay districts, or special use permits.
- 4) To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
- 5) To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.

- 6) To promote the positive redevelopment of underutilized areas of the City.

The Zoning Ordinance and official map, in themselves, should not be considered as the major long-range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy and zoning should be used to assist in implementing that policy.

EXISTING ZONING AND ITS RELATIONSHIP WITH FUTURE LAND USE

The Master Plan is used as the foundation of a city's zoning ordinance. As such, Michigan state law requires local governments to include a zoning plan as a part of their Master Plan. Specifically, the Michigan Planning Enabling Act (PA 33 of 2008) states:

"A master plan shall also include those of the following subjects that reasonably can be considered as pertinent to the future development of the planning jurisdiction:...For a local unit of government that has adopted a zoning ordinance, a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map."

The table on the following page compares the future land use categories and the associated existing zoning districts. A detailed listing of the Schedule of Regulations for each District is listed in Article 15 of the City's Zoning Ordinance.

Table 9. – Zoning Plan

FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING DISTRICTS
RESIDENTIAL	
Single Family Low Density	R-1A, First Density Residential
Single Family Medium Density	R-1B, First Density Residential
Mixed Single Family/Duplex	R-2, Second Density Residential
Multi-Family Townhouse/Apartment	R-3, Third Density Residential R-4, Fourth Density Residential
COMMERCIAL	
Local Commercial	LCD, Local Commercial District
Corridor Commercial	GCD, General Commercial District
Downtown Core	CBD, Central Business District CBD-O, Central Business District Overlay (North-Center)
OFFICE	
Office	PBO, Professional and Business Office
Office/Research	OR, Office/Research
INDUSTRIAL	
Light Industrial	PR-1, Performance Regulated Industrial No. 1
Heavy Industrial	PR-2, Performance Regulated Industrial No. 2
PUBLIC USES	
Community/Education/Recreation	R-1A, R-1B, PBO
Parks/Open Space	R-1A, R-1B, PBO
Open Space/ (Private)	R-1A, R-1B, PBO
RACETRACK	
-	RTD, Racetrack District

ZONING INCONSISTENCIES

In reviewing the City's Land Use Plan versus the City's existing zoning map, certain inconsistencies can be identified. Part of the implementation program of the Master Plan will be for the Planning Commission to analyze these areas of inconsistency and determine if rezonings would be appropriate. The following areas should be considered for possible study and/or analysis by the Planning Commission. These areas include:

- *Cider Mill Area* – A large portion of the Cider Mill Area, including the Cider Mill itself, is zoned PR-1 – Performance Regulated Industrial District. The PR-1 District does not currently permit cider mill uses or food and beverage sales. In order to preserve the historic significance and ensure the future success of the Northville Cider Mill, the PR-1 District should be modified to permit cider mill uses and ancillary retail sales, such as selling products manufactured on site, as special uses.
- *Remnant Parcels on Sensitive Sites* - There are a number of remnant parcels which have yet to be developed and which include sites containing steep slopes, significant woodlands and/or flood plain areas. Development pressures are being exerted on these parcels, and the City will need appropriate regulations to help control development in these sensitive parcels. As a result of these pressures, the Planning Commission and City Administration have updated regulations pertaining to private roads, private driveways, and engineering standards to help regulate anticipated developments.
- *Selected Residential Rezonings* - Over the years, a number of lots currently zoned R-2 and R-3 have been converted from multi-family to single-family detached homes. Many of these conversions have taken place in the residential areas immediately north of the CBD and have brought about reinvestment and physical improvements. The Planning Commission should examine these areas and determine if an R-1B zoning designation would be more appropriate.
- *Cady Street/Cady Town* – Parcels along Cady Street and within Cady Town are currently zoned CBD, PR-1 and RTD. Due to the area's proximity to downtown, vacant or underutilized properties in this area provide unique

opportunities for redevelopment. Special zoning standards should be developed to guide logical growth and investment within this area. A new overlay zoning district – similar to that of the existing CBD-O – should be established using the form-based policies and site-design guidelines listed within the Cady-Town/Cady-Street Subarea Plan. Specific standards could address building height and height bonuses, access management, parking, pedestrian amenities and design requirements. See the Master Plan Update 2022 addendum for guidance.

- *Height Overlay* - The CBD/Historic District Height Overlay should be modified to incorporate the “height allowance” recommendations listed within the Subarea Plans. Modifications should include changes to the map boundaries, maximum height allowances, and standards for height bonuses. See the Master Plan Update 2022 addendum for guidance.

FUNDING

A variety of funding mechanisms are available for the City to implement the goals and policies of the Master Plan. Some of the mechanisms available are listed below.

Transportation Alternatives Program (TAP)

The City can take advantage of this program to attempt to gain funding for transportation enhancement activities. TAP offers funding opportunities to help expand transportation choices and enhance the transportation experience through implementing a number of transportation improvements, including pedestrian and bicycle infrastructure and safety programs, preservation and rehabilitation of historic transportation facilities, environmental mitigation activities, and safe routes to school programs. MDOT and SEMCOG make decisions after a local and regional screening process is conducted. Efforts to seek TAP funds for various projects in the City are recommended.

Tax Increment Financing, Public Act 450 of 1980

Tax increment financing is a means of funding infrastructure improvements such as roads, sewers, etc. which are needed for development. Bonds are issued by

the community to pay for the needed improvements and then paid off by capturing the resulting increases in property taxes spawned by the improvements.

Brownfield Redevelopment Act Financing, Public Act 381 of 1996

The brownfield acts allow communities to use tax increment financing in order to finance analysis and clean-up of sites where environmental contamination limits redevelopment.

Special Assessment

This method facilitates the funding of public improvement projects through individual assessments of properties on an equitable basis for benefiting property owners in a defined district. This technique is common when funding road and utility improvement projects.

Downtown Development Authority (DDA), Public Act 197 of 1975

The City has an established DDA and has successfully utilized Tax Increment Financing to help fund a variety of downtown improvement projects. The DDA will continue the implementation of P.A. 197 for downtown improvements.

Principal Shopping Districts and Business Improvement Zones, Public Act 120 of 1961, as amended by Act 260 of 1984

This act basically authorizes municipalities to utilize the special assessment district financing mechanism for the maintenance, security and operation of commercial areas. Funds can be utilized for a variety of activities including redevelopment, maintenance, and promotional efforts. The act also calls for a creation of a board to direct the various improvement efforts.

Corridor Improvement Authority (CIA), Public Act 280 of 2005

This act is designed to assist communities with funding improvements in commercial corridors outside of their main commercial or downtown areas. The provisions of the CIA generally mirror those of a DDA. An authority is created, which then establishes a tax increment financing plan, levies special assessments and issues revenue bonds and notes. It may also hire a director, as in a DDA. More than one CIA is permitted within a municipality.

CAPITAL IMPROVEMENTS PROGRAM

Capital improvements programs consider the funding and timing of all municipally related capital needs including such items as roadways, utilities, parks and recreation, City Hall expansions etc. Yearly ongoing review provides the opportunity to keep the plan up to date and add new projects. The City currently has each department submit a one year and five-year capital improvements plan as part of the budgeting process. Efforts should be made to coordinate these departmental plans with the Master Plan to help identify and prioritize needed improvements.

PLAN EDUCATION

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day to day decision making which affects implementation of the Plan. A continuous program of discussion, education and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

PLAN UPDATES

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of it on a periodic basis. Per the Michigan Planning Enabling Act (PA 33 of 2008), the Master Plan must be reviewed once every five years. The land use portion should be updated at least once every three to five years, and the Planning Commission should set goals for the review of various sections of this Plan on a yearly program. The Master Plan should also be coordinated with the Community Recreation Plan in order to provide proper long-range planning for recreation improvements.