

Madison Heights
MASTER PLAN

2010
2000
1990



COMPLETE STUDY

Madison Heights
MASTER PLAN: 1990, 2000, 2010

Adopted: October 16, 1990

by the

Madison Heights Planning Commission

Assisted by:

**Birchler/Arroyo Associates
Community Planning Consultants
Berkley, Michigan 48072**

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**In Memory of Alton Brown, Who Passed Away Shortly
Before Adoption of the Master Plan He Helped Develop**

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REGIONAL SETTING

The City of Madison Heights is located near the southeast corner of Oakland County, adjacent to the western boundary of Macomb County and approximately two miles north of the City of Detroit. Freeway access to the southeast Michigan region is provided by I-75 and I-696. In addition, regional access is available using the bus system of the Suburban Mobility Authority for Regional Rapid Transit (SMART) system.

Incorporated in 1955, Madison Heights has grown and prospered significantly over the past 34 years. According to a 1986 land use survey by the Oakland County Planning Division, only 5 percent of the City's total acreage is vacant land. Most of the growth occurring in Oakland County has now shifted to the north and west where more vacant land is available.

The growth that has occurred in Oakland County over the past few years is unprecedented. In 1988, total construction in Oakland County represented 26.4 percent of state-wide construction. Office construction was up 72.3 percent from 1987 to 1988, representing over 50 percent of total state office construction. Although the majority of this construction has taken place in other Oakland County communities, Madison Heights has benefitted by having access to more job opportunities. In addition, this rapid growth has been the impetus for major transportation improvements that have improved regional access.

Impact of I-696

The access that Madison Heights residents and businesses have to the growing southeast Michigan region has and will continue to be improved by major road widening and new road construction. The most significant improvement is the completion of a 7.9 mile link of I-696 between Lahser Road and I-75. When completed at the end of 1989, I-696 will connect I-275 in Farmington Hills with I-94 in St. Clair Shores, forming a ring road or beltway around the metropolitan Detroit area (Figure 1).

The significance of the I-696 freeway to traffic flow in the region can best be understood by examining its relationship to the existing freeway and trunkline system in the Detroit area. As illustrated in Figure 1, Detroit's freeway system developed in a "fan" or modified radial pattern. Major freeways and trunklines such as M-153 (Ford Road), US 12 (Michigan Avenue), I-96 (Jeffries Freeway), Grand River Avenue, US 10 (Lodge Freeway), M-1 (Woodward Avenue), and M-53 (Van Dyke Avenue) "fan out" from downtown Detroit throughout the region. The most significant traffic flow problem created by this pattern is the lack of east-west and north-south routes away from the center city. The north-south flow issue was resolved with the opening of I-275 in the 1970's. The east-west flow has long been the burden of Eight Mile Road and to a lesser extent, other mile roads to the north. The completion of I-696 will not only serve the demand for east-west traffic, but will also complete what has been called the Detroit Area Beltway.

The common concern regarding the potential impacts of I-696 on the corridor communities was the impetus for the formation of the I-696 Corridor Committee, a coalition of municipal administrators sharing the goal of maintaining and improving the quality of life and development opportunities in the corridor communities. The portion of Madison Heights east of I-75 and between I3 and I4 Mile Roads is an area under study by the committee.

Because of its ideal location, Madison Heights is in a position to realize significant economic benefits from the completion of I-696. The "uptown freeway" as it has been dubbed, will serve as the major corridor for commerce and industry in both Macomb and Oakland Counties. Because of its ideal location at the crossroads of I-696 and I-75, the City of Madison Heights will have new opportunities created by reduced travel times to other areas in the region.

DETROIT AREA BELTWAY



FIGURE 1

Figure 2 illustrates the savings in travel times for Madison Heights residents when I-696 is completed. These travel time savings, which are representative of non-peak conditions, illustrate how the completion of I-696 will shorten travel times to the west. Savings will also be realized to the southeast, when motorists have improved access to the Southfield Freeway and I-275.

Impact of I-75 Corridor

Another major regional influence has been the improvements to I-75 and associated new construction along the I-75 corridor north of Madison Heights. I-75 has been widened to eight lanes from Square Lake Road north to Joslyn Road, and ground has been broken on the Chrysler Technology Center and Oakland Technology Park (Figure 3).

The Chrysler Technology Center is proposed to include 2,500,000 square feet of space and employ 6,000 people. Located north of Featherstone Road, the 504 acre site will be served by a separate freeway exchange with I-75.

The Oakland Technology Park is an 1,100 acre site being developed as a high technology center for research development, high tech operations, and design and engineering. Approximately 500 acres are being developed as the Chrysler Technology Center. By 1995, the entire Oakland Technology Park impact area, which includes Auburn Hill, and portions of Rochester Hills, Pontiac, and Orion Township, is forecast to provide 52,000 jobs.

The development at the I-75 corridor will provide opportunities for employment for Madison Heights residents as well as the potential for business exchange between existing industrial and office uses in Madison Heights and businesses in the Oakland Technology Park Area. The I-75 road improvements have also provided for improved travel time to the north.

Adjacent Communities

Contacts were made with the planning departments of the four bordering communities to obtain current land use and zoning information. The cities of Royal Oak, Troy, and Hazel Park were able to provide data. The City of Warren did not provide data because the planning department is currently in the process of updating its zoning map and land use map.

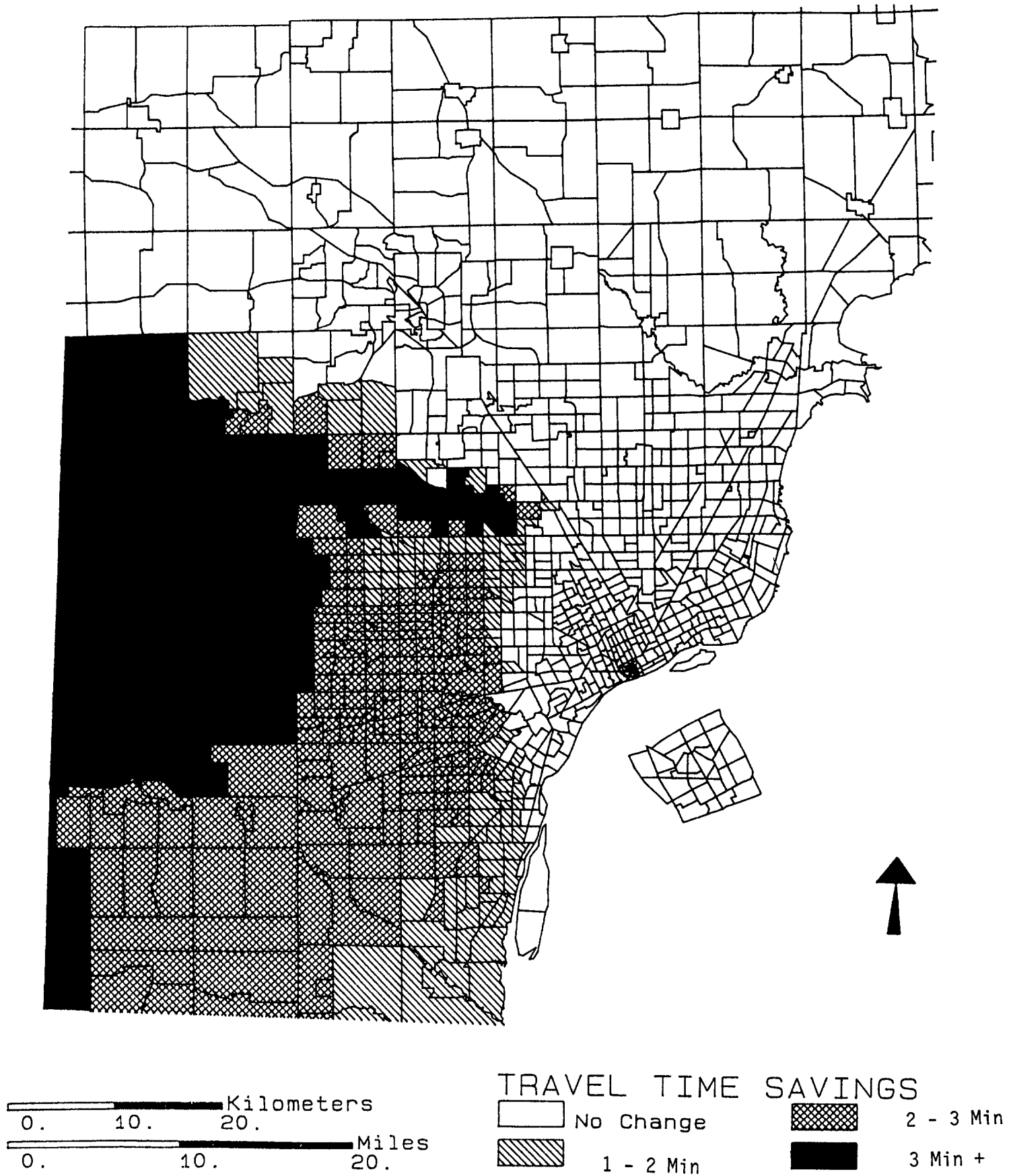
Royal Oak. The City of Royal Oak comprises the western border of Madison Heights. South of Twelve Mile Road, I-75 serves as the general dividing line between the two communities. Low and medium density residential is the predominant zoning and land use category in the eastern portion of Royal Oak from I-696 to Fourth Street. From Eleven to Twelve Mile Road, commercial is the principal use classification between Stephenson Highway and I-75. Between Twelve and Fourteen Mile Roads, the Madison Heights city limit shifts westerly approximately one-third of a mile, where the predominant border use in Royal Oak is single family residential.

Troy. The bordering community to the north of Madison Heights is the City of Troy. West of Stephenson Highway, the zoning and land use maps show single family residential and, at the northwest corner of Fourteen Mile and Stephenson, low rise office. East of Stephenson is research industrial. East of I-75 is regional commercial (Oakland Mall) and general business. The remaining three-quarters of a mile to Dequindre is light industrial.

Warren. No information available at this time.

CITY OF MADISON HEIGHTS

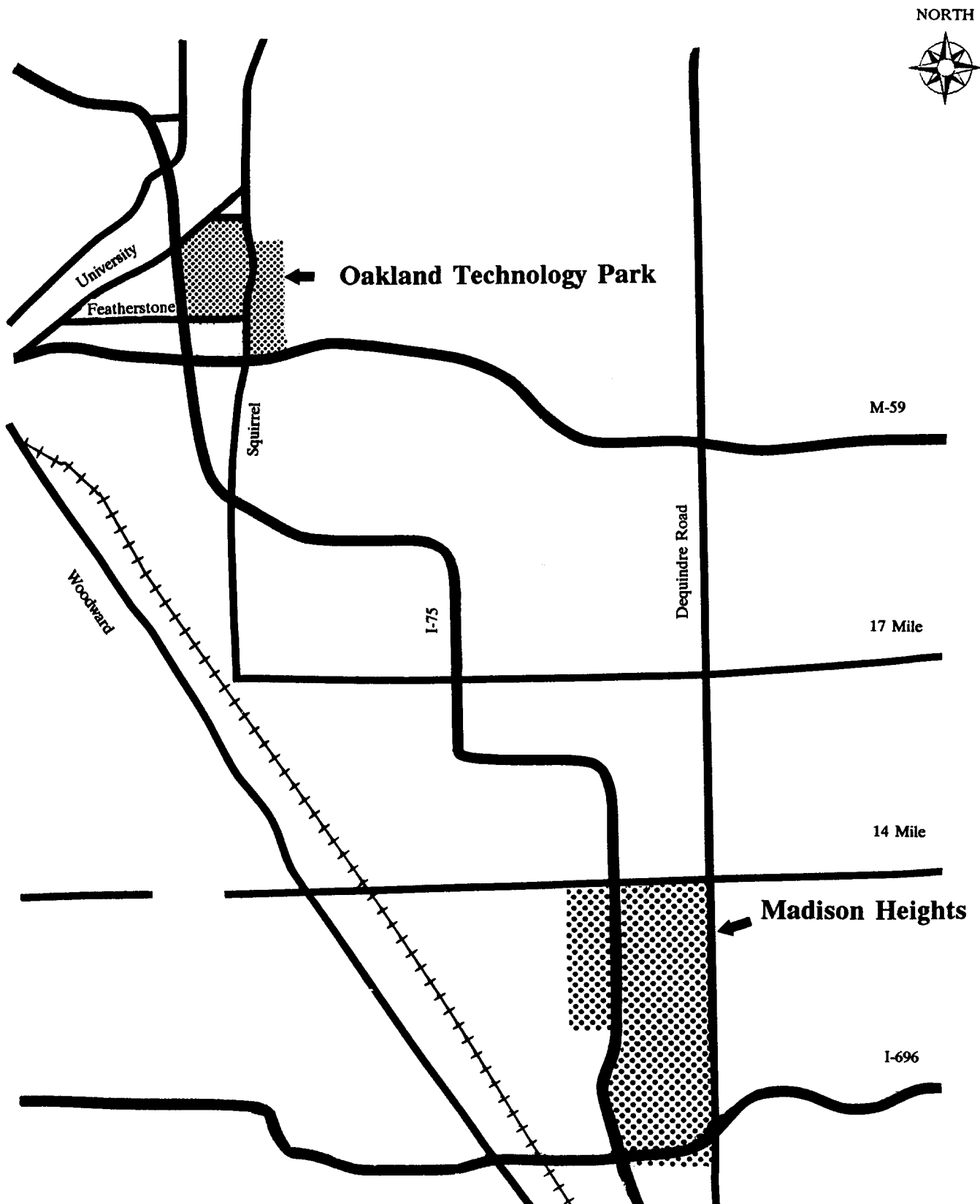
CHANGE IN TRAVEL TIMES: PRE I-696 vs. POST I-696



SOURCE: SEMCOG

FIGURE 2

OAKLAND TECHNOLOGY PARK



Warren. Zoning in the City of Warren is generally consistent with the existing uses of land along Dequindre in Madison Heights. North of the Red Run Drain and south of Eleven Mile Road, Warren's zoning is characterized by M-2, Medium Light Industry. The area from Eleven Mile to twelve Mile is nearly all general Business. The remaining Dequindre frontage is a mixture of Local Business, General Business, Light Industry and Residential.

Hazel Park. South of Madison Heights is the City of Hazel Park, which is zoned primarily light manufacturing from I-75 to Couzens. Between Couzens and Dequindre, which is the site of the Hazel Park Race Track, the existing zoning is heavy manufacturing.

The land use and zoning information provided from bordering communities will be evaluated in more detail later in the master planning process. For the purpose of this regional setting chapter, the information is intended to more clearly define the position the City of Madison Heights has in the Detroit region.

HISTORY

The beginning of settlement in the Madison Heights area was significantly influenced by the emerging Detroit region. Because of direct ties to the automotive complex in Detroit, many early residents moved "to the country", attempting to escape the depressing conditions of the central city. Rather than living on 30 foot wide lots, early suburban dwellers found the land divided into 40 and 50 foot lot widths. Unfortunately, compared to today's standards, much of the early land development occurred on land divided into small lots with little consideration given to density, size, setbacks, and similar items. It is interesting to note that today's rehabilitation activities are being done in the areas of early settlement as smaller lot development contributed to the blighting of neighborhoods.

The beginnings of the Madison Heights area go back to the early 1900's. Prior to 1920, the majority of land within the City was farmland or vacant. Roads were rutted trails with little improvement apparent. The main north-south route was John R Road which had some semblance of maintenance as it was graded and oiled. During this early period, public facilities and utilities were non-existent. Electric power and gas service came to the area during the first ten years of the century. There was little development during this period as the "flight to the suburbs" had not yet begun.

During the 1920's, the Madison Heights area began to grow. Significant residential and commercial development occurred along John R Road between Ten Mile and Eleven Mile Roads. The first recorded subdivisions were platted during this period. Early school facilities were established in the Lamphere and Madison School Districts to accommodate the expanding population. Madison High School graduated its first Senior Class (two students) in 1929. Land uses such as taverns, drug stores, hardware stores and grocery stores were the mainstay of the local economy. Generally, the area was still relatively unsettled and residents traveled to Royal Oak or Hazel Park for comparison shopping items. As was the case with the economy throughout the county, and the Detroit Region, the Madison Heights area began to prosper. The next ten years, however, produced an entirely different economic climate.

The "Great Depression" of the 1930's produced economic chaos through the country and particularly in the Madison Heights area. The Detroit region suffered greatly as many residents were unemployed and were unable to keep their homes. In this area, soup lines were commonplace and a make-shift "tent city" was established north of Eleven Mile Road, east of Stephenson Highway.

Development was slowed during the early 1930's because of general economic conditions. Local businesses such as John R Lumber, the Green Lantern Lounge, Cozadd's Market (the Sugar Bowl) and the Madison Methodist Church were established during this period. New residential development was very limited and the resulting restricted growth was a product of the times.

The "war years" saw more intensive development of the Madison Heights area. A new phenomenon, the cooperative, became established in the area. A non-profit organization called Co-operative Homesteads, Inc. was founded in 1940 for the purpose of purchasing and developing homes for its members. All members contributed money, materials, and labor toward the development of 20 acres north of Thirteen Mile Road and east of John R Road.

As the economy began to recover from the previous decade, new housing and commercial development occurred. Township government began expanding services, extending sewer and water mains, providing more extensive police and fire protection, and adopting the first Zoning Ordinance for the area in 1946. Urbanization of the area was now in full swing and the Eleven Mile-John R area was becoming saturated with development.

Attempts were made to annex the Madison Heights area to Royal Oak and Hazel Park during the 1940's. Incorporation of the area into a city was also attempted in 1945 but without success. If approved the area would have been called "Victory City". The City of Detroit also looked at the undeveloped portion of the area (then Royal Oak Township) to be included in its ever growing urban complex. This move was defeated

by residents of the area and it remained as Royal Oak Township until incorporation as the City of Madison Heights in 1955.

During the 1950's, the Madison Heights area began the final stages of urban development. Numerous subdivisions were planned and constructed during this period. The population in 1950 was recorded at 10,458 while the 1960 level sky-rocketed to 33,343.

In 1952, plans were announced by the Detroit Aviation Commission that land east of John R from 12 Mile Road to 14 Mile Road would be acquired for the proposed Northeast Airport. During that same period, area residents and officials were choosing a site for the location of an incinerator to process garbage and rubbish products for southeast Oakland County. The site selected for the incinerator facility was a parcel east of John R and north of 12 Mile Road, adjacent to the Red Run Drain. This effectively blocked the proposed airport and construction of the incinerator was begun.

From 1957 through the early 1960's, the City experienced a tremendous population expansion. Much of the land area from Eleven Mile to Twelve Mile on either side of John R was developed. New schools, parks, and municipal facilities were added to the growing City. It was during this period that the City grew the most when compared with any other time period in its history.

Residential development in the 1950's concentrated in the area between 12 Mile and 13 Mile Roads. Subdivisions developed included the Shirley Jean Spoon Subdivision, West of Dequindre and north of 12 Mile; the Spoon Shackett Subdivision, north of 12 Mile and East of Campbell; the Royal Madison Subdivision, south of 13 Mile and east of Campbell; and the Moulin Rouge Subdivision, north of 12 Mile and west of Dequindre.

Residential development continued northward during the 1960's, including the Eastwood Manor Subdivision, west of Dequindre and south of 13 Mile, and the Royal Meadows Subdivisions 1-4, east of Campbell and north of 13 Mile Road. The development of Eastwood Manor extended into the 1970's, with the typical house being built in 1970.

It was during the 1960's and 1970's when the City's industrial development began to emerge and establish itself as a major land use in Madison Heights. During the 1960's, industrial development started along the southern end of Stephenson Highway and in the extreme northeast quadrant of the City. Some of the industrial development in the northeast quadrant of the City can be attributed to developers who fled Detroit after the riots in the 1960's. This industrial area continued to expand south of Whitcomb during the 1970's and 1980's and includes the new United Parcel Service complex west of Dequindre and south of Whitcomb.

The land north and south of Whitcomb and west of John R has been the site of recent commercial development. The history of this area includes major efforts to revitalize and improve a previously deteriorated neighborhood. In 1955, the 12 block area north of Whitcomb and west of John R included small, deteriorated, and often substandard single family homes. City officials concerned with the condition of this area established a Citizens Advisory Committee on Urban Renewal in 1962 to advise the City Council on potential urban renewal efforts. This was followed by a planning study and the eventual approval of an application for assistance by the federal government in 1966.

The mid-1960's also was the time for the planning and development of Oakland Mall in Troy, on the north side of 14 Mile Road. This development fueled land speculation and high land prices by residents in the Madison Heights urban renewal area, eventually leading to the termination of the urban renewal project by the City because of citizen pressures.

Unfortunately, redevelopment was only partially successful after abandonment of the urban renewal project. The area did experience the development of Oakland Dodge, Denny's, Goodyear Tire, Fretter Appliance, Sign of the Beefcarver, and McDonald's. Most of this development occurred on John R and 14 Mile Road

frontage, and the core of the redevelopment area was essentially untouched.

In 1978, the City Council authorized the formation of an Economic Development Corporation, and tax increment financing was eventually used to direct development. Through the efforts of Schostak Brothers & Company, the development of a motel occurred. More recently, the Stuart Frankel Company succeeded in bringing significant additional development to the area including a new shopping center housing Target, Sports Giant, Office Max, Mervyn's, and other retail stores. Additional development under construction or planned includes a new 10-screen theatre, offices, and more retail development. New development will eventually bring 464,000 square feet and 160,000 square feet to the areas north and south of Whitcomb, respectively.

With the completion of the Stuart Frankel development, new industrial buildings along Whitcomb between John R and Dequindre, and infill housing, the City has now reached a point where less than 5 percent of the total land area is available for development. Future development is likely to include both infill development on currently vacant property and redevelopment of currently built sites that are not achieving their full potential.

EXISTING LAND USE

The pattern of development established in a community is influenced by a number of factors including the community's regional setting, citizen demands and needs, political conditions, changes in technology and environmental characteristics and systems. As outlined in the first chapter, Regional Setting, the growth and development of the City of Madison Heights has been influenced by its position in the Detroit metropolitan area. In addition, the City has become fixed in its land area due to the incorporation of the surrounding communities: Cities of Troy, Warren, Hazel Park, and Royal Oak.

In order to document the basic pattern of development in the City, it is necessary to perform an existing land use survey. The existing land use survey and inventory is the "backbone" of any future land use plan because it establishes and documents existing land uses, shows relationships between various land uses, shows problem/conflict areas, and provides a comparison with past conditions. In many cases, the existing land uses have already set a pattern in certain parts of the community. In other areas, there may be vacant or underutilized land that can be evaluated for its development or conservation value or areas of the community undergoing change that should be studied for their redevelopment potential.

The information contained in this survey is based on a parcel-by-parcel survey of land performed by the consultants in June 1989. Each lot was inspected, its use recorded on 1"=200' quarter section property line maps, and then additional verification was performed using aerial photography. The information was then transferred onto the City's 1"=600' base map and measurements of each land use were recorded to establish the tabular data needed for a comparison with past conditions.

LAND USE CLASSIFICATIONS

The following is a description of the various land use classifications used in the survey.

Single- and Two-Family - This classification is for those areas containing single-family and two-family dwelling units and accessory structures.

Mobile Home - This category identified mobile homes in a planned community or mobile home park setting.

Multiple-Family - Included in this group are all apartments and multi-plex type of units where more than two separate residential units occupy a single building. Included are apartments, townhouses, and senior apartments.

Commercial - Retail sales establishments, personal and business services are placed in the commercial category. Included are shopping centers, restaurants, gas stations, party stores, beauty parlors, while-you-wait printers, and the like.

Office - Office uses include general business offices; professional services such banking, real estate, engineering and architectural services; medical and dental offices; and similar uses.

Mixed-Business - This category included buildings or blocks containing more than one dominant land use, for example a block with several office buildings and commercial buildings, and small industrial uses would be classified mixed business.

Industrial - This category includes uses with or without buildings where materials are processed, fabricated, assembled, or manufactured, or where equipment, materials or wastes are stored out-of-doors. It also includes warehousing, office/warehouse combinations, and wholesale operations.

Public - Land area and facilities such as libraries, public works buildings, and government buildings are considered public uses.

Quasi-Public - Included within this classification are such uses as churches, hospitals, private schools, lodge halls, private cemeteries, utility stations/sub-stations, etc.

Parks and Open Space - This category includes city parks, natural areas, Red Oaks Golf Course, water parks and other open space areas not intended for commercial, industrial or residential development.

School Sites - This includes all public school sites in the City.

Streets - This category includes all public streets and rights-of-way within the city.

Vacant - This category includes all remaining land that is presently vacant or unused.

LAND USE ANALYSIS

The following is an analysis of each land use category including a description of the primary characteristics of the use, the number of acres devoted to the use, and the percentage of total land area it encompasses. Table 1 provides a comparison of the changes between the 1963, 1969, and 1989 surveys. Figure 1 graphically illustrates the acreage by land use category for 1969 and 1989.

Residential

The predominance of single-family dwellings is typical of suburban communities like Madison Heights. The 1989 Land Use Survey revealed that this category comprises 32.6 percent of the land in the City, which is by far the largest amount of land devoted to one use. Approximately 1,509 of the city's 4,629 acres are included. Mobile home parks add another 52 acres or 1.1 percent of the total and multiple dwelling units add 169 acres or 3.7 percent. This brings the grand total for residential to 1,730 acres or 37 percent of the total acreage.

Unless rezoning takes place or some redevelopment of large lot residential areas occurs, the City of Madison Heights is approaching its buildout in terms of total residential units. Approximately 75 vacant residentially-zoned acres remain in the City, which would yield about 430 new 5,500 square foot lots under ideal conditions.

Streets

Public streets and associated rights-of-way comprise the second largest category of land use at 1,044 acres or 22.4 percent of the total. Although the total is similar to the 1,015 acres (21.9%) in 1969, it is deceiving because many new streets have been constructed while others have been vacated and removed for redevelopment. The area north of Whitcomb and west of John R is an example of a new shopping center development that caused the removal of public streets; in contrast, the area west of Dequindre near Whitcomb has seen significant new road construction in the past 20 years.

TABLE 1
LAND USE CHANGES
(1963, 1969, & 1989)

<u>LAND USE</u>	<u>1963 PERCENTAGE</u>	<u>1969 PERCENTAGE</u>	<u>1989 PERCENTAGE</u>
Single-Family	28.1	29.6	33.7 *
Multi-Family	0.2	2.8	3.9
Commercial/Office	2.4	3.1	7.7 **
Industrial	4.7	8.8	15.2
School Sites ***	5.7	6.3	5.6
Parks and Open Space ****	3.7	3.7	5.6
Public	0.8	1.4	1.0
Quasi-Public	0.7	0.8	1.7
Streets and R.O.W.	19.6	21.9	22.4
Vacant	34.1	21.6	4.3
<hr/>			
TOTAL	100.0	100.0	100.0

SOURCE: Birchler/Arroyo Associates - 1989 Data
City of Madison Heights Planning Department - 1963 & 1969 Data

* Includes Mobile Homes

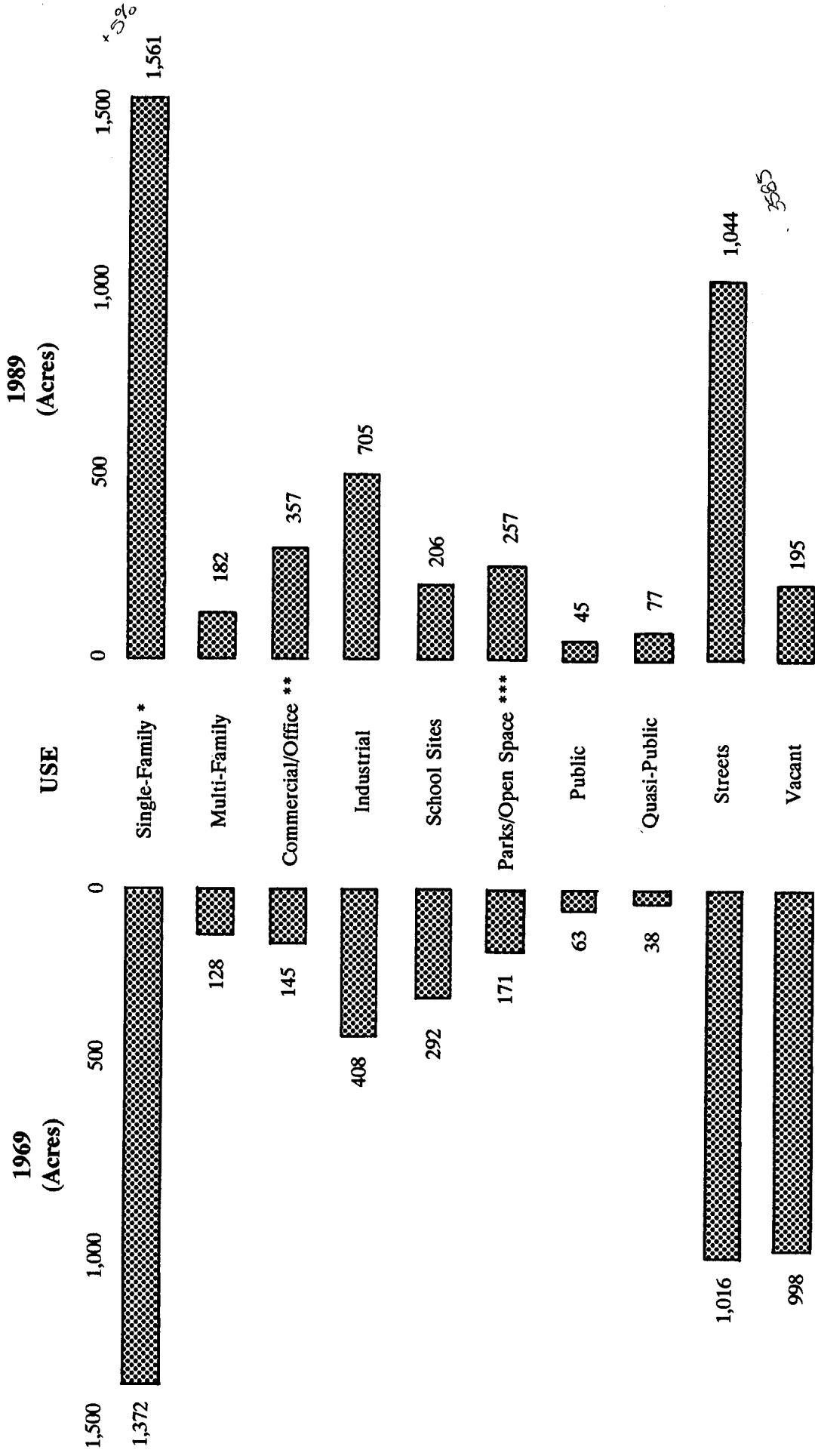
** Includes Mixed-Business Areas

*** 1963 & 1969 Figures Include 73.4 Acre Community College Site

**** Includes Red Run R.O.W.

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LAND USE COMPARISON



- * Includes Mobile Homes
- ** Includes Mixed Business
- *** Includes Red Run R.O.W.

Industrial

One of the most recognizable shifts in land use over the past 20 years has been the growth of industrial uses including light and heavy industry, business office/warehousing, and wholesale establishments. The industrial acreage almost doubled from 1963 to 1969 (4.7% to 8.8%) and it nearly doubled again by 1989 to its current 15.2 percent, which is equivalent to 705 acres.

Industrial uses are concentrated in three major areas:

- 1) The area bounded by 14 Mile, John R, Dequindre, and a line approximately one quarter mile north of 13 Mile.
- 2) The Stephenson Highway Corridor including the area between 12 Mile and Girard, beginning one quarter mile east of John R continuing west to the Stephenson Corridor.
- 3) The northwest quadrant of Ten Mile Road and Dequindre Road including the Ten Mile Road Corridor.

Industrial development is also contained along John R between Lincoln and Ten Mile, and along Eleven Mile, between Couzens and Dequindre. Much of the new industrial development in the City has taken the form of attractive structures containing light industry and warehouse activities that have little or no negative impact on adjacent or nearby residential uses. There are, however, areas where older industrial uses are not sufficiently buffered from adjacent uses. Most of the older industrial areas developed on a parcel-by-parcel basis, rather than along the lines of industrial park, using current industrial planning and development standards. The result is characterized by a hodge-podge of individual industries on small sites, with little regard for proper screening between the industrial activities and nearby or adjacent residential uses. This has placed a significant burden on individual neighborhoods by increasing noise, fumes, glare from lighting, and the like. Another adverse impact that may have even more effect on neighborhood quality is the loss of an appropriate "entrance" into the residential area. The neighborhood's "front door" becomes one characterized by open storage, large vehicles, noise, dirt, and similar influences.

Commercial and Office

The combined category of commercial, office and mixed-business ranks fourth in total land area devoted to a category (7.7 %). Individually, commercial development comprises 6 percent or 279 acres, office 1.4 percent or 65 acres, and mixed-business 0.3 percent or 13 acres.

The growth in this category from 3.1 percent in 1969 to 7.7 percent in 1989 can be attributed to both community shopping centers and small linear shopping development ("strip centers"). The new shopping center at the northwest corner of Whitcomb and John R is representative of a large community shopping center and the fast food restaurants along Twelve Mile Road are representative of small strip development.

Parks and Open Space

This category has grown significantly since 1969, from 46 acres (1 %) to 257 acres (5.6%). Major parks and recreation areas include the Red Oaks Golf Course, George Suarez Friendship Woods, Rosie's Park, and the Civic Center Park. It should be noted that the entire Red Run Right-of-Way (120 acres) is included in this category, where previously it was in a separate category.

School Sites

School sites in the City of Madison Heights now comprise 206 acres versus 292 acres in 1969. One school has been adapted for reuse as a church, another as a private business college, while a third has been removed and replaced by a warehouse/office structure.

Vacant

Vacant land has shrunk from 998 acres (21.6 percent) in 1969 to 208 acres (4.5 percent) in 1989. This vacant land has been classified into four general classifications based upon current zoning:

Residential	75 acres
Commercial	34 acres
Office	7 acres
Industrial	92 acres

Public and Quasi-Public

Public and quasi-public uses comprise the smallest land area of all classified land uses. Public uses occupy approximately one percent or 45 acres and quasi-public uses comprise 1.7 percent or 77 acres. Public uses include the Civic Center Senior Citizen Center, sewage system station on Stevenson Highway and S.O.C.I.A. incinerator. Quasi-public uses include churches, hospitals, nursing homes, and similar uses.

LAND USE CONFLICTS

Planning Observations

While completing a physical survey of the entire City of Madison Heights, one is immediately aware of the stability of the city's neighborhoods, even where they abut new industrial and office/warehouse developments. The benefits of good planning standards and a solid site plan review and approval process are evident. It is equally obvious, however, that unplanned commercial and industrial development, principally along the frontage of major thoroughfares, is gradually weakening the stability of some neighborhoods. Contrary to popular held opinions, past freeway construction appears to have had less impact on neighborhood quality and stability than the spread of business uses along road frontage that was originally platted and developed for residential uses.

The problem of business encroachment into the traditional neighborhood areas is having its greatest impact along John R and along Eleven Mile Road, particularly in the neighborhoods south of Oakland General Hospital.

Industrial development along Ten Mile Road has a significant image problem. The area is characterized by blighted buildings and properties, open storage of wastes, possible improper handling of hazardous materials, loading/unloading in front yards, poorly designed off-street parking and similar problems. These same basic characteristics are also present in Hazel Park on the south side of the street. Any improvement in this area may be dependent upon a joint program with Hazel Park.

Industrial development along John R between Ten Mile Road and Lincoln has some of the same characteristics noted above for Ten Mile Road. The most serious consequence at this location is not one of image for the industries themselves. Within this particular area the impact is felt directly by the abutting residential neighborhoods.

Another industrial area that is having an adverse impact on nearby residences occurs along the south side of Eleven Mile between Couzens and Dequindre. Many Buildings in this area are run-down, and characterized by open storage of junk and waste materials.

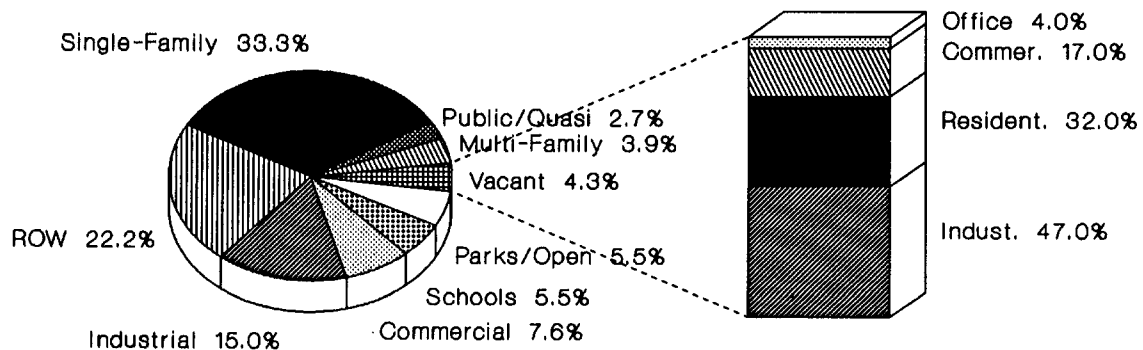
One area that surprised the consultants during the survey were neighborhoods near the S.O.C.C.R.A. Incinerator. Although the facility is currently shut-down, we anticipated there would be obvious negative influences in the form of deteriorating housing conditions. It is a credit to residents of this area that they have not allowed this to occur.

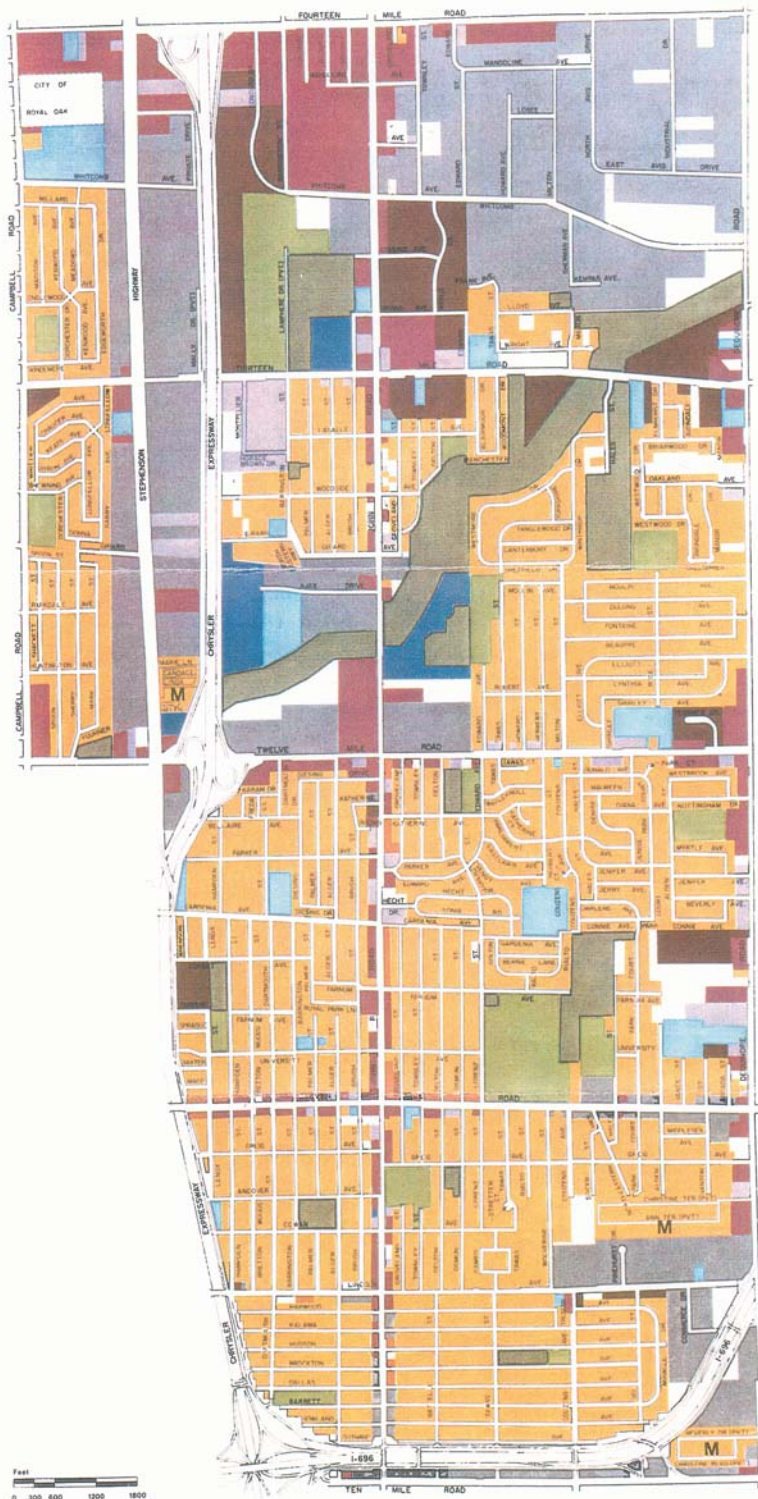
Conclusion

In summary, the Existing Land Use Survey identified a City where neighborhood quality is of paramount importance to residents and public officials alike. It is also a City that can do more, however, to influence upgrading or possible redevelopment of business areas that are having adverse effects on residential neighborhoods. The Land Use Planning Process will test the City's resolve in this area.

EXISTING LAND USE - 1989

City of Madison Heights





- SINGLE & TWO FAMILY
- M MOBILE HOME PARK
- MULTIPLE FAMILY
- OFFICE
- COMMERCIAL
- MIXED BUSINESS
- INDUSTRIAL
- SCHOOLS
- RECREATION & OPEN SPACE
- PUBLIC
- QUASI - PUBLIC
- VACANT

EXISTING LAND USE: 1989

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER/ARROYO
ASSOCIATES



POPULATION

The population of a community, its composition and characteristics, is a basic ingredient in planning for the future. Historical and current population trends can be used in various ways to illustrate problem areas of development and provide indication of probable future needs. Proper planning of future land use, roads, and community facilities must take the existing allocations of population and particularly future projections into consideration.

This chapter will examine three primary aspects of the City's population: past historical trends, present composition, and future population levels based on current trends, correlated with the effects of certain future variables. By analyzing the potential for population growth or decline, the City hopes to anticipate the needs of the community.

PAST AND PRESENT POPULATION TRENDS

From the turn of the century to 1980, the United States' population nearly tripled, growing from 75,995,000 to 226,504,825. During the same period, the East North Central States (Michigan, Illinois, Wisconsin, Indiana and Ohio) grew at a slightly slower rate, with their population increasing from 16,000,000 persons in 1900 to 41,669,738 by 1980. As a percent of the United States, the East North Central States, decreased by 2.6 percent between 1900 and 1980, dropping from 21.0 to 18.4 percent.

Michigan, as a percent of the East North Central States, in the last 70 years has increased its share of the East North Central States' population from 15.2 percent in 1900 to 22.2 percent in 1980. This means that Michigan claims between one-fifth and one-fourth of the population of the five state area.

Broadly speaking, the evolution or growth of the United States can be described in terms of three basic eras:

1. The Agricultural Era - which ended in the late 1800's
2. The Manufacturing Era - Which prevailed through the late 1950's.
3. The Human Resources Era - which emerged during the early 1960's.

The Agricultural Era relied upon individual strength and manpower. The basic production system was one of self-reliance. Families tended to be very large and farm size was somewhat dependent upon how much land the family could till. Areas of urbanization were limited to small cities and villages that provided market places and social and cultural activities for the families in the surrounding farmland.

The Manufacturing Era or age of industrialization took people from the farm to jobs in the cities and growing urban centers. One of the most important developments of this era was the beginning of the urbanization movement and improvements in the region's road network. With these improvements it became possible for persons to live in the outlying rural areas while commuting to work in cities like Detroit, Pontiac, and Flint.

Contrasted with the Agricultural and Manufacturing Eras, when most worked required physical strength or dexterity, is the Human Resources Era, when an increasing percentage of workers needed higher levels of educational achievement and mental development to meet job requirements. The demand for education, greater specialization, and the technology of automation and computers is usually evidenced in the growth patterns of a region. The rapid increase in the use of robots and computer control of many manufacturing processes is causing a rise in the demand for specialized university level training. Many areas that were formally thought of as exclusively manual tasks now require skilled training. Greater reliance on and use of machines in the manufacturing processes has also resulted in a drop in highly-paid, skilled manufacturing jobs. The slack is being taken up by increases in the service sector. Service sector jobs typically earn lower wages, however, forcing many families to resort to two wage earners in order to maintain their standard of living. Many experts point to Western Europe as an example of the standard of living toward which the United States is gradually moving.

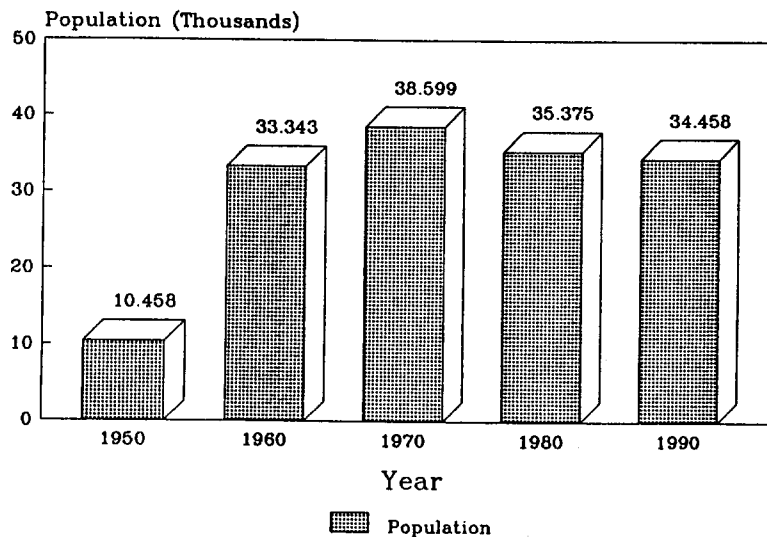
The decade from 1970 to 1980 saw a basic change in the migration of the population of the United States. For the previous four decades more people left the rural areas for the metropolitan centers. This trend suddenly reversed itself, however, and the country experienced a general move from the central cities to the rural countryside. Continued transportation improvements and a decade of "back to the land" sentiments appear to have combined to spur this phenomena. The current decade of 1980-1990 shows continuing growth in many of these "non-metropolitan" or urban fringe counties.

HISTORICAL GROWTH

Table 1 shows a comparison of population change from 1930 through 1989 in Madison Heights and other selected geographical areas, and the accompanying figure graphically illustrates the changes in Madison Heights from 1950 (before incorporation) to 1989/90. The 1989 estimates were obtained from the Oakland County Planning Division, which uses building permits, demolitions, year end vacancy rates, and persons per household data. The next actual count will take place in 1990 as part of the United States Census of Population.

The data in Table 1 shows that although Oakland County has experienced a continuous period of growth over the past 60 years, Madison Heights' population peaked sometime in the late 1960's to early 1970's. The highest recorded population count of 38,599 occurred in 1970, and has declined slowly ever since. This is due in part to the elimination of some residential areas by roadway and redevelopment projects such as I-696 and Madison Place near John R Road and Whitcomb Road, but more importantly by the national drop in average family size.

COMPARATIVE POPULATION CHANGE 1950-1990



1990 Population Based on 1989 Estimate

Another reason for the decline is that Madison Heights is approaching "build-out"; that is, there is little available land for new residential development. In addition, average household size has been steadily declining. This decline in population has also been experienced by the neighboring communities of Hazel Park and Royal Oak. The Cities of Troy to the north and Warren to the east have continued to grow in population because of the availability of vacant residential land. It is evident that the Detroit suburban

Table 1
Comparative Population Change

Area	1930	1940 (% Change)	1950 (% Change)	1960 (% Change)	1970 (% Change)	1980 (% Change)	1989 (% Change)
Michigan	4,842,325	5,256,106 (+8.5%)	6,371,766 (+21.2%)	7,823,144 (+22.7%)	8,875,083 (+13.4%)	9,258,344 (+4.3%)	N/A (N/A)
Oakland County	211,251	254,068 (+20.3%)	396,001 (+55.9%)	690,259 (+74.3%)	907,871 (+31.5%)	1,011,793 (+11.4%)	1,112,671 (+10.0%)
Madison Heights	--	--	10,458 N/A	33,343 (+218.8%)	38,599 (+15.8)	35,375 (-8.3%)	34,458 (-2.6%)
Troy	7,374	8,505 (+15.3%)	10,087 (+18.6%)	19,058 (+88.9%)	39,419 (+103.2%)	67,102 (+70.2%)	72,593 (+8.2%)
Royal Oak	22,904	25,087 (+9.5%)	46,898 (+86.9%)	80,612 (+71.9%)	85,499 (+6.1%)	70,893 (-17.1%)	69,479 (-2.0%)
Warren	14,269	22,126 (+55.1%)	42,653 (+92.8%)	89,246 (+109.2%)	179,260 (+100.9%)	161,134 (+88.5%)	N/A (N/A)
Hazel Park	--	--	17,770 N/A	25,631 (+44.2%)	23,784 (-7.2%)	20,914 (-12.1%)	20,051 (-4.1%)

% Change is from previous decade.

N/A - Not Applicable or Not Available

Source: U.S. Dept. of Commerce, Bureau of the Census; and Oakland County Planning Division.

communities closer to Detroit's City limits were part of the rapidly expanding Metropolis in the 1950 - 1970 growth period. These close-in suburbs are now approaching build-out while the growth has continued to move west and north of the City of Detroit. For example, Oakland County Planning Division estimates show a 46 percent and 45 percent increase in population for Rochester Hills and Novi, respectively, between 1980 and 1989. In contrast, Madison Heights, Hazel Park, Ferndale, and Royal Oak, all declined in population during the same period.

It should be noted that population is only one indication of growth in a community. The expansion in the non-residential sectors of Madison Heights are equally important and will be discussed in subsequent chapters.

POPULATION CHARACTERISTICS

National birth rates were relatively high and increasing after World War II until 1967, which resulted in a substantial increase in the school age groups. The past fifteen years, however, have witnessed a decline both in birth rates and numbers of school age children. The only exception has been in the senior high school population which is still feeling the effects of the earlier baby boom. As a percent of total population, the age group 65 and over has seen a marked increase, due in large part to advances in the medical sciences over the past 30 years.

The high rate of decline in the number of children under 5 years of age coupled with the increased number of women between 15 and 49 resulted in a sharp drop in the fertility rate to 2.3 in 1970. The U.S. Bureau of the Census contends that if the fertility rate drops to 2.1 there will be only 271,000,000 persons in the United States by the year 2000, and in 70 years the nation will reach zero population growth. Current trends show, however, that while zero population growth has occurred for short periods, there is currently a resurgence of persons in their 30's who are having children. This represents the group of the post World War II baby boom, who have started families of their own.

Family Size & Occupied Dwellings

Although the population of the City has declined slightly, there has been a significant change in the population characteristics. In 1960 when Madison Heights was experiencing a significant rate of population growth, the average household size was 3.9 persons per dwelling unit. As illustrated in the accompanying figure, this household size has steadily decreased to 3.5 in 1970, 2.7 in 1980, and to 2.6 persons per unit in 1989 (estimated). This change becomes evident when comparing a net population increase of 3.3 percent between 1960 and 1989 to an increase in housing units by 55.4 percent over the same period (see accompanying figure).

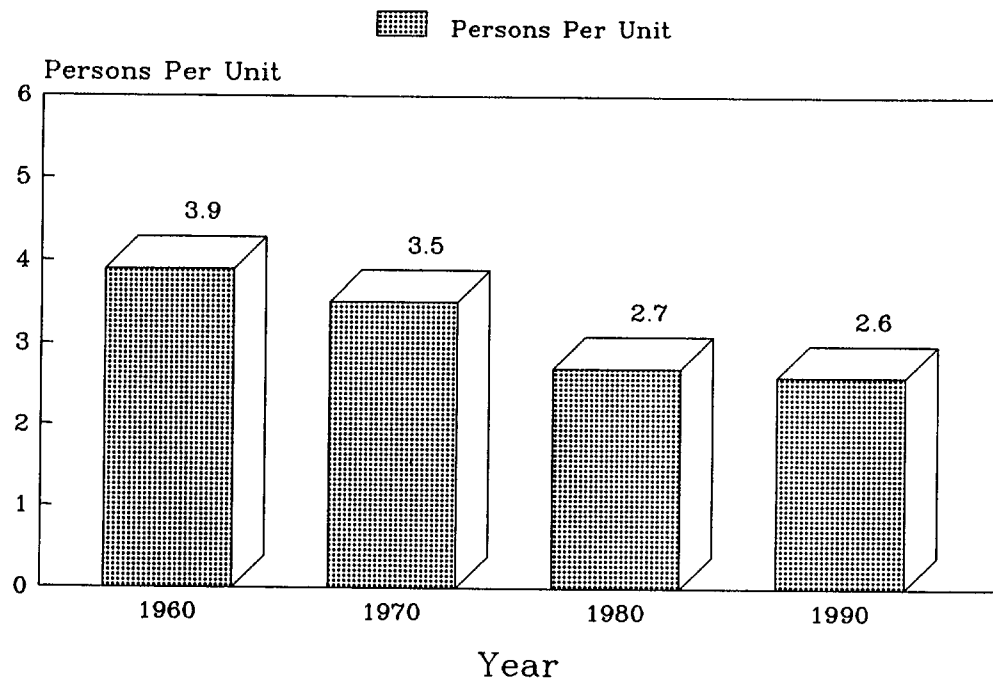
The change in family size is indicative of the predominance of the maturing family. A high persons per unit ratio reflects the presence of young families with children. As children mature and move out into other communities, the average household size in the community drops. In comparison with other maturing communities, however, an average family size of 2.6 is still relatively large.

Age Groupings

Age groupings generally define several social categories. The preschool group includes those under five years of age. Those from age 5 to 14 make up the elementary/middle school age group, while the high school sector includes those between 15-19. The bulk of the work force is found from age 20 to 64, with the age 25 to 44 bracket representing family formation years and 45 to 64 representing mature families.

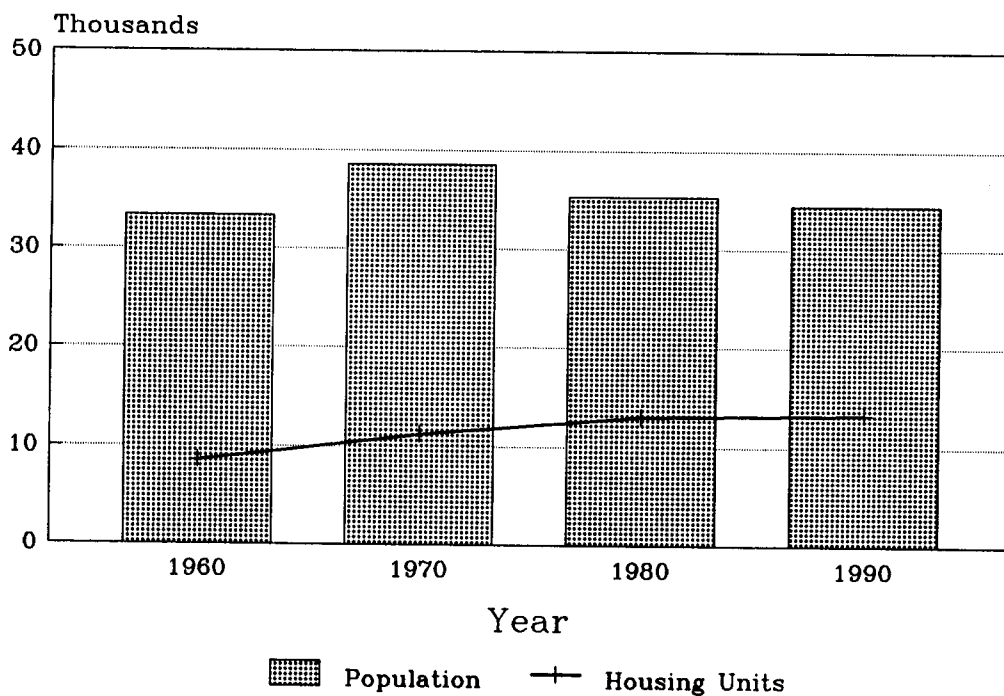
The phenomenon of the maturing family discussed above is also evident when comparing the 1960 and 1980 age group data (see Table 2 and the accompanying figure). Children under 15 years of age comprised 42.5 percent of Madison Heights population in 1960 versus 22 percent in 1989. In contrast, 28 percent of the population is now 45 years of age or older compared to 11.7 percent in 1960.

PERSONS PER DWELLING UNIT 1960 - 1990



1990 Numbers Based on 1989 Estimate

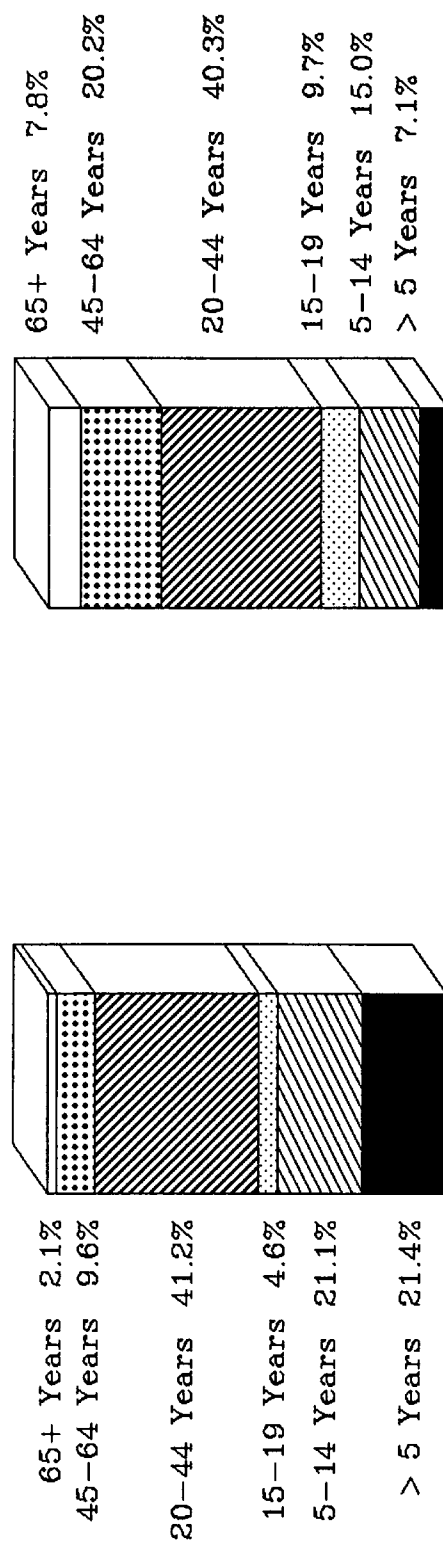
POPULATION & HOUSING CHANGE 1960-1990



1990 Data Based on 1989 Estimates

Major Age Group Comparison

1960 vs. 1980



1960 Population 1980 Population

Source: U.S. Census of Population

Table 2
Major Age Groups

<u>Age Group</u>	<u>1960</u>	<u>1980</u>
under 5	21.4%	7.0%
5 - 14	21.1%	15.0%
15-19	4.6%	9.7%
20-44	41.2%	40.3%
45-64	9.6%	20.2%
65+	2.1%	7.8%
Median Age	22.0	28.0

Employment and Income

As the population of Madison Heights matures, the labor force grows, even though the total population is declining. Table 3 below shows labor force and unemployment statistics for Madison Heights for July 1985, July 1988, and July 1989. Pre-1985 numbers are not shown because of a difference in methodology used by the Michigan Employment Security Commission.

Table 3
Labor Force and Employment

<u>Month</u>	<u>Population*</u>	<u>Labor Force</u>	<u>Employed</u>	<u>Unemployed</u>	<u>Percent Unemployed</u>
July 1989	34,458	21,800	20,225	1,575	7.2%
July 1988	35,495	21,650	19,900	1,750	8.1%
July 1985	35,748	19,750	18,000	1,750	8.8%

*Estimates as of January 1

Source: Michigan Employment Security Commission
Oakland County Planning Division
Birchler/Arroyo Associates

As the above table shows, approximately 59 percent of the total population of Madison Heights is currently employed. As a comparison, in 1960 only 51 percent of the total City population, working and nonworking, was between 20 and 64 years of age compared to 60 percent in 1980. This percentage should be even higher when the results of the 1990 Census are released.

Table 4 below shows employment by sector in Madison Heights from the 1980 Census of Population. Although it is likely that the 1990 Census data will reflect even more of a shift to the service sectors such as retail trade and clerical services, the 1980 data is the most current available.

Table 4
Employment By Sector
1980

<u>Sector</u>	<u>Number Employed</u>	<u>% of total</u>
Managerial and Professional Specialty	2,665	16.0
Technical, Sales, and Administrative Support	5,509	33.0
Service Occupations	2,039	12.2
Farming, Forestry and Fishing	69	0.4
Precision Production, Craft and Repair	2,613	15.6
Operators, Fabricators, and Laborers	<u>3,805</u>	<u>22.8</u>
TOTAL	16,700	100.0

Table 5 show a comparison of per capita income from 1979 to 1985. In also provides data for the highest and lowest ranked cities in Oakland County based on per capita income.

Table 5
Estimated Per Capita Income
Selected Oakland County Cities

<u>Rank/City</u>	<u>1979 Per Capita Income</u>	<u>1985 Per Capita Income</u>	<u>Numerical Change</u>	<u>Percent Change</u>
1. Bloomfield Hills	\$35,129	\$53,421	+18,292	+52.07
23. Madison Heights	\$8,326	\$12,579	+ 4,253	+51.8
29. Pontiac	\$6,252	\$ 9,899	+ 3,647	+58.33

Source: Oakland County Planning Division

PROJECTIONS AND ESTIMATES

As noted above, only 4.3 percent of Madison Heights is vacant, and approximately one-third of this vacant land is zoned for residential development. In addition, the average household size continues to decline as the population matures and children grow up and leave home.

Preparing population projections for a community such as Madison Heights is much different than the process one would follow in a rapidly growing community with ample vacant land. Traditional methods such as constant proportion method (linked to the county population), growth rate method (based on past percentage changes), and increasing proportion method (based on an increasing share of County growth) are not appropriate. More appropriately, new housing and family size are the two most important variables that need to be examined.

Table 6 below shows the potential for additional housing units based on approximately 62 acres of vacant residentially-zoned land and 225 units of multi-family currently under construction at Village Green, north of 13 Mile Road and west of Dequindre Road.

Table 6
Future Housing Units

	<u>Vacant Acres</u>	<u>Assumed Density</u>	<u>Possible Units</u>
Single Family	59	4.8 units/acre*	285
R-M**	3	13/acre	40
R-M (under construction)	<u>17</u>	13/acre	<u>225</u>
	62 plus		550
	17 u/c		

*4.8 units/acre is based on R-2 zoning average

** Includes condo and apartment

Based on 550 new dwelling units in addition to the 13,285 currently in place, the buildout population, assuming no redevelopment and 2.5 persons per dwelling unit, will equal approximately 34,575, which is 130 more than the current 1989 population estimate. This projected population could be less if the average family size drops below 2.5 persons per unit.

The impact of the decreasing family size can be demonstrated by examining population projections from the Southeast Michigan Council of Governments' (SEMCOG) Small Area Forecast Model - 1984. The forecasts prepared in 1984 by SEMCOG and shown in Table 7 below reflect a decreasing population, decreasing average household size, and increasing number of households.

Table 7
SEMCOG SMALL AREA FORECAST - 1984
Madison Heights, Michigan

	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>
Population	36,157	34,848	33,879	32,633	32,163
Persons Per Unit	2.81	2.64	2.52	2.39	2.33
Households	12,870	13,181	13,468	13,681	13,805

Source: SEMCOG

NEIGHBORHOOD ANALYSIS

PURPOSE

The purpose of this chapter of the Master Plan is to assess the overall character and condition of the City's residential neighborhoods. The basic approach will include: counts of the number of existing housing units; estimates of the ultimate number of housing units at "build-out"; a general evaluation of housing conditions and neighborhood character; availability and adequacy of existing recreation facilities; examination of negative, non-residential influences; and recommendations for improvements, stabilization, and maintenance for a return to sound housing conditions and neighborhood vitality. The study methodology will go through the full range of these analyses for each individual neighborhood.

HOUSING CONDITIONS

During the Existing Land Use Survey and again during the Neighborhood Survey, the consultants rated the structural condition of all housing units. The ratings of housing condition were based on exterior inspection of all structures from the public street - the consultants did not enter onto private property. Each dwelling's condition was rated by its physical appearance and incorporated into one of three categories:

Standard Condition includes those dwellings without visible defects or only slight defects that would be corrected during periodic, normal maintenance. Examples of minor defects might include: in need of paint, broken gutters or downspouts, slight damage to roof shingles or siding, chimney mortar in need of "repointing", and similar defects. None of these minor defects would cause any deterioration in livability of the dwelling. Nearly 94 percent of the City's single family housing stock is currently in standard condition.

Restoration Needed applies to about 6 percent of the City's single family housing. This category refers to those structures that are in livable condition but require corrective actions that go beyond normal repair. Examples of specific defects might include: sagging or unsafe porches and steps; missing handrails; large areas of missing or damaged finish material such as brick, siding, and wood trim; roofs in need of re-shingling; several damaged windows; visible build-up of trash or debris inside or outdoors. The types of deterioration noted by this category can have some adverse impact on neighboring homes and overall neighborhood appearance. Therefore, they deserve corrective action.

Sub-Standard Structure refers to a very small percentage of the City's housing that is in such a deteriorated state that it could exert a blighting influence on its immediate neighborhood. This category includes major defects such as sagging roof lines; walls visibly out of plumb; sinking foundation; missing doors or windows; extensive fire damage; crumbling, unsafe porches and steps; large areas of missing or heavily damaged siding or face brick; seriously damaged chimneys. The types of defects characteristic of sub-standard structures are those which contribute to seriously lowering the occupants living conditions and/or having a negative impact on overall neighborhood character and quality.

RECREATION STANDARDS

To formulate a plan for recreation areas, standards must be developed outlining requirements for service areas, land needs based on future population, and the ultimate size and extent of the facilities and their location. The standards as outlined in this chapter were compiled from the recommendations of various school, recreation, professional organizations, and public agency reports. These standards are shown in the table "Summary Of Recreation Planning Standards".

Recognized recreation planning standards are a valuable tool in making an assessment of future recreation needs. Standards may be used effectively only as a means for comparing present conditions to what is thought to be suitable or desirable, and as a general guide toward estimating future needs and demands.

A variety of standards have been developed by the following groups and a summary of the most important ones is found in the table noted above. A recommended standard is also included for applicability to Madison Heights.

- American Society of Planning Officials (ASPO)

The ASPO standards were developed in 1965, using data collected from the National Recreation Association, the American Public Health Association, the Athletic Institute, and planning commissions in several major cities.

- Heritage Conservation & Recreation Service (HCRS, Formerly Bureau of Outdoor Recreation)

The HCRS compiled data on standards used or recommended by various city, county, metropolitan, state, and federal park and recreation agencies.

- Urban Land Institute (ULI)

The ULI, a private research organization concerned with planning and development of land, recommends standards for recreation areas for community and neighborhood development.

Facility Types

The major types of recreation resources that Madison Heights will continue to provide to its residents through future planning of its recreation facilities includes the following:

The playground is an area developed primarily to serve the active recreation needs of 6-12 year olds. A portion of a local playground should be set aside for the needs of pre-schoolers.

The playfield or athletic field is designed to serve teenagers and adults with various types of active group recreational activities during the entire year. If possible, the playfield should provide: areas for paved game courts such as tennis, basketball, volleyball, and handball; space for shuffleboard and horseshoe courts; sports fields for men and women such as softball, baseball, football, and soccer; and picnicking and small children's play areas.

The community park, in general, is designed to serve a number of neighborhoods, or, in some cases, the entire City. It is suggested that a major recreation building, designed to meet the needs of all age groups, be included in the community park. In addition, it should include: areas of natural beauty with nearby picnic and trail development; fields and paved courts for various kinds of sports; and minor playground and playlot development. Other suggested activities include an outdoor shelter-concert area, outdoor swimming, lighted spectator-type athletic field, ice skating, and ample off-street parking.

SUMMARY OF RECREATION PLANNING STANDARDS

<u>Facility</u>	<u>ASPO</u>	<u>HCRS</u>	<u>ULI</u>	<u>Consultant Recommendation</u>
<u>Playground</u>				
Site Size	3-7 Acres	5 Acres	2-5 Acres	3 acres
Service Radius	0.5 Miles	0.25 Miles	0.5 Miles	0.5 Miles
Acres/1000 Population	1.5	1.5	1.5	1.5
<u>Playfield</u>				
Site Size	20 Acres	25 Acres	10-15 Acres	15 Acres
Service Radius	1 Mile	1.5 Miles	1.5 Miles	1-1.5 Miles
Acres/1000 Population	2.0	2.5	1.5	2.0
<u>Community Park</u>				
Site Size	25 Acres	50 Acres	40-100 Acres	40 Acres
Service Radius	1-2 Miles	2 Miles	2 Miles	3 Miles
Acres/1000 Population	1+	4.0	3.5	3.5

In addition to the above standards, the National Recreation and Parks Association (NRPA) has established standards for special facilities. These standards are listed in the table below.

STANDARDS FOR SPECIAL FACILITIES

<u>Facility</u>	<u>Standard/1000 People</u>	<u>Comment</u>
Baseball Diamonds	1 per 6,000	Regulation 90°
Softball Diamonds	1 per 3,000	
Tennis Courts	1 per 2,000	Best in battery of 4
Basketball Courts	1 per 500	
Swimming Pools (25 yard)	1 per 10,000	15 sq. ft. of water for 3% of pop'n.
Skating Rinks (artificial)	1 per 30,000	
Neighborhood Centers	1 per 10,000	
Community Centers	1 per 25,000	
Golf Courses	1 per 25,000	

Source: NRPA, Washington, DC

Each of the City's neighborhoods was evaluated for adequacy of existing "neighborhood" level recreation facilities. The basic standard applied was 1.5 acres per 1,000 capacity population of the neighborhood. A minimum site size of 3.0 acres is recommended.

**RECREATION SPACE BY NEIGHBORHOOD:
Existing Acreage, Neighborhood Needs, Deficiencies**

<u>NEIGHBORHOOD</u>	<u>Capacity Population</u>	<u>Existing Park Acreage</u>	<u>Neighborhood Park Needs</u>	<u>Identified Deficiency</u>
CO-OP	3,295	4.2	4.9	0.7
CIVIC CENTER	2,623	*	2.8	---
CAMPBELL	913	2.3	1.4	---
LESSINGER	2,095	8.1	3.1	---
WOODSIDE	943	1.0	3.0	2.0
SIMONDS	2,473	12.9	3.7	---
EAST	2,968	14.5	4.3	---
SIXMA	3,323	7.9	5.0	---
VANDENBERG	3,005	33.5	4.5	---
EDISON	3,500	5.0	5.3	0.3
MONROE	2,820	8.1	4.2	---
ROOSEVELT	2,623	8.2	3.9	---
HALFMAN	3,210	3.1	4.8	1.7
CITY TOTALS	33,791	108.8	50.9	4.7

* Extensive "community park" acreage in the neighborhood, no neighborhood deficiency identified.

Source: Birchler/Arroyo Associates, 1989.

CAMPBELL NEIGHBORHOOD
 345 Standard
 0 Restoration Needed
 0 Sub-Standard
 345 Total Single Family
 345 Existing Total
 345 Ultimate Capacity

LESSINGER NEIGHBORHOOD
 659 Standard
 23 Restoration Needed
 0 Sub-Standard
 659 Total Single Family
 122 Mobile Home
 56 Multiple & Senior
 837 Existing Total
 838 Ultimate Capacity

EDISON NEIGHBORHOOD
 1,105 Standard
 88 Restoration Needed
 4 Sub-Standard
 1,199 Total Single Family
 143 Multiple Family
 1,342 Existing Total
 1,400 Ultimate Capacity

MONROE NEIGHBORHOOD
 961 Standard
 118 Restoration Needed
 12 Sub-Standard
 1,091 Total Single Family
 4 Multiple Family
 1,095 Existing Total
 1,128 Ultimate Capacity

CIVIC CENTER NEIGHBORHOOD
 0 Single Family
 0 Mobile Home
 1,049 Multiple & Senior
 1,049 Existing Total
 1,049 Ultimate Capacity

CO-OP NEIGHBORHOOD
 23 Standard
 3 Restoration Needed
 0 Sub-Standard
 25 Total Single Family
 0 Mobile Home
 1,135 Multiple & Senior
 1,160 Existing Total
 1,320 Ultimate Capacity

WOODSIDE NEIGHBORHOOD
 319 Standard
 28 Restoration Needed
 0 Sub-Standard
 347 Total Single Family
 347 Existing Total
 377 Ultimate Capacity

SIMONDS NEIGHBORHOOD
 456 Standard
 8 Restoration Needed
 1 Sub-Standard
 465 Total Single Family
 412 Multiple Family
 877 Existing Total
 989 Ultimate Capacity

EAST NEIGHBORHOOD
 1,010 Standard
 24 Restoration Needed
 1 Sub-Standard
 1,035 Total Single Family
 147 Multiple Family
 1,182 Existing Total
 1,187 Ultimate Capacity

SIXMA NEIGHBORHOOD
 1,309 Standard
 13 Restoration Needed
 0 Sub-Standard
 1,322 Total Single Family
 1,322 Existing Total
 1,329 Ultimate Capacity

VANDENBERG NEIGHBORHOOD
 645 Standard
 97 Restoration Needed
 8 Sub-Standard
 750 Total Single Family
 388 Multiple & Senior
 1,134 Existing Total
 1,202 Ultimate Capacity

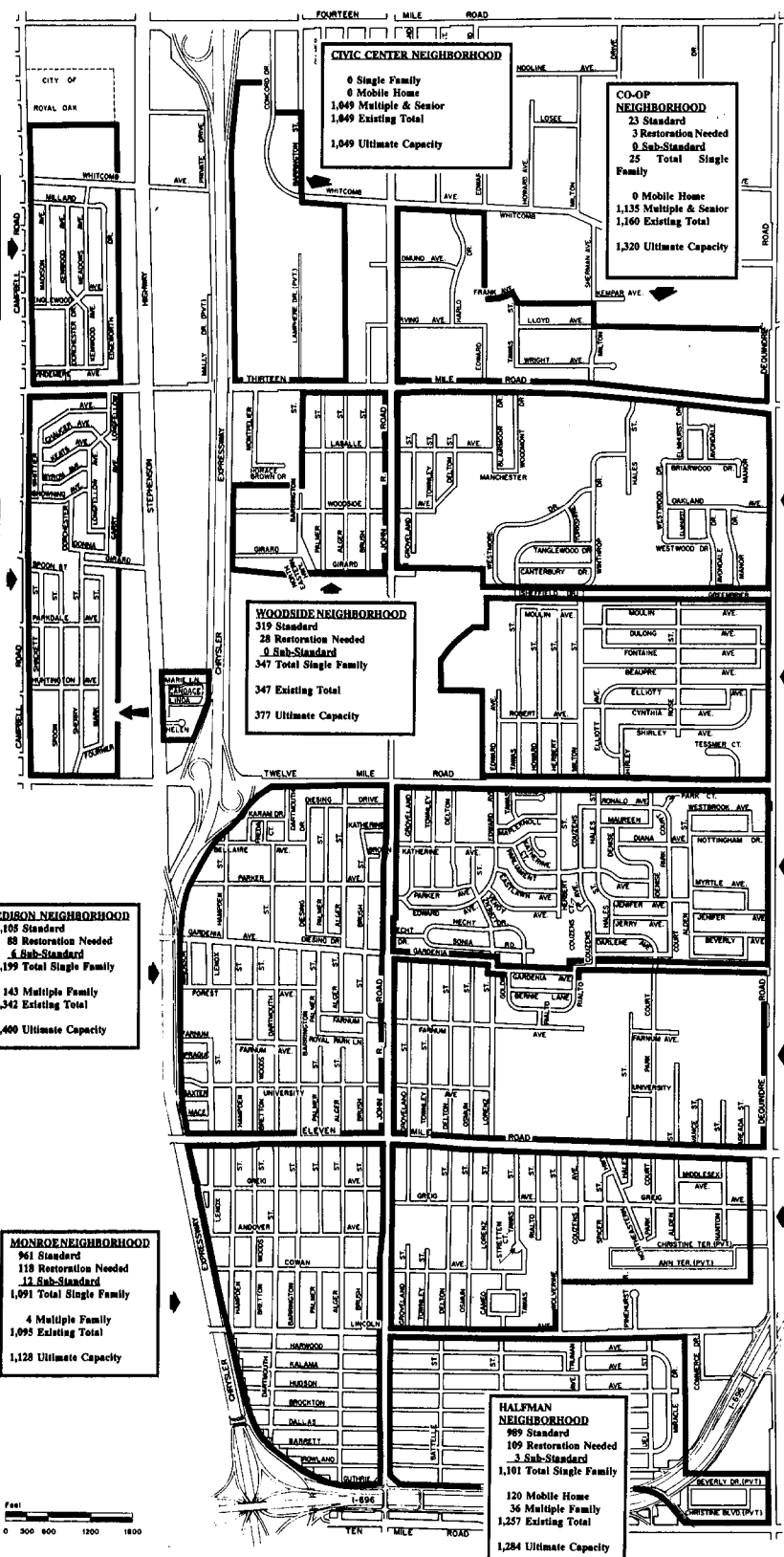
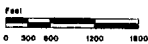
ROOSEVELT NEIGHBORHOOD
 744 Standard
 65 Restoration Needed
 1 Sub-Standard
 810 Total Single Family
 193 Mobile Home
 8 Multiple Family
 1,011 Existing Total
 1,049 Ultimate Capacity

HALFMAN NEIGHBORHOOD
 989 Standard
 109 Restoration Needed
 3 Sub-Standard
 1,101 Total Single Family
 120 Mobile Home
 36 Multiple Family
 1,257 Existing Total
 1,284 Ultimate Capacity

NEIGHBORHOODS
 8,582 Standard
 553 Restoration Needed
 32 Sub-Standard
 9,167 Total Single Family
 435 Mobile Home
 3,374 Multiple & Senior
 12,974 Existing Total
 13,515 Ultimate Capacity

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CO-OP NEIGHBORHOOD

The Co-op area continues to experience significant growth in multiple family dwelling units. The neighborhood is bounded by John R, Whitcomb, Dequindre and 13 Mile Road. It includes only 25 single and two-family homes but includes 633 apartments and 277 units of senior housing. In addition, there are another 225 multiple family units currently under construction just east of the County Water Park.

The Co-op neighborhood is very near to its ultimate or "build-out" total of dwelling units, unless major redevelopment were to occur. There are only about 14 vacant lots, principally in the area between Edwards, Milton, Frank and 13 Mile. This Assessor's Plat area involves approximately 60 acres of land that includes only 29 individual homesites at the present time. If this area were redeveloped by upgrading sewer and water service and expanding the street system, it could provide approximately 160 homesites of 12,000 square feet each with a 100 foot minimum lot width. This calculation is provided as an example for planning purposes only, not as a recommendation. With a current total of 1,160 dwelling units and the potential to add between 14 and 160 units, the Co-op Neighborhood has a capacity for 1,320 dwellings at ultimate development.

Existing housing conditions in the Co-op area are excellent. Less than 1 percent of the current housing stock shows any signs of requiring restoration. New development within the Assessor's Plat would likely spur a resurgence of that area and encourage all remaining units in need of repair to be brought up to Standard Condition.

There are no existing public recreation facilities in the Co-op area to serve the neighborhood's recreation needs. Although the County Water Park is physically located within the Co-op Neighborhood, this facility is a regional recreation development serving the entire Oakland County area. There is a small natural preserve of about 4.2 acres in the Assessor's Plat. Some of the individual multiple family complexes have private recreation facilities for the use of tenants only.

Based on the standards enumerated earlier, the Co-op area is in need of 0.7 acres of neighborhood park development, in addition to the 4.2 acre preserve. This neighborhood does not have its own elementary school and residents cannot access park facilities in other neighborhoods without having to cross a major thoroughfare.

Non-residential influences on the Co-op Neighborhood occur primarily where the area abuts industrial uses east of Edward Avenue and north of the Assessor's Plat area. These influences are not serious and can be managed through upgrading of the greenbelt and screening techniques of the site plan approval process for new industries.

CIVIC CENTER NEIGHBORHOOD

The Civic Center area is another neighborhood characterized by multiple family housing development. All of the area's 1,049 housing units are in multiple family developments. With no vacant residential land for future development, the Civic Center area has already reached its capacity.

Other major uses which establish the character of this neighborhood include the civic center complex, the community park, and Lamphere High School. The Civic Center area has more than adequate recreation space for its estimated 2,623 residents.

The physical condition of the neighborhood's housing stock is 100 percent Standard. Redevelopment of the commercial area north of Whitcomb and east of Barrington removed all of the neighborhood's single family homes, which may have previously exhibited some need for restoration. Since most of the Civic Center area's non-residential development is quite recent, modern site planning standards have reduced or eliminated any negative impacts on the residential districts.

CAMPBELL NEIGHBORHOOD

The Campbell neighborhood is an attractive enclave of 363 detached single family homes. All of the neighborhood's housing was rated in Standard Condition. There are no vacant lots and no vacant residential acreage.

The Campbell Elementary School, also housing the Lamphere Administration Center, provides the neighborhood with playground equipment, a baseball diamond and a large grassy field. The neighborhood has no identifiable recreation deficiency.

The Campbell neighborhood is also home to Bishop Foley High School at its north end. Along the eastern boundary of the area, the homes back up to the industrial development on Stephenson Highway. The installation of a fairly uniform, six foot high screen wall at the rear of the industrial district appears to function well in protecting the character of the Campbell Neighborhood.

LESSINGER NEIGHBORHOOD

Although larger in size, the Lessinger Neighborhood is very similar in character to the Campbell Area. There are 56 apartment units, 659 single family homes and one vacant lot for an ultimate development capacity of 716 total dwelling units. All of the area's housing was rated as Standard Condition. Like Campbell, the Lessinger area appears to be properly buffered from nearby industrial influences by a six foot high masonry wall.

Neighborhood recreation is available at the Lessinger School and at the 12-Sherry City Park. The 12-Sherry Park provides 1 baseball diamond, 2 tennis courts, outdoor basketball, a picnic area, and playground equipment. The park at Lessinger Elementary is so extensive that it nearly goes beyond the neighborhood park scale to become a community park. There are 2 baseball diamonds, a playground, parking for 30-40 cars, and a walkway connection to Sherry/Girard Street that eliminates the need for residents to travel onto Campbell in order to access the park. The Lessinger Neighborhood had no identifiable recreation deficiencies.

Red Run Sub-Neighborhood

The Red Run mobile home community located on Stephenson north of 12 Mile, is isolated by major thoroughfares from all nearby neighborhoods. For purposes of access to school and park facilities, it relates best with Lessinger, even though they are not physically connected. The 12-Sherry Park is fairly convenient to Red Run's 122 homes and even the Lessinger School/Park is accessible by automobile. For these reasons, Red Run will be treated as a sub-neighborhood component of Lessinger. Because Red Run does not contribute directly to Lessinger's neighborhood character, the dwelling unit totals will be kept separate.

WOODSIDE NEIGHBORHOOD

Woodside is located between 13 Mile and Girard, west of John R. The neighborhood currently has a total of 347 single family homes, of which 8 percent were identified as being in need of restoration. The neighborhood has limited development potential for about 30 infill lots for new single family homes, for a neighborhood capacity of 377 units at build-out.

Woodside does not have an elementary school within its boundaries. Gravel Park, a small 1.0 acre tot lot and picnic area, is located on a nicely wooded site off Barrington. There are walkway connection to Palmer and the Barrington/Woodside intersection. The potential neighborhood population dictates a need for 3.0 acres of neighborhood park space, indicating a deficiency of 2.0 acres. In the interim, pedestrian access to Civic Center Park is available via the traffic light at Barrington.

Woodside experiences fairly severe negative impacts from industrial development to the south. Because the

neighborhood and the industrial zone are only separated from one another by Girard Street, there is little or no buffering of the industrial areas. Industrial and neighborhood traffic must both use Girard so the neighborhood entry is pre-conditioned by an incompatible land use.

At the other end of Woodside, however, office development appears to have had a positive visual impact on the residential uses along Barrington. The low earth-sheltered design of the office buildings reduce their bulk and the upgrading of Barrington from a half street to a boulevard added an important landscape element.

The south end of the Woodside Neighborhood would likely benefit from additional landscaping of the industrial front setback and screening of parking, loading and service areas visible from Girard. Infill development of the neighborhood's 30 vacant lots would provide a positive impact.

SIMONDS NEIGHBORHOOD

The Simonds area is located between 13 Mile and Moulin, from John R to Dequindre. This neighborhood is "upwind" from the S.O.C.R.R.A. incinerator. As such, it might be logical to expect some deteriorating housing conditions. In fact, however, 98 percent of the single family housing stock is in Standard Condition with only 2 percent that is rated Restoration Needed.

The Simonds area has neighborhood recreation facilities at Simonds and Hiller Schools and Ambassador Park. No deficiency of neighborhood recreation space was identified. Simonds is also home to the Suarez Woods, and the County public golf course.

Non-residential uses presently have only limited impact on the Simonds Neighborhood. General neighborhood character is excellent. Maintenance of sound housing condition can be assured by site plan approval standards applied to any new, non-residential uses on the perimeter of the neighborhood. The one small area requiring attention is the industry on the south side of Girard at Groveland. There is no screening of parking areas, service areas, loading zones, and outdoor storage. More aggressive code enforcement may result in better management practices by the businesses. Landscaping of the industrial front yards would improve their appearance. Employee parking on Groveland should be discouraged or prohibited.

EAST NEIGHBORHOOD

The East neighborhood includes 1,182 dwellings. Ninety-eight percent of the detached single family homes are in standard condition. General neighborhood character is good overall. Most, if not all, of the perimeter non-residential uses have provided screen walls or fencing. As with nearly all of the City's neighborhoods, the residential areas would benefit from a uniform screen wall design, height and color. For overall appearance, color, permanence, and lack of maintenance, a reinforced poured concrete wall six feet high, in its natural color, may be the superior alternative.

Neighborhood recreation space is available at Page Junior High and Silverleaf Park. The survey identified no deficiency of recreation space for East residents.

The quality of the Simon and East areas can be maintained through the site plan approval process for perimeter businesses. Long-range, however, the quality of the pollution control equipment installed at the incinerator will likely have the biggest impact on stability of these two neighborhoods.

SIXMA NEIGHBORHOOD

The Sixma area lies north of Gardenia, between John R and Dequindre, north to 12 Mile Road. Ninety-nine percent of the neighborhood's housing stock is in standard condition. The Sixma area has non-residential use all along the west, north, and east boundaries. Most of these have some form of screening

in place but it varies widely in style and condition. Some older screen fences were observed to be falling down.

Residences that are located along 12 Mile are doing very well in term of condition. This is probably due to modern design standards that oriented the sides or rear of the houses toward 12 Mile so that they face into the neighborhood.

Sixma has neighborhood recreation development at Greenleaf Park and at Sixma School. The total of 7.9 acres is anticipated to adequately serve the needs of the Sixma area at capacity development.

VANDENBERG NEIGHBORHOOD

The Vandenberg area, lying immediately south of Sixma, appears to be impacted by non-residential uses on its perimeter. Eight-six percent of the single family homes were Standard Condition while 13% were classified Restoration Needed and 1% Sub-Standard. The area most seriously affected lies south of Oakland General Hospital and north of 11 Mile. Industrial uses along the north side of 11 Mile exhibit open storage, loading/unloading and service areas that are open to the neighborhood, without benefit of screen walls. In particular, access to many of the business uses from the residential streets has introduced an industrial character directly into the neighborhoods. At other locations, such as 11 Mile and Park Court, the screen wall is ineffective because materials are being stored in excess of the wall height.

The commercial and mixed business use along John R from 11 Mile to Gardenia is also inadequately screened from view by residential neighbors. Materials are stacked higher than the screen wall at several locations, most notably John R Lumber and the landscape supply yard. Security devises like razor sharp concertina wire are inappropriate adjoining residential neighbors. The materials used for screening are inconsistent in type and height from one business to the next. In some locations no screening is present at all.

Besides housing conditions, there were other problems within the residential areas themselves. Most notably, unpaved streets and open storm drains with evidence of blocked driveway culverts. These characteristics detract from neighborhood character and in combination with deteriorating housing conditions they can lead a neighborhood into a downward trend.

Recreation facilities are the good news in the Vandenberg Neighborhood. Rosie's Park, Schoenhals School and the Exchange Club Park provide 27.5 acres of convenient, high quality neighborhood recreation. Another 6.0 acres was recently added for the Madison Woods Park bringing the total to 33.5 acres. The neighborhood can also take advantage of facilities available at Madison High School. There is no recreation deficiency in Vandenberg.

Some recommended actions for neighborhood enhancement within the Vandenberg area include:

- Continue the street paving, storm drainage, and sidewalk programs already underway on streets north of 11 Mile.
- Strict code enforcement of screening requirements, particularly related to screen wall maintenance and keeping stored materials below wall height.
- Require uniform screen walls for new development or replacement - six foot height, reinforced poured concrete, brick texture and natural color.
- Where industry must use residential streets for access, insist upon screen walls at the rear, paved parking and driveways, and landscaped setback areas along the residential street.
- Encourage continued infill development on the 68 vacant lots. Construction of new homes tends to raise neighborhood pride.

EDISON NEIGHBORHOOD

Edison is located west of John R, between 11 Mile and 12 Mile, with Edison School and Park as its focal

point. Housing conditions exhibit the results of adverse impacts from 11 Mile businesses and to a lesser degree those along John R. Seven percent of Edison's single family homes are in need of Restoration and 1% are Sub-Standard.

Eleven Mile businesses exhibit characteristics, such as: expansion of parking into the residential area behind an earlier screen wall; use of inappropriate screening materials like plastic strips in chain link fencing; parking of customer vehicles in the alley adjoining residences; dumpster without screening in plain view of homes; broken screen walls and unpaved alleys; and petroleum products such as motor oil and diesel or heating oil spilled on the ground.

Business uses along John R exhibit considerably better characteristics. In this area, access is primarily from the major street, instead of side streets and alleys. Most of the screen walls are similar in style, of poured concrete. A few are composed of dissimilar materials such as wood or pre-cast concrete panels. The block wall behind Farnum Plaza is effective but lacks any aesthetic appeal and shows serious signs of disrepair.

Public recreation space in the Edison neighborhood is currently limited to the small Edison Park adjoining the Elementary School. Though relatively small in size, the site provides good playground equipment, 2 ball fields, a sled hill, and parking for about 20 cars. Two outdoor basketball courts are overgrown with weeds and require minor repair.

Several actions could be taken to improve specific aspects of the Edison neighborhood that may help upgrade it overall:

- 11 Mile Road businesses need to obscure their activities and clean up their sites. A screen wall along the residential side of the alley would be most appropriate.
- Infill development on the 58 vacant lots would instill new confidence and pride in the neighborhood.
- New businesses along John R and those replacing their screen wall or fence should adopt uniform design and height standards.
- A small neighborhood park north of Gardenia might be possible on vacant land in the interior of one of the blocks. (0.3 acre current deficiency).

MONROE NEIGHBORHOOD

Monroe is yet another neighborhood that seems to be suffering from impacts of non-residential development on its perimeter. The area is bounded by the I-75 service drive, Ten Mile/I-696 service drive, John R and 11 Mile. The two freeways do not appear to exert the most negative influence, probably because of generous setbacks and large expanses of landscaped right-of-way. Instead, it is business and industry, some even extending deep into the neighborhood, that is adversely affecting livability and neighborhood character.

Business development along 11 Mile is characterized by poorly maintained screen walls of an older design. Property maintenance is lacking to the extent that weeds were observed growing higher than the screen wall at certain locations.

Industrial and commercial development along Lincoln is inappropriate because it intrudes into the heart of the neighborhood. With the exception of a corner convenience store, industrial businesses like Oakland Tire bring heavy truck traffic and too much outdoor business activity into the neighborhood. Outdoor loading and service areas face directly into nearby homes. A propane filling station and its associated hazards is particularly out of place in the neighborhood.

Business uses along John R are especially damaging to the neighborhood character. There was evidence of screen fences erected by residential neighbors because of the lack of any such features on the business property. At Brush and Greig, the business use was permitted to extend its influence all the way up to the residential street at its rear lot line. At least one auto sales lot parks unlicensed vehicles, employee and

customer cars on the residential street. There was evidence that cars undergoing repair were being parked temporarily on-street. Industrial businesses in general exhibited far too much open, outdoor storage of useless material and junk.

Neighborhood recreation areas include the Billy Huffman Park and the Monroe Elementary Park. Their locations provide access to playground equipment and a ball field for all residents, without the need to cross Lincoln. The Monroe Park is in need of further development of its ball diamond. The Monroe neighborhood currently has about twice the park acreage suggested by the standards, based on capacity population.

Appropriate improvement actions related to the Monroe neighborhood include:

- Infill development of 37 single family lots.
- Gradual elimination of business uses from Lincoln. Introduction of small multi-family developments, such as townhomes, may be an appropriate redevelopment tool along Lincoln.
- Screening of industrial service areas, such as the one at Oakland Tire, from view by residential neighbors.
- Additional landscaping along the I-696 service drive.
- Legitimize the impromptu "horseshoe park" located in the excess right-of-way west of Lenox and north of Andover.
- City should investigate ways to provide screen wall or fence along the west side of alleys that separate the neighborhood from John R business development.

ROOSEVELT NEIGHBORHOOD

Roosevelt is a good example of a neighborhood where new, planned industrial development has not had any significant, negative impact on neighborhood character. Although the neighborhood includes 8% of its housing in the Restoration Needed category, the adverse impacts appear to be coming from John R and 11 Mile businesses, not from new industries at the east end of Lincoln.

Business uses along John R are principally in need of uniform screening for the homes on Groveland. The lack of uniformity in screen wall design and condition gives an impermanent character to the buffer.

Eleven Mile Road industrial uses are prime examples of what it means to be a poor neighbor to adjoining residences. Some of the adverse features observed include: outdoor storage stacked above the height of the screen wall and visible to the neighbors; tires and junk in full view and without any means of screening; storage of junk on-site rather than proper recycling or disposal; businesses using the unpaved public road shoulder for access and parking; open storage in the required front setback along side streets; storage of inoperable trucks adjoining homes without a screen wall and with spare parts stored on top of those same inoperable trucks.

Recreation facilities in the Roosevelt neighborhood are well distributed and include the 2.0 acre Wildwood Park and the 6.2 acre Wilkinson School Park. The Roosevelt neighborhood has no identified recreation deficiency.

Suggested improvement actions for Roosevelt include:

- Infill development of 38 vacant single family lots.
- Promotion of uniform screening of business activity along the residential side of business uses on John R and 11 Mile Road.
- Code enforcement action to stop the indiscriminate storage of junk and eliminate the open storage of legitimate materials.
- Action to stop storage of materials and supplies in required front yards along side streets.
- Limit all outdoor storage to the height of the screen wall enclosing the storage yard.

HALFMAN NEIGHBORHOOD

Halfman is located in the City's southeast corner, bounded by John R, Lincoln, Dequindre and I-696. The general neighborhood character provides evidence of some adverse impacts from non-residential neighbors. This influence is indicated by the 10 percent of Halfman's single family homes that are rated Restoration Needed and slightly less than 1% rated Sub-Standard.

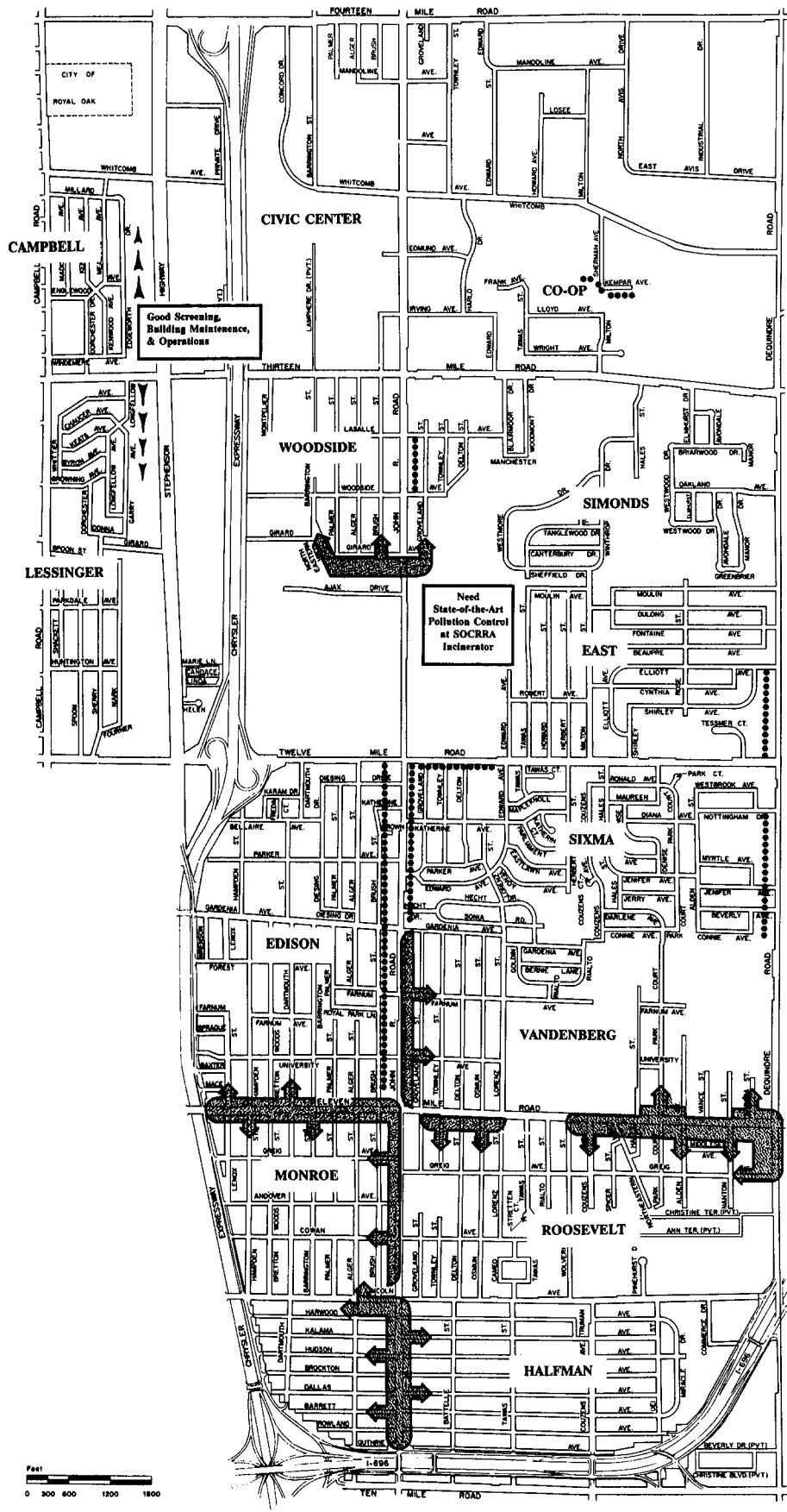
New industrial development between Miracle Drive and I-696 provides proper screening of its activities from the homes on Miracle. Multi-family residences on Lincoln, between Couzens and Dei Avenue, establish a transition from the industry north of Lincoln and the bulk of the Halfman area's homes. Only one small industrial use on Lincoln near Couzens causes any intrusion of incompatible uses into the north end of the neighborhood.

The industrial development on John R is having the greatest negative impact on residents of the Halfman neighborhood. Although several attempts have been made to provide screening and added parking, there is still much that could be done. Some of the problems identified include: screening on the wrong side of the alley leaving industrial service and parking areas open to the residential neighbor; poor industrial building maintenance facing residences; six foot high screen walls that are too low to obscure industrial activities; inappropriate uses, such as a plating company, abutting residences; public alleys without visual barriers on the residential side; industrial buildings constructed on the lot line separating them from homes; and screen walls and fences inconsistent in design, materials, and physical condition.

Recreation in the Halfman area is limited to the 3.1 acre Sunset Park adjoining Halfman School. Although somewhat smaller than the optimum size for a neighborhood of 1,284 homes, the park provides a ball diamond, playground, basketball court, and outdoor skating rink at a very central location. For the capacity population, estimated to be 3,210 persons, the neighborhood has a modest recreation deficiency of 1.7 acres.

Recommended improvement actions for Halfman include:

- Infill development of 27 vacant single family lots.
- Gradual phasing out of industry that is intruding into residential areas at Lincoln and Couzens.
- Increase height of new screen walls behind John R industries to eight feet.
- Require screen walls on the common lot line with residential neighbors. City should investigate providing walls on the residential side of public alleys.
- Establish uniform layout and design for screen walls, parking lots, and service areas at the rear of John R businesses.



Negative Non-Residential Influences



Lacks Uniform Screening Technique

IMPACTS ON NEIGHBORHOODS

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER/ARROYO
ASSOCIATES



SUMMARY OF PROBLEMS AND RECOMMENDATIONS

What follows is a brief summary list of the many problems identified, followed by a similar list of general recommendations for improvement actions.

Problems Identified

- Minor recreation space deficiencies identified in specific neighborhoods.
- Industries that lack landscaping of front yards directly across the street from residential areas.
- Open storage of equipment, vehicles, materials, and wastes in industrial and commercial areas, sometimes in yards facing residential streets.
- Business parking occurring on streets in residential neighborhoods.
- Lack of uniform screen wall height, design, color, texture, and maintenance.
- Poor maintenance of homes and businesses.
- Access to business sites from residential streets brings industrial characteristics into the neighborhoods.
- Industrial storage of materials higher than the screen walls.
- Unpaved residential streets with poor drainage.
- Business encroachment beyond the traditional district boundaries into neighborhoods.
- Use of inappropriate screening materials that are difficult to maintain.
- Hazardous materials storage and spills on unprotected soil.
- Industrial service areas facing homes, without screening.
- Residential areas whose "entry" image is one of unplanned industry creeping into the neighborhood.
- Alleys separating business and residential neighbors where no screening has been provided.
- Inappropriate, heavy industrial uses abutting residential homes.

Improvement Recommendations

- Infill development on vacant single family lots as a means of instilling renewed neighborhood confidence.
- Adopt and implement uniform standards for design, height, color, materials and maintenance of screen walls.
- Establish programs to encourage recycling or proper disposal of business wastes stored in the open.
- Adopt and enforce standards that restrict material storage from exceeding the height of screen walls.
- Prohibit on-street business parking on side streets leading into residential neighborhoods.

- Gradually phase out incompatible business uses that have encroached into neighborhoods.
- Require businesses to landscape setback areas along side streets and prohibit their use for outdoor storage.
- Develop a City-sponsored program to provide screen walls along the residential side of public alleys.
- Require screening of existing industrial service areas where they face into residential areas.
- Monitor industrial/commercial areas for careless handling and storage of hazardous materials.
- Gradually phase out heavy industrial uses where they abut residential or relocate them into planned industrial parks.

**TOTAL DWELLING UNITS
BY NEIGHBORHOOD: 1989
(AND BUILD-OUT CAPACITY)**

<u>NEIGHBORHOOD</u>	<u>SINGLE FAMILY</u>	<u>MULTIPLE FAMILY</u>	<u>MOBILE HOME</u>	<u>SPECIAL SENIOR</u>	<u>TOTAL UNITS</u>	<u>BUILD-OUT CAPACITY</u>
CO-OP	25 2%	858 74%	- -	277 24%	1,160 100%	1,320*
CIVIC CENTER	- -	1,049 100%	- -	- -	1,049 100%	1,049
CAMPBELL	365 100%	-	-	-	365 100%	365
LESSINGER	659 79%	56 7%	122 14%	-	837 100%	838
WOODSIDE	347 100%	-	-	-	347 100%	377
SIMONDS	465 53%	412 47%	-	-	877 100%	989
EAST	1,035 88%	147 12%	-	-	1,182 100%	1,187
SIXMA	1,322 100%	- -	- -	- -	1,322 100%	1,329
VANDENBERG	750 66%	44 4%	-	340 30%	1,134 100%	1,202
EDISON	1,199 89%	143 11%	-	-	1,342 100%	1,400
MONROE	1,091	4	-	-	1,095	1,128
ROOSEVELT	810 80%	8 1%	193 19%	- -	1,011 100%	1,049
HALFMAN	1,101 88%	36 3%	120 9%	- -	1,257 100%	1,284
TOTAL	9,167	2,757	435	617	12,974	13,515

Source: Birchler/Arroyo Associates, 1989, based on a "windshield" survey. A detailed dwelling unit count by the Madison Heights Department of Community Development enumerated a 1990 total of 13,280 dwelling units.

* Assumes redevelopment of Assessor's Plat. If only infill occurs, the built-out capacity would be 1,106.

COMMUNITY FACILITIES INVENTORY

As a mature and almost fully-developed City, Madison Heights offers its residents a wide range of community facilities and services. This chapter is intended to provide an inventory of existing major facilities and services including the following: water and sewer, fire, police, recycling/resource recovery, and recreation.

WATER AND SEWER

The majority of the City of Madison Heights is served by public water, sanitary sewer, and storm sewer facilities. All major water mains and sanitary sewer lines have been completed. The Frank Lloyd Wright subdivision is the largest area not presently connected to the system, although service is available.

One major issue facing the City is the separation of sanitary sewage from stormwater effluent. Many years ago, it was common for municipal sewer systems to be constructed for both sanitary and storm effluent. As the cost of treatment for sewage increased, it became more cost effective to build new facilities with separate storm and sanitary transmission systems.

The map on the following page shows the area of the City with separate sanitary and storm sewers, but no separate outfall for the stormwater. The City is currently paying a large surcharge for treatment of the stormwater in the sanitary sewer system. The City's consulting engineer, Harold Nowak, is currently undertaking a study to determine the feasibility of constructing a new trunk storm system along the Red Run Drain, which will capture the separated storm water before it enters the sanitary system treatment facility. If it proves cost effective, this system will eliminate the extra sewage treatment charges the City is paying.

The City has established the new storm trunk line as a priority. This must be completed before the City considers separating sanitary and storm effluent in other portions of the City.

FIRE DEPARTMENT

The Madison Heights Fire Department provides a variety of services to residents and businesses in the City. Two fire departments house the equipment and personnel, station #1 near 13 Mile and John R and station #2 near John R and Andover. These stations are positioned so station #1 can provide first response to the area north of 12 Mile and station #2 can serve the area south of 12 Mile.

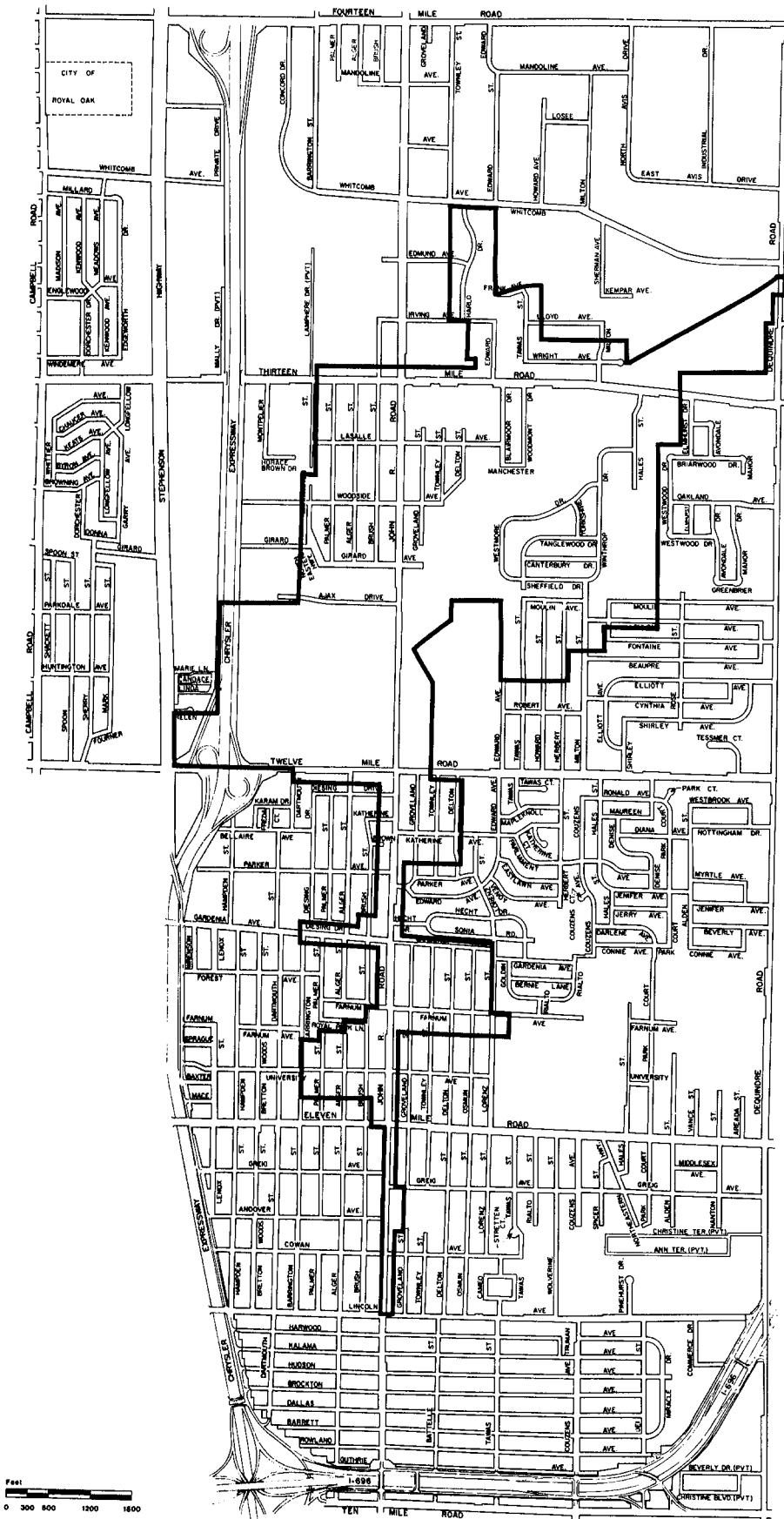
The Department has the following fire and rescue apparatus:

- 2 - 1,250 gallon per minute (gpm), first line pumpers
- 1 - 1,250 gpm, 85-foot snorkel (ladder)
- 1 - 1,250 gpm, pumper (reserve)
- 2 - first line rescue unit licensed for life support
- 1 - reserve rescue unit

Current staffing includes 44 fire protection personnel and two inspectors/fire protection officers.

The Fire Department has a number of special components and services worth noting:

- High Angle Rescue Team - A special unit for high-rise/mid-rise fire and rescue efforts, sewer pit rescues, and other "high-angle" situations.
- Hazardous Material Response Team - specially trained personnel for handling hazardous material emergencies. This unit is supported by an area-wide, mutual aid back-up for major emergencies.



○ Requires Separate Outfall For Stormwater

SEPARATED SEWER IMPROVEMENT AREA

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER, ARROYO
ASSOCIATES



- Computer-Aided Dispatch System - This system, which is unique to the City of Madison Heights, provides detailed information to fire/rescue personnel before they leave the station. The data base includes a digitized map of the entire City, location of fire hydrants, listing of every structure, hazardous material data, emergency contacts for all non-residential structures, most recent inspection date, notes on provision of sprinklers, and general structure configuration. When an address, intersection, or other identification data is inputted at the time of a call, the computer automatically prints a four-page hard copy report showing the vital information on the address in question. This is given to the first response unit so they know whether hazardous materials are stored inside, if the building is sprinkled, etc.
- Emergency Rescue Service - The Fire Department responds to all medical emergencies in the City, along with a private company back-up unit. Of the over 1,600 medical runs handled by City personnel last year, approximately 40 percent were transported to a hospital.
- Mutual Aid Association Backup - The City of Madison Heights and other surrounding communities have formed an association to provide fire and rescue assistance to each other in the event of a major emergency or severe shortage of personnel/equipment.
- Remote Control Robot/Safety Education Program - The Department uses a remote control robot to teach children about fire safety awareness.

According to Fire Chief William Donohue, the average response time for the Fire Department is 2.1 minutes. This is measured from the time the call is received to the arrival of the first unit.

POLICE

The City of Madison Heights Police Department offers a wide variety of public safety related services to the community. Staffed with 61 sworn officers, 10 Police Service Aides, 12 marked cars, and 19 other official vehicles, the department offers the following:

- Say No To Drugs Program - The Youth Bureau sponsors an annual rally for kindergarten through 6th grade students in Civic Center Park.
- Drug Abuse Resistance Education (DARE) - Madison Heights is one of three police departments in southeast Michigan with an officer trained in the DARE program. This is a nationwide drug education effort.
- "Safety Sam" Program - This interactive radio-controlled miniature car talks with children about safety-related issues.
- Mutual Aid Assistance - The City works with surrounding police departments to provide emergency back-up when additional assistance is needed.
- Traffic Safety Program - Two officers on each shift specialize in accident investigation, and patrol in units with special equipment necessary for accurate accident investigations.
- Mobile Data Terminals - All marked cars and some unmarked cars have terminals for driver's license and motor vehicle tag checks. Since these units were installed, arrests have increased sharply.
- Lo-jack Program - The City of Madison Heights is one of the first communities in Michigan to install lo-jack receivers in two of its police cars. When this system begins functioning in March 1990, private cars with lo-jack transmitters installed in them will have added anti-theft protection. If a car is stolen, the transmitter

can be turned on by radio control. Police cars equipped with receivers that come within a certain range of a stolen car, will be warned by the receiver, which then acts as a direction finder to the stolen car.

- Radar units - All marked cars and some unmarked cars have radar speed detection units.
- Other programs: firearms awareness classes, victim advocate program, police reserves, Citizens Observation Surveillance Team (COST), crime prevention bureau, detective and youth bureaus, and operation teddy bear.

In addition to the above, a \$2.7 million bond issue was approved by the voters for a new 38,000 square foot police station. Now under construction, it is scheduled for completion in November 1990.

SENIOR PROGRAM

The City of Madison Heights has an extensive Senior Citizen Program providing a wide variety of services. The main focus is the Madison Heights Senior Center, a 10,000 square foot center which provides a variety of services including the following:

- dining room facilities,
- Meals on Wheels hot lunches, (5 days a week)
- lounge area,
- aerobics,
- home chore program,
- pool room,
- educational program,
- travel program,
- walking trail,
- free transportation program,
- golf and bowling league,
- Michigan history class,
- "help & reassurance" call-ins to the homebound, and
- many social services to families.

The home chore program is funded by a federal Block Grant and assists seniors and the physically challenged with daily chores such as mowing grass, shoveling snow, etc.

The transportation program provides dial-a-ride services free of charge for seniors and the physically challenged. Three to four vans per day pick up seniors at their homes and take them doctors, grocery store, social services, attorney, spouse in the hospital, and to and from the senior center for meals. Destinations vary by day of the week.

The Meals on Wheels senior program also provides an extensive hot lunch program. The program is part of the Title III Older Americans Program, and it provides 100 meals per day at the senior center, 45 meals to the homebound, and 290 per day at the Madison/Solberg Towers. Meals on Wheels employees use the City's kitchen to prepare the meals. Residents and non-residents are invited to participate.

LIBRARY

The City has a 60,000-volume library offering a variety of services to City residents. These services and facilities include the following:

- business reference volumes,

- large print books,
- story time for children and adult reading programs,
- tax preparation for seniors and low income families,
- get well bag for sick children,
- computers,
- interlibrary loan program,
- summer reading program,
- compact discs, and
- camera loan program.
- selected Federal depository.

HOSPITALS

Two hospitals are located in the City of Madison Heights: Oakland General Hospital and Madison Community Hospital.

RECYCLING/RESOURCE RECOVERY

The City has a very active and ambitious recycling/resource recovery program. The program includes both curbside and drop-off programs, as well as an education program.

In mid 1988, the City opened a recycling drop-off center. The facility, which is open 24 hours a day and seven days a week, accepts plastic jugs, metal, glass, newspaper, and household batteries.

In 1989, curbside compostable material pick-up was begun, a program which distributed 26 gallon containers free of charge to each household. In one year, 3,000 tons of grass and leaves were collected and placed in compost. This May (1990), humus from the pile will be distributed free of charge to residents.

Curbside pick-up of household batteries started in September 1989. Residents place batteries in plastic bags for curbside pickup with their normal garbage service.

In May 1990, the program was expanded to include curbside pick-up of glass, metal, newspapers, batteries and plastic milk jugs. Residents were given one container for these items, and three new collection vehicles were purchased to facilitate curbside separation of these items by City personnel.

Finally, the City offers an educational program - the Wizard of Waste. Last year, the Wizard visited all elementary and middle schools, and this program will be repeated.

RECREATION

The City of Madison Heights contains 14 public parks, a water park, golf course, and senior center. In addition, many schools provide park facilities as part of the school complex.

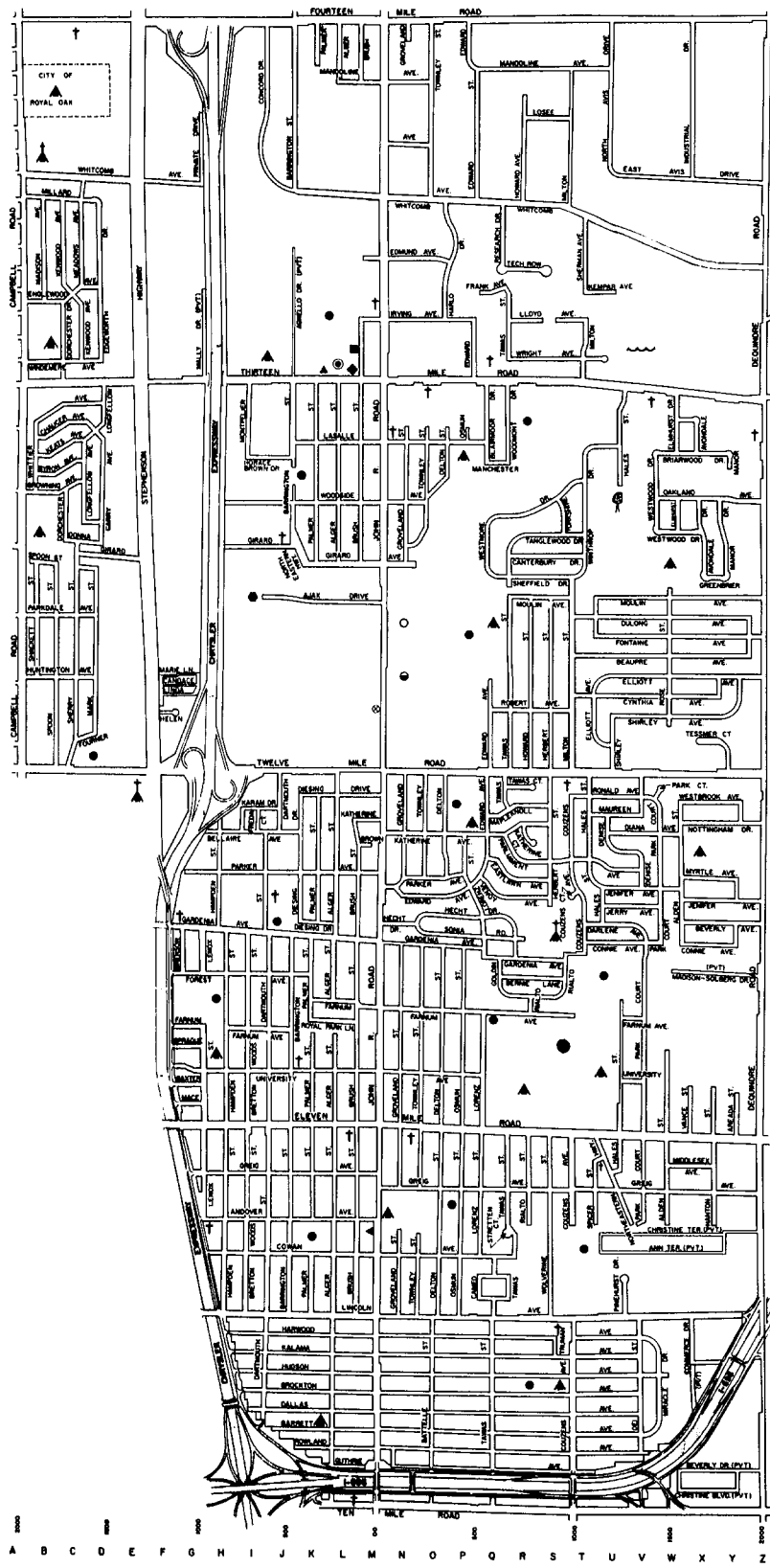
Below is an inventory of park facilities, listing of applicable standards, and an assessment of neighborhood recreation facilities by neighborhood unit.

Madison Heights Park Inventory

The map on the following page shows the location of the facilities listed below.

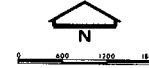
Ambassador Park - 7.2 Acres

Located south of Thirteen Mile Road and east of Woodmont, Ambassador Park contains the following:



EXISTING COMMUNITY FACILITIES

City of Madison Heights



LEGEND

- SCHOOLS
- CHURCHES
- POLICE STATION
- FIRE STATIONS
- POST OFFICE
- CITY PARKS
- CITY HALL
- CITY LIBRARY
- PUBLIC SERVICES BLDG.
- SENIOR CITIZENS CNTR.
- RED OAKS WATER PARK
- RED OAKS GOLF COURSE
- GEORGE W. SUAREZ
- FRIENDSHIP WOODS

SCHOOLS

Bishop Foley High	A-46
Edison Elementary	H-16
Edmonson Elementary	P-24
Halfman Elementary	S-05
Hiller Elementary	O-36
John Page Middle School	Q-30
Lamphere High	J-39
Lamphere School Board	B-33
Lessinger Elementary	A-33
Madison High	R-14
Mark Twain Elementary	B-48
Monroe School	K-03
Schoenhals Elementary	T-15
Simonds Elementary	W-32
Sixma Elementary	X-23
St. Dennis Elementary	E-25
St. Vincent Ferrer Elementary	S-20
Wilkinson Middle School	N-11

PARKS

Ambassador	R-37
Civic Center	K-41
Edison	H-18
Exchange	Q-17
Greenleaf	P-24
Huffman	K-10
Madison Woods	S-17
Rosie's	U-18
Silverleaf	P-30
Sunset	R-05
Twelve-Sherry	C-26
Wildwood	P-11
Bill Gravel	J-36

PUBLIC FACILITIES

City Hall	K-39
Library	L-39
Police Station	L-40
Fire Station	M-39
Post Office	M-10
Public Services Bldg.	M-28
Senior Citizen Activities Center	I-31
	N-29

- two tennis courts/skating
- one soccer field
- two playgrounds
- one sledding hill
- picnic area/tables
- 19 parking spaces

Civic Center Community Park - 33.7 Acres

This major City park is located adjacent to City Hall on Thirteen Mile Road. Included are the following facilities:

- one large sled hill
- one tennis court
- one basketball court
- playground
- two picnic pavilions
- outdoor hockey rink
- building with restrooms
- running path (one mile)
- tot lot
- one baseball diamond
- one combination field with one football and two soccer fields

In addition to the above, the adjacent Lamphere High School (approximately 25 acres of recreation space out of a total 40.4 acres) has the following:

- two basketball courts
- tot lot
- lighted football field with bleachers
- four tennis courts
- one running track
- two baseball fields

Department of Public Services

The 23 acres DPS site is not specifically used for recreation, but it does provide free storage of recreational vehicles to City residents.

Edison Park - 4.1 Acres

Edison Park, located east of I-75 and north of Eleven Mile Road, has the following facilities:

- one sled hill
- two baseball diamonds
- unpaved parking for 20 cars

In addition, the adjacent Thomas Alva Edison Elementary School (3.67 acres) has the following:

- two baseball diamonds
- playground

Exchange Park - 0.6 Acres

Located at the corner of Farnum and Lorenz, this park contains the following facilities:

- playground
- picnic facilities
- parking for approximately 8 cars

The adjacent Madison High School (43.9 acres) has the following major facilities:

- two baseball fields
- one football field

Bill Gravel Park - 0.9 Acre

This park is located east of Barrington and contains the following:

- tot lot playground
- picnic equipment

Greenleaf Park - 4.5 Acres

Greenleaf Park is located adjacent to the Edmonson Elementary School (5.19 acres). Situated south of Twelve Mile Road and east of Delton, it contains the following:

- two baseball diamonds
- playground equipment
- one picnic table/grill

Huffman Park - 5.6 Acres

The Bill S. Huffman Park is located at Cowan and Alger. It has the following:

- one basketball court
- two tennis courts
- skating
- playground
- one lighted diamond with bleachers
- restrooms

Madison Woods - 6.0 Acres

This park, which is contiguous to Rosie's Park, is currently being developed to include a walking trail, lighting, and benches. The land was swapped with the former Roosevelt Park.

Red Oaks Water Park

This is an Oakland County facility offering a variety of water-related activities. Total land area of the Red Run Recreation property is 120.99 acres.

Rosie's Park - 22 Acres

Rosie's Park, which is located north of Farnum Avenue, is another major park that contains the following facilities:

- playground
- non-motorized path (fitness trail)

- two lighted baseball diamonds
- restrooms
- picnic facilities
- lighted tennis court
- lighted basketball court
- skating area

Senior Center

The Senior Center is located on 5.11 acres. The senior program is described in more detail above.

Silverleaf Park - 2.6 Acres

Silverleaf Park, located east of John R and north of Twelve Mile Road, has a baseball diamond. The adjacent John Page School (11.93 acres) has four baseball fields and a track

George Suarez Friendship Woods - 35.3 Acres

This park is a heavily-wooded area with three trails and parking for approximately 12 cars. The Suarez Friendship Woods is used primarily for nature walks to observe native plants and animals.

Sunset Park - 2.9 Acres

This park, which is located at Couzens and Brockton, contains the following:

- one ball diamond
- one basketball court
- playground
- ice skating

Twelve-Sherry - 3.4 Acres

The Twelve-Sherry Park, located on Twelve Mile Road east of Sherry, contains the following facilities:

- one baseball diamond
- playground equipment
- picnic equipment
- two tennis courts
- basketball court

Wildwood Park - 1.8 Acres

Located at Greig and Delton, this park has the following facilities:

- one basketball court
- picnic equipment
- playground
- parking for 16 cars

In addition to the above facilities, most of the schools not specifically mentioned above also have various forms of recreation equipment, primarily consisting of ballfields, playground equipment, basketball, and, in some cases, tennis courts. Total public school area is approximately 177 acres.

Standards

Recognized recreation planning standards are a valuable tool in making an assessment of future recreation needs. Standards may be used effectively only as a means for comparing present conditions to what is thought to be suitable or desirable, and as a general guide toward estimating future needs and demands. A variety of standards have been developed by the following groups and a summary of the most important ones is found in the table noted above. A recommended standard is also included for applicability to Madison Heights.

- American Society of Planning Officials (ASPO)

The ASPO standards were developed in 1965, using data collected from the National Recreation Association, the American Public Health Association, the Athletic Institute, and planning commissions in several major cities.

- Heritage Conservation & Recreation Service (HCRS, Formerly Bureau of Outdoor Recreation)

The HCRS compiled data on standards used or recommended by various city, county, metropolitan, state, and federal park and recreation agencies.

- Urban Land Institute (ULI)

The ULI, a private research organization concerned with planning and development of land, recommends standards for recreation areas for community and neighborhood development.

The major types of recreation resources that Madison Heights will continue to provide to its residents through future planning of its recreation facilities includes the following:

The playground is an area developed primarily to serve the active recreation needs of 6-12 year olds. A portion of a local playground should be set aside for the needs of pre-schoolers.

The playfield or athletic field is designed to serve teenagers and adults with various types of active group recreational activities during the entire year. If possible, the playfield should provide: areas for paved game courts such as tennis, basketball, volleyball, and handball; space for shuffleboard and horseshoe courts; sports fields for men and women such as softball, baseball, football, and soccer; and picnicking and small children's play areas.

The community park, in general, is designed to serve a number of neighborhoods, or, in some cases, the entire City. It is suggested that a major recreation building, designed to meet the needs of all age groups, be included in the community park. In addition, it should include: areas of natural beauty with nearby picnic and trail development; fields and paved courts for various kinds of sports; and minor playground and playlot development. Other suggested activities include an outdoor shelter-concert area, outdoor swimming, lighted spectator-type athletic field, ice skating, and ample off-street parking.

SUMMARY OF RECREATION PLANNING STANDARDS

<u>Facility</u>	<u>ASPO</u>	<u>HCRS</u>	<u>ULI</u>	<u>Consultant Recommendation</u>
Playground				
Site Size	3-7 Acres	5 Acres	2-5 Acres	3 acres
Service Radius	0.5 Miles	0.25 Miles	0.5 Miles	0.5 Miles
Acres/1000 Population	1.5	1.5	1.5	1.5
Playfield				
Site Size	20 Acres	25 Acres	10-15 Acres	20 Acres
Service Radius	1 Mile	1.5 Miles	1.5 Miles	2 Miles
Acres/1000 Population	2.0	2.5	1.5	2.0
Community Park				
Site Size	25 Acres	50 Acres	40-100 Acres	40 Acres
Service Radius	1-2 Miles	2 Miles	2 Miles	3 Miles
Acres/1000 Population	1+	4.0	3.5	3.5

In addition to the above standards, the National Recreation and Parks Association (NRPA) has established standards for special facilities. These standards are listed in the table below.

STANDARDS FOR SPECIAL FACILITIES

<u>Facility</u>	<u>Standard/1000 People</u>	<u>Comment</u>
Baseball Diamonds	1 per 6,000	Regulation 90°
Softball Diamonds	1 per 3,000	
Tennis Courts	1 per 2,000	Best in battery of 4
Basketball Courts	1 per 500	
Swimming Pools (25 yard)	1 per 10,000	Based on 15 sq. ft. of water for 3% of pop'n.
Skating Rinks (artificial)	1 per 30,000	
Neighborhood Centers	1 per 10,000	
Community Centers	1 per 25,000	
Golf Courses	1 per 25,000	

Source: NRPA, Washington, DC

Neighborhood Assessment

Each of the City's neighborhoods was evaluated for adequacy of existing "neighborhood" level recreation facilities. The basic standard applied was 1.5 acres per 1,000 capacity population of the neighborhood. A minimum site size of 3.0 acres is recommended.

**RECREATION SPACE BY NEIGHBORHOOD:
Existing Acreage, Neighborhood Needs, Deficiencies**

<u>NEIGHBORHOOD</u>	<u>Capacity Population</u>	<u>Existing Park Acreage</u>	<u>Neighborhood Park Needs</u>	<u>Identified Deficiency</u>
CO-OP	3,295	2.0	4.9	2.9
CIVIC CENTER	2,623	*	2.8	---
CAMPBELL	913	2.3	1.4	---
LESSINGER	2,095	8.1	3.1	---
WOODSIDE	943	1.0	3.0	2.0
SIMONDS	2,473	12.9	3.7	---
EAST	2,968	14.5	4.3	---
SIXMA	3,323	7.9	5.0	---
VANDENBERG	3,005	27.5	4.5	---
EDISON	3,500	5.0	5.3	0.3
MONROE	2,820	8.1	4.2	---
ROOSEVELT	2,623	14.7	3.9	---
HALFMAN	3,210	3.1	4.8	1.7
CITY TOTALS	33,791	93.5	50.9	6.9

* Extensive "community park" acreage in the neighborhood, no neighborhood deficiency identified.

Source: Birchler/Arroyo Associates, 1989.

In addition to the above facilities, there are regional and state facilities, county facilities, and major private facilities outside the City limits that are used by and available to Madison Heights residents. State recreation areas, Metroparks, and facilities of this nature are examples. In addition, Oakland County has a wide variety of ski areas, boat launches, golf courses, private recreation areas, and school recreation areas available on both a restricted and unrestricted basis, depending on the facility.

EXISTING THOROUGHFARE CONDITIONS

INTRODUCTION

A transportation system provides a means to move people and goods among various geographical areas. Because transportation has a significant impact on economic conditions, environmental quality, energy consumption, land development, and the overall quality of life in a community, it is critical that future transportation needs and problems be anticipated and reflected in the Master Plan process. The relationships between transportation and other influencing factors are illustrated in the figure on the following page.

The interrelationship between transportation and other community functions can be further described by examining the many purposes and functions of roadways. The primary purpose of roadways is to move goods and people. Roads and their associated rights-of-way also provide locations for public utilities including water, sanitary sewer, storm sewer, gas, electrical power, and telephone lines. Public services such as police, fire, and emergency rescue rely on the safe and adequate provision of roadways. Streets and rights-of-way also provide opportunities for landscaping, public art, and monuments.

In many communities, there is a historical significance to the arrangement of streets, and the street pattern impacts the character of the community. The original plan for Washington, D.C. was created by a French national who was greatly influenced by a vision of the United States as a great industrial nation with a strong centralized federal government. He positioned the Capital building in a prominent location, with a radial plan of boulevards and roadways. The Capital building became the dominant feature and hub from which all major roadways began.

The layout of the City of Madison Heights was influenced by the Ordinance of 1785, which established a land survey system to give settlers moving west of the Appalachians a definite description of their land. The area was divided into congressional townships each six miles square. Each township thus contained thirty-six square miles and each one square mile was called a section.

The establishment of townships and sections not only made land identification easier, but it also provided a logical system for the provision of roadways along section lines. The City of Madison Heights was originally part of Royal Oak Township, and the major roads in the City represent a grid pattern generally following section lines. Major east-west roads are referred to as Mile roads (e.g., Twelve Mile, Thirteen Mile, etc.) and major north-south roads have individual names (e.g., Dequindre Road, John R Road, etc.)

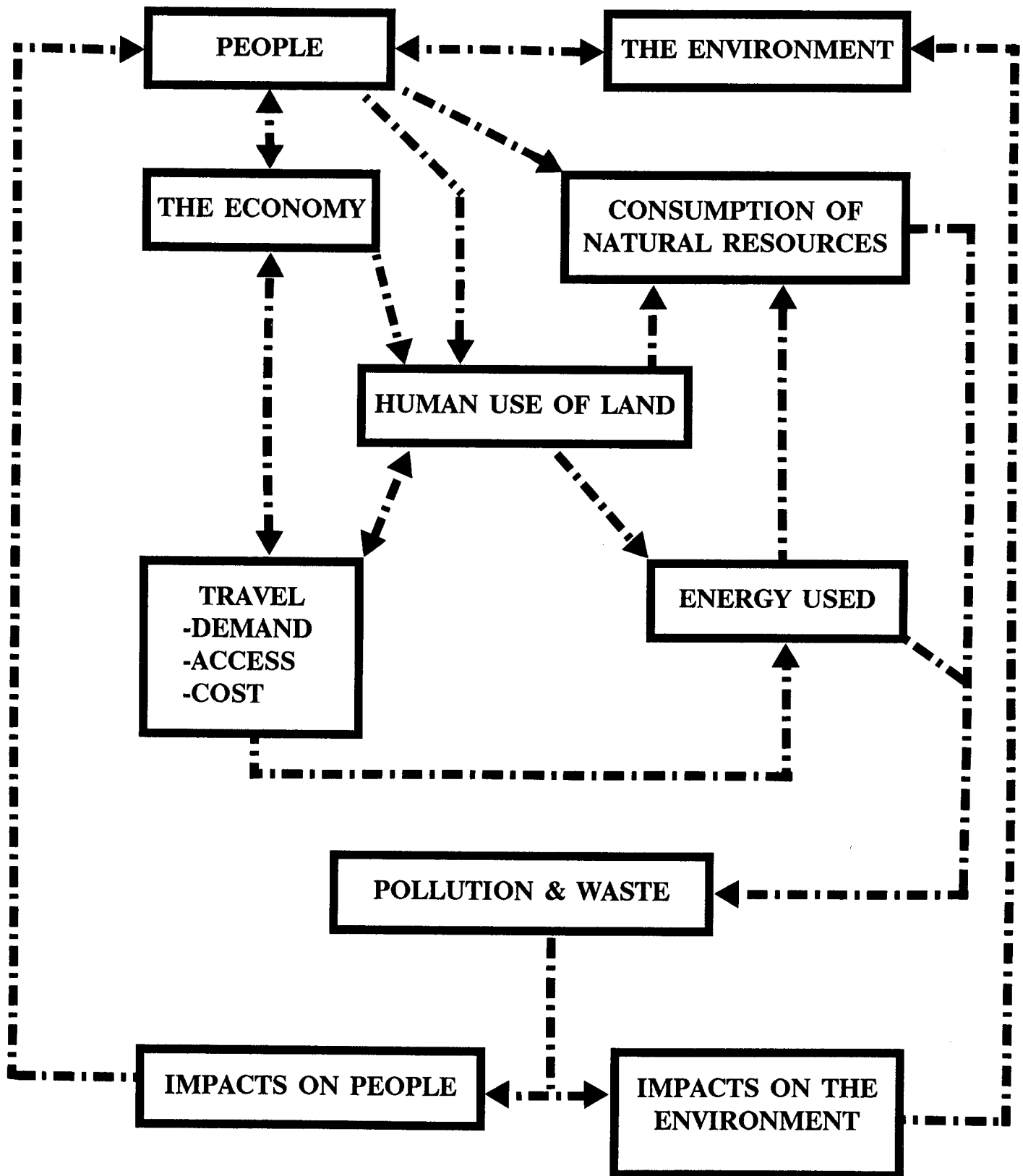
FUNCTIONAL CLASSIFICATION OF ROADS

Because of the prominence of certain roadways, their physical condition, and the overall land-use pattern in American cities, automobile traffic tends to be concentrated on certain roadways. On average, 80 percent of travel is done on about 20 percent of the roads. In order to set priorities for funding certain roads with the highest volumes, transportation planners established a road classification system.

Although there is some variation in the classification of roadways, they are typically divided into roadways that carry local traffic and roadways that carry through traffic. Through roadways are further divided according to their function. The distinction between local and through traffic is made because of the substantially different kind of street required to serve both types of traffic. To eliminate conflicts between these two levels of traffic carriers, it is desirable to separate them as much as possible.

The overall traffic circulation system, with both local and through streets, must be carefully integrated in order to function successfully. Local streets include both traditional neighborhood streets and cul-de-sacs. Due to variations in traffic flow, there can be several types of through streets. The four basic types of roads

RELATIONSHIPS BETWEEN TRANSPORTATION, LAND USE, THE ECONOMY, AND THE ENVIRONMENT



Adapted from the South Florida Regional Planning Council

B/A BIRCHLER/ARROYO
ASSOCIATES

in Madison Heights are freeways, arterials, collectors, and local streets. Freeway service drives are also found along I-75 and I-696. The graphic on the following page illustrates the role of each road classification in providing access and mobility.

Freeways

A freeway is designed to handle large volumes of traffic moving at high speeds over long distances or between urban areas. Experience has shown that this demand often cannot be met by the addition of lanes to existing major thoroughfares. Hence, the provision of a freeway often is the only answer to the problem of overburdened thoroughfares. Its capacity is increased greatly by the elimination of all at-grade intersections and all driveway cuts for frontage access. Points of entrance and exit are carefully controlled to maximize roadway capacities.

Arterials

Arterial roads are the backbone of the one mile grid system. They provide continuity from one township/city to another, and they can carry long trips when a freeway alternative is not provided. In fact, some major arterials resemble mini-freeways by providing a wide median strip, partially-controlled access, and six or eight through lanes.

Arterial roads are intended to serve through traffic volumes while providing access to abutting properties and minor intersecting streets. It is this dual function that often leads to congestion and traffic accidents because of turning vehicles conflicting with or impeding through traffic.

Stephenson Highway, which is the only arterial not on the one mile grid system, was designed to provide a greater level of service to through traffic than a typical arterial road. Its system of indirect left turns provides more green signal time to through traffic, and does not require left-turn arrows at major intersections. Consequently, a higher volume of traffic can be carried by this four-lane divided road than Eleven Mile Road, which also has four lanes.

Collector Streets

The collector street system provides both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. The purpose of a collector street is to collect vehicles from the local subdivision streets and distribute them to either local destinations or to an arterial. Collector streets can also provide internal circulation and access to non-residential areas such as industrial parks and major shopping centers.

Collector roads in Madison Heights are found at several half-mile locations. These roads feed traffic from local streets to arterials, usually at signalized intersections. This provides motorists with a location to efficiently access the arterial road system.

Local or Minor Streets

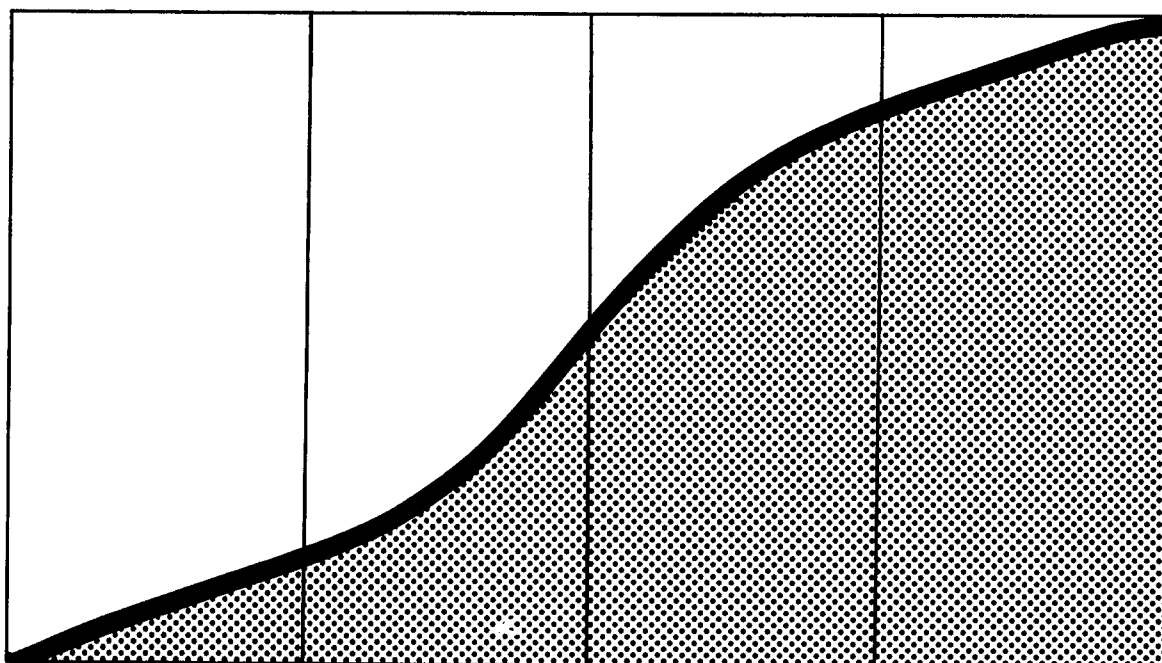
The sole function of local streets is to provide access to adjacent land. These streets make up a large percentage of total street mileage of the City, but carry a small portion of the vehicle miles of travel. Local neighborhood streets and industrial district service drives should provide access to collector streets or to longer distance through routes, but in such a manner that through traffic is not encouraged to use the minor streets as a shortcut route.

Service Drives

Service drives can be found in Madison Heights along I-75, south of Twelve Mile Road, and along I-696. These drives are found along urban freeways to facilitate freeway access, increase interchange capacities, and

MOBILITY & LAND ACCESS RELATIONSHIPS BY FUNCTIONAL CLASSIFICATION

Major Arterial	Minor Arterial	Collector	Local
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 Mobility

 Access

Source: Federal Highway Administration

eliminate large "cloverleaf-type" interchanges. Slip ramps provide the connection between the freeway and the surface street road system.

Service drives are usually designed and referred to as "one-way pairs" because there is typically one one-way service drive on each side of the freeway. Along I-75, the northbound one-way drive is located within the City of Madison Heights and the southbound drive is within the City of Royal Oak.

The street classification system concept is illustrated in the figure on the following page. The table below shows the functional classification of major roadways within the City of Madison Heights.

ROADWAY FUNCTIONAL CLASSIFICATION City of Madison Heights

<u>Road</u>	<u>Typical Planned Right-of-way*</u>
FREEWAYS	
I-75	250' to 350' (varies)
I-696	400' to 450' (varies)
ARTERIALS	
Ten Mile / Eleven Mile	120'
Twelve Mile / Thirteen Mile	120'
Fourteen Mile / Dequindre	120'
John R Road	120'
Campbell Road	120'
Stephenson	204'
COLLECTORS	
Lincoln	86'
Whitcomb	86'
Gardenia	86'

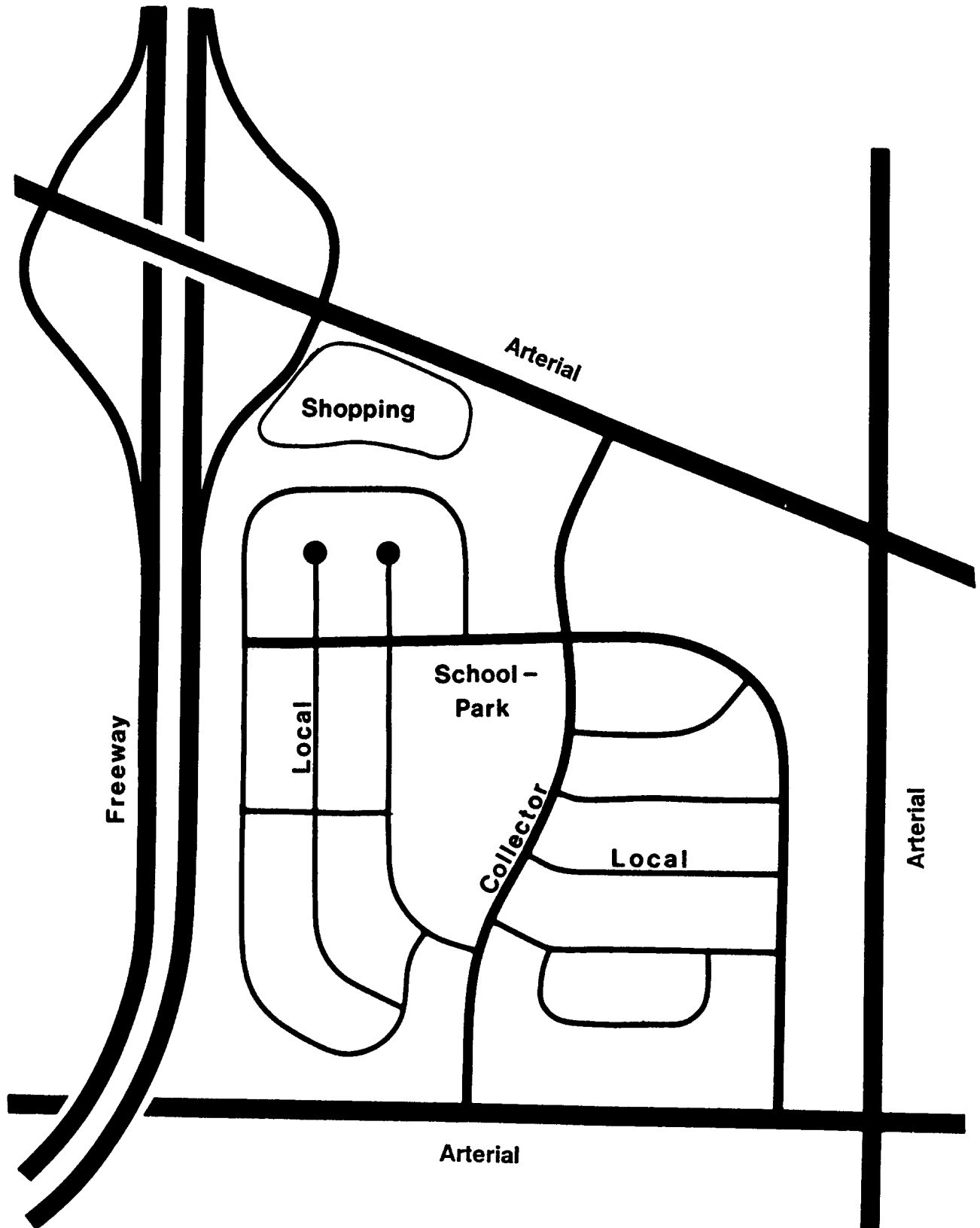
* Right-of-way source: 1969 Madison Heights Master Plan

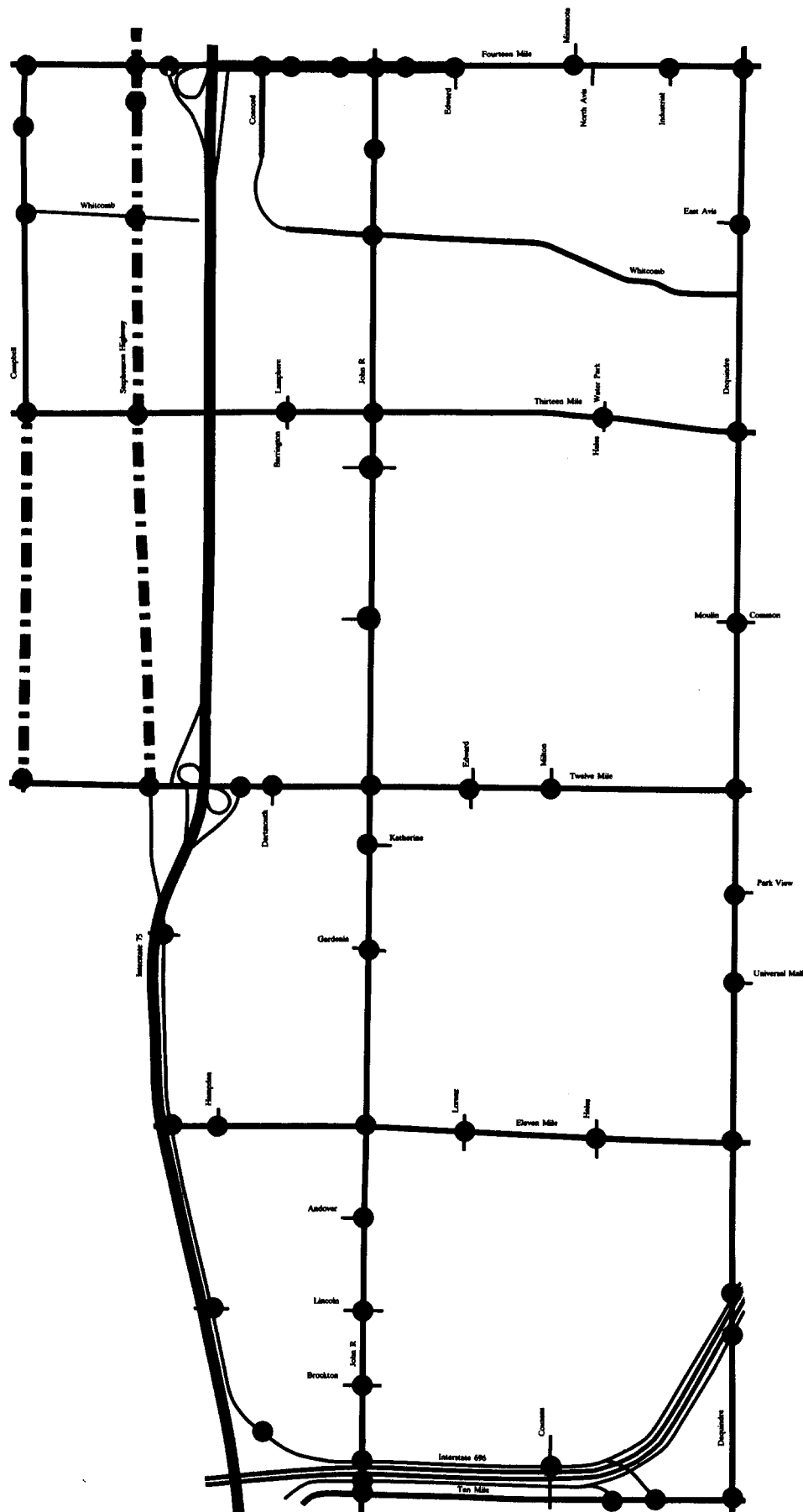
EXISTING VOLUMES, CAPACITIES, AND ROAD NETWORK

A good thoroughfare plan can only be prepared after a study of existing traffic conditions is complete. The figure on the following page shows the location of existing traffic signals and the number of lanes currently provided on major streets within the City of Madison Heights. The figure shows that the mile grid roads provide, in most cases, at least two lanes in each direction.

There are approximately 60 traffic signals in the City of Madison Heights. The frequency, spacing and equipment used make it difficult to provide for the progression of traffic over long distances without

STREET CLASSIFICATION SYSTEM CONCEPT





- 8 LANES DIVIDED
- 6 LANES DIVIDED
- 4 LANES DIVIDED
- 4 OR 5 LANES
- 2 LANES
- EXISTING TRAFFIC SIGNAL

EXISTING LANES & SIGNALS

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

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ASSOCIATES



stopping. This frequent stopping reduces road capacity and increases fuel consumption and air pollution emissions.

The Existing Volumes Map shows the 24-hour traffic volumes on the major roadways. In order to prepare this map, data was collected from the Oakland and Macomb County Road Commissions, and the Cities of Madison Heights and Troy.

The highest volume roads in the City are I-75 and I-696, both interstate highways carrying approximately 105,000 and 115,000 vehicles per day, respectively. According to the planning methodology for multi-lane highways in the Highway Capacity Manual, by the Transportation Research Board, I-75 should have eight-lanes divided in order to properly support 105,000 vehicles per day, not the six-lanes divided currently in place. Interstate-696 has eight-lanes divided, which is adequate at Level of Service "E" (unstable flow) for a road carrying 115,000 cars per day. As a point of reference, Level of Service "F" indicates gridlock and Level of Service "D", which is the typical desired level of service standard for an urban area, borders on unstable flow.

The traffic volumes for I-696 were taken prior to the opening of I-696, west of I-75. The I-696/I-75 interchange has historically experienced significant congestion because I-696 was never intended to terminate at I-75. The capacity analysis discussed above assumes a free-flowing highway without the existing constraints at I-75. Obviously, westbound I-696 volumes are currently exceeding the capacity of the interchange ramps, which must divert westbound traffic to either southbound or northbound I-75.

The highest volume surface street in Madison Heights is Fourteen Mile Road, which carries 56,000 vehicles per day at John R Road. Other high volume roads include Dequindre Road, south of Thirteen Mile (37,500/day); Twelve Mile Road, at Dequindre Road (37,400/day); and Thirteen Mile Road, east of Campbell Road (30,800/day).

The table below shows generalized urban and suburban arterial capacities based on methodologies in the Highway Capacity Manual. Two sets of values are provided for reference: one based on a road getting 50 percent of the effective green time at traffic signals, and the other based on 65 percent green time. These are generalized capacities for planning purposes only. Generally, consideration should be given to widening or other capacity/demand improvements before these volumes are reached, if stable traffic flow is desired.

GENERALIZED CAPACITIES OF URBAN/SUBURBAN ARTERIALS

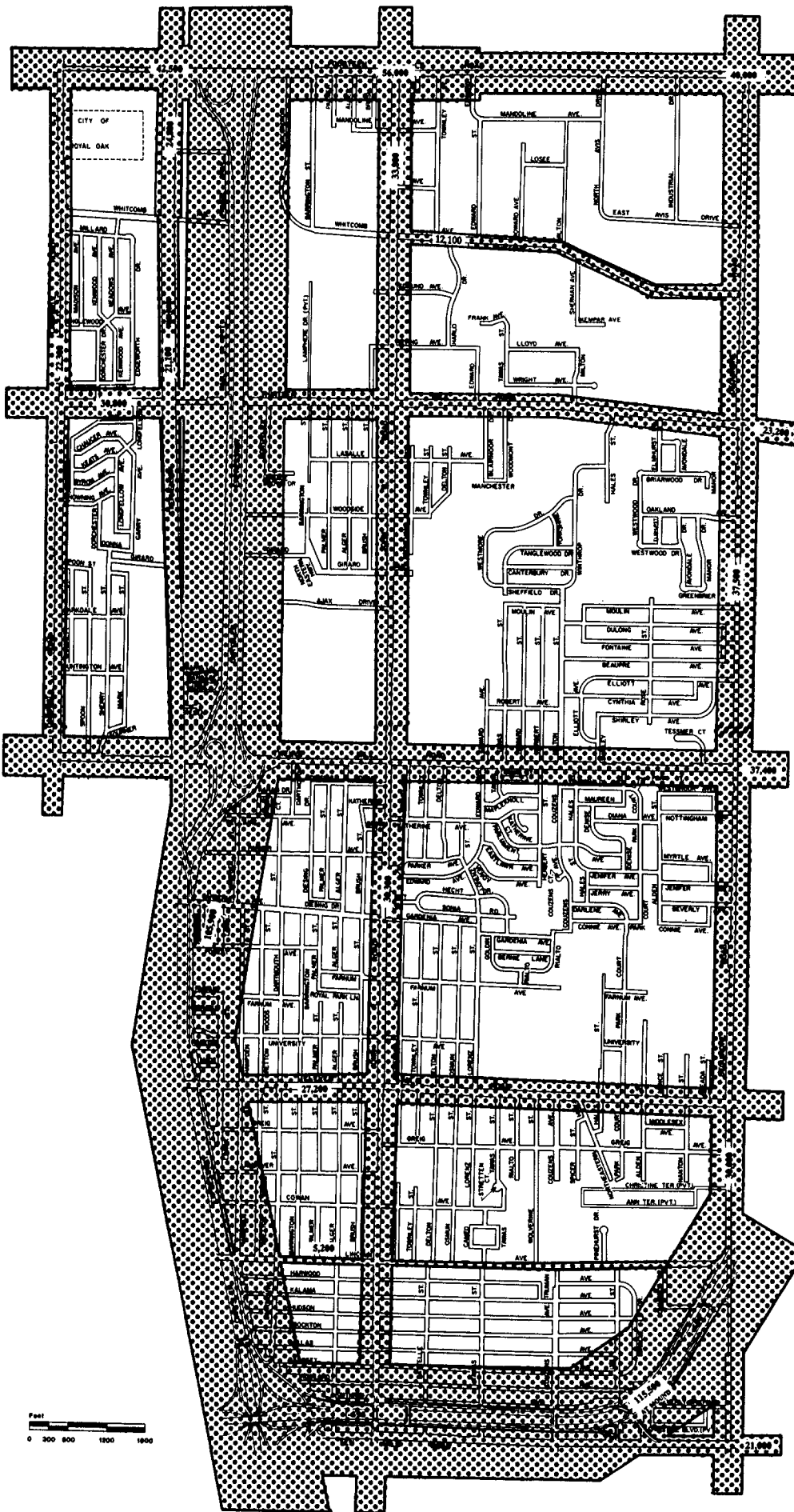
<u>Number of Lanes</u>	<u>Capacity (50% Green)*</u>	<u>Capacity (65% Green)**</u>
Two	16,000	20,800
Four	31,200	40,600
Six	45,700	59,400

* Assumes 50 percent of green time per signal cycle and is based on methodologies in the Highway Capacity Manual.

** Assumes 65 percent of green time per signal cycle and is based on methodologies in the Highway Capacity Manual.

Based on a general capacity analysis using the above guidelines, the following roads appear to be experiencing traffic congestion exceeding desired levels:

- Fourteen Mile Road (Campbell to Dequindre)
- Dequindre Road (Twelve Mile to Thirteen Mile)
- Twelve Mile Road (Campbell to Dequindre)



30,000 Actual Count & Location
24-Hour Volume

EXISTING TRAFFIC VOLUMES

COUNT DATES: 1987, 1988, 1989

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER ARROYO
ASSOCIATES



■ John R Road (Thirteen Mile to Fourteen Mile)

Because a City-wide traffic study is beyond the scope of this study and traffic count data is missing on many road segments, the above list may not be exhaustive. It does, however, identify the major problem areas worth noting when preparing alternative land use plans for future development.

TRAFFIC ACCIDENTS AND HAZARD AREAS

This section includes a general examination of traffic accident causes, factors that influence traffic safety, and traffic accident trends and conditions in Madison Heights.

Causes of Traffic Accidents and Factors that Influence Safety

The frequency and severity of traffic accidents are influenced by many factors: roadway and vehicle defects; violations or unsafe acts by drivers or pedestrians, and inclement weather. Roadway design, driver behavior, and weather conditions may all be contributing factors to the cause of an accident. The most frequent cause of traffic accidents is attributed to improper driving. Excessive speed, failure to yield the right-of-way, and following too closely are the principal types of improper driving behavior that lead to accidents. Alcohol and other drugs were reported to be a factor in over one-half of the fatal traffic accidents in the United States.

The impact of weather on traffic accidents may seem significant because a high number of traffic accidents can occur during a short period of time; however, over one-half of total traffic accidents take place when pavement is dry.

The general characteristics of traffic accidents vary significantly in urban and rural areas. Approximately one-quarter of all rural accidents take place at intersections versus about one-half for urban areas. Although more accidents take place in urban areas, accidents in rural areas are more severe; the severity is primarily due to higher rural speeds.

The impact of congestion becomes apparent when examining the relationship between increased traffic volumes and accident frequency. Studies have shown that accident rates increase with increasing volume to a certain point, and then the accident rate drops as congestion and volumes increase. The peak in one study was found to be 650 vehicles per hour on California highways; another study of two-lane rural roads showed similar results with a peak at about 8,000 vehicles per day.

Roadway design and safety features also impact accident rates. Several roadway design and safety features are discussed below.

Lane Width. The effect of roadway width on traffic accidents generally increases as vehicle speeds increase. One study showed that widening 240 miles of highway from nine-foot wide lanes to 11-foot wide lanes reduced accidents by 21 percent on low-volume roads and 47 percent on high volume roads.

Highway Shoulders. Studies have shown that accident rates decrease with increasing shoulder width. This is primarily due to the fact that motorists traveling on roads with wide shoulders have a stable area to use if they cross the outer pavement edge.

Horizontal Curves. Curves in roadway pavement increase the possibility of traffic accidents. The most frequent accident type is skidding.

Vertical Alignment. A change in pavement elevation can also have an impact on accident rates. Long, steep grades and steep grade/horizontal curve combinations can greatly increase the frequency of accidents.

Intersections. The design, location, number of approaches, traffic controls and vehicular volume of an intersection influence the number and type of accidents that will occur at a given intersection. For example, an intersection with three approaches is generally safer than one with four approaches because of the reduced number of conflicting movements. The sight distance for the motorists approaching the intersection is also a critical variable.

Speed. The speed at which vehicles travel must reflect an appropriate response to existing road and traffic conditions in order to minimize the frequency and severity of accidents. High speeds are often safer than slow speeds on roads designed for high speed travel, provided road and weather conditions are good. However, high speeds can both increase the severity of accidents and decrease the frequency of accidents. According to the Institute of Transportation Engineers, the following principles apply to speed designation:

1. Motorists govern their speed by existing road and traffic conditions rather than posted speed limits.
2. Speed limits must be enforceable; a majority of motorists should be willing to observe the limit voluntarily.
3. Accidents are more related to the spread in speed (from highest to lowest) than average speed.
4. Speed limits based on study of prevailing speeds and existing road/traffic conditions tend to reduce the spread of speeds.

Other Factors. Other factors that influence speed and safety include night lighting, railroad crossings, pedestrian crossing, interchanges, and median designs. A comprehensive discussion of all these factors is beyond the scope of this report. However, the general discussion above has been included to provide the reader with some background on the cause of traffic accidents and factors influencing safety before examining accident data within the City of Madison Heights.

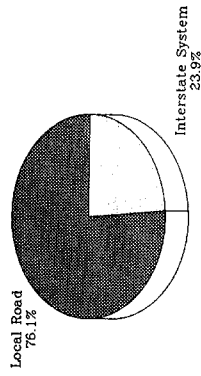
Traffic Accident Data and Trends - City of Madison Heights

Traffic accident data collected by the Oakland County Traffic Improvement Association (TIA) for 1988 provides insight into traffic accident trends within the City of Madison Heights. The impact of various roadway, driver, and vehicle variables on traffic accidents in the City is discussed below. The table below shows the number of accidents by type and object struck. Over 86 percent involved accidents with another moving vehicle.

Following the table is a figure summarizing other traffic accident data collected by TIA. The figure supports the statement that alcohol plays a greater factor in more severe accidents. One can see how alcohol was a factor in 6.8 percent of property damage only accidents, versus 13.9 percent of injury accidents and 50 percent of fatality accidents. Although the sample size was low for fatalities (2 accidents in 1988), the alcohol involvement is generally reflective of conditions over a greater period of time.

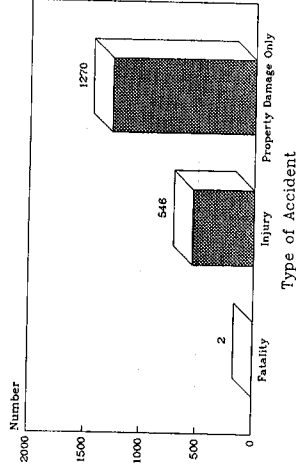
TRAFFIC ACCIDENT SUMMARY - 1988

Traffic Accidents By Class of Trafficway
City of Madison Heights - 1988



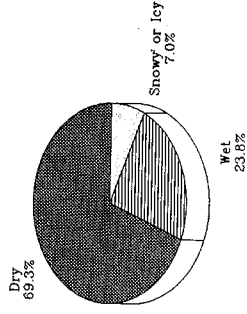
Source: TIA

Traffic Accidents By Damage
City of Madison Heights - 1988



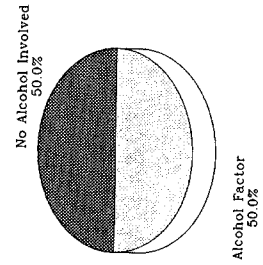
Source: TIA

Accidents By Road Surface Conditions
City of Madison Heights - 1988



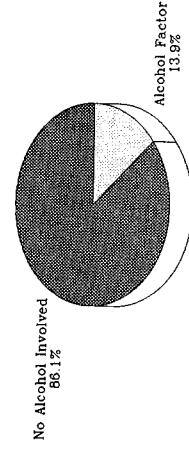
Source: TIA

Fatal Accidents and Alcohol Factor
City of Madison Heights - 1988



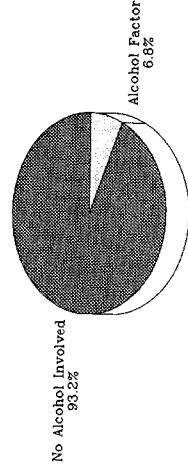
Source: TIA. Total Fatal Accidents = 2

Injury Accidents and Alcohol Factor
City of Madison Heights - 1988



Source: TIA. Total Injury Accidents = 546

Property Damage Accidents & Alcohol
City of Madison Heights - 1988



Source: TIA. Property Damage Accidents = 1,270

ACCIDENTS BY TYPE/OBJECT STRUCK
City of Madison Heights - 1988

<u>Type/Object Struck</u>	<u>Number</u>	<u>Percent of Grand Total</u>
Non-Collision:		
Overturning	14	
Other	4	
Subtotal	18	1
Collision with:		
Pedestrian	4	1
Motor Vehicle (Moving)	1572	86
Motor Vehicle (Parked)	84	4
Pedal cyclist	22	1
Fixed object	112	6
Other object	6	1
Subtotal	1800	99
GRAND TOTAL	1818	100

Source: Traffic Improvement Association of Oakland County

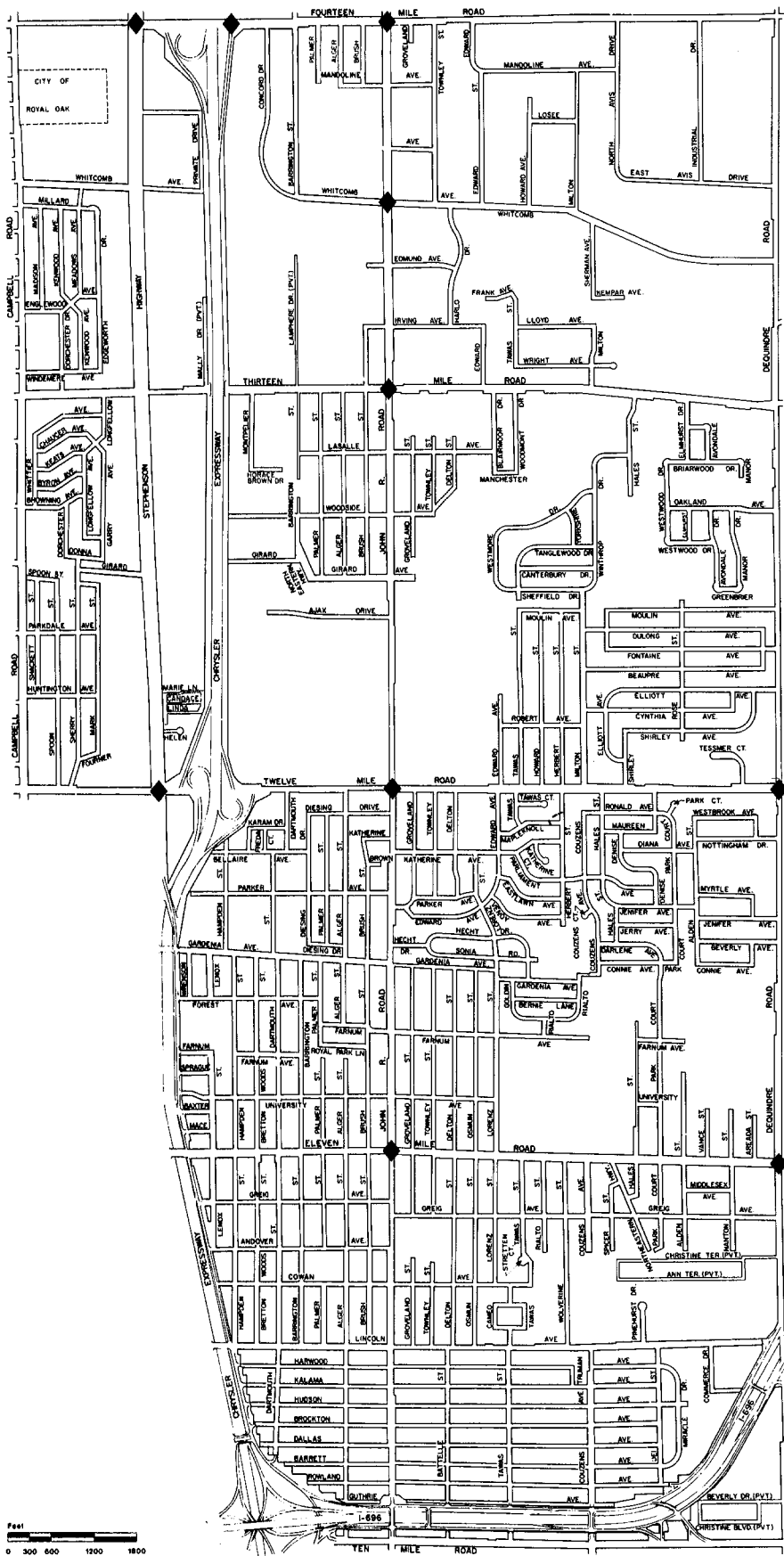
High Accident Locations

The table below and the figure on the following page show the 10 highest accident intersections in the City. The Stephenson/Fourteen Mile Road intersection had the highest annual average number of accidents for the 1986-88 study period. This intersection is significantly influenced by traffic congestion at the I-75/Fourteen Mile interchange.

A comparison between this map and the traffic volume map shows that, in general, the higher the traffic volume the higher the number of accidents. In fact, a commonly accepted "yard stick" by which to define high accident locations is to determine an accident rate per million entering vehicles (MEV) per year at an intersection. With a rate per MEV, intersections can be compared using a common denominator. Because this traffic data was not available for every high accident intersection, the map is based on raw data not a rate per MEV.

HIGH ACCIDENT LOCATIONS
1986-1988

<u>Intersection</u>	<u>Total Accidents (1986-88)</u>	<u>Average Per Year</u>
Stephenson/14 Mile	161	54
John R/12 Mile	150	50
John R/11 Mile	145	48
John R/13 Mile	130	43



HIGH ACCIDENT LOCATIONS (1986-1988)

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan



John R/14 Mile	125	42
Dequindre/12 Mile	124	41
NI-75/14 Mile	117	39
Dequindre/11 Mile	110	37
Stephenson/12 Mile	103	34
John R/Whitcomb	101	33

Data Source: Traffic Improvement Association of Oakland County

CONCLUSION

The information presented in this chapter provides the background data necessary to understand existing transportation-related issues and apply this knowledge to future land use and transportation plans to be developed as part of the Master Plan Process. Some of the data is also intended to be useful in additional studies the City may perform and in day-to-day operations. For example, police and engineering staff may be particularly interested in the traffic accident data, and may wish to expand this ground work into a more comprehensive traffic accident analysis.

TRENDS, PATTERNS, PROBLEMS & OPPORTUNITIES

INTRODUCTION

The purpose of this chapter is to provide the Planning Commission with a list of observations compiled by the consultant team. These observations resulted from the data collection and analysis phase of the Master Plan program. The consultant team's observations are designed to assist the Planning Commission with the formulation of goals and objectives statements, as the basis for the land use patterns to be shown on the Master Plan Map.

AREA TRENDS

Madison Heights, as part of the larger Detroit Metro region, is closely linked with trends occurring in Oakland, Wayne and Macomb counties. Regional and local trends identified during the Master Plan program include:

- Total construction in Oakland County during 1988 was over one-fourth the total construction in the entire State of Michigan.
- Office construction in the area rose 72.3 percent in just 2 years.
- Rapid Growth in Oakland County was the main impetus for major transportation improvements, such as completion of I-696 and widening of I-75 north of Square Lake Road.
- Regional transportation improvements benefit Madison Heights by providing improved access to job opportunities and giving Madison Heights businesses better access to suppliers, customers and employees.
- The new east-west regional connection provided by I-696 provides contact between communities such as Farmington Hills and Madison Heights that was nearly non-existent for the past 25 years.
- Improvements in travel times bring people of the region closer together economically and socially.
- Rising home prices tend to exclude first time buyers and some young families from the northern and western suburbs' housing markets.

DEVELOPMENT PATTERNS

Much has happened in Madison Heights since the completion of the 1969 Master Plan. New development has occurred and redevelopment of older areas has happened during the 1970's and 1980's.

- The City is approaching "build-out" of its residential areas as infill of vacant lots continues.
- Residential acreage has declined and industrial development has increased as a percent of the total City land area.
- New shopping opportunities are available in both community shopping centers and new linear shopping developments.

- The City has provided significant new recreation facilities for the enjoyment of its residents.
- The Detroit Metro area's population continues its shift northward and westward, away from the central city.

PROBLEMS OR CHALLENGES FOR PLANNERS

As the metro region and the City of Madison Heights continue to change and evolve, professional and lay planners are presented with a host of problems and hurdles. It is important to view these problems as "challenges" rather than insurmountable obstacles. Challenges can have positive results while obstacles are usually viewed with despair.

- Continued residential flight from the central city threatens to spill over into the nearest suburbs.
- Establishing "confidence" in southeastern Oakland County requires cooperation of over a dozen municipalities, each with its own ideas and programs.
- Unplanned commercial and industrial development is gradually weakening the stability of some neighborhoods in Madison Heights.
- Business encroachment into neighborhoods has resulted in some areas experiencing over 10% deteriorating housing and is adversely affecting livability and neighborhood character.
- Older industrial areas have significant image problems and tend to attract only marginal quality new industries.
- The threat of re-opening SOCRRRA's incinerator clouds the future of two City neighborhoods.
- Residents and businesses need a positive climate to encourage maintenance, improvement, and reinvestment.
- Entering residential neighborhoods through unsightly industrial areas gives the impression that industry is creeping into the residential communities.
- Vacant lots, like deteriorating housing and unpaved streets, rob a neighborhood of confidence and pride.
- Lack of adequate, uniform screening of non-residential uses permits adverse impacts of business uses to extend beyond property lines into residential neighborhoods.
- Traffic congestion and high accident locations have reduced the capacity of some City streets below desired levels of service.

OPPORTUNITIES FOR THE FUTURE

The most difficult task of any planning program is identifying ways to capitalize on opportunities that reverse negative development patterns. The secret always seems to be related to identifying the positive aspects of the trends associated with local and regional change. Change must be viewed as a natural, evolutionary process. The fact that circumstances in the community change does not automatically mean that all change is bad. There are a number of opportunities available to Madison Heights that result from ongoing change locally and regionally.

- The Chrysler Technology Center will eventually employ 6,000 people.
- The forecast for 52,000 jobs at the Oakland Technology Park and surrounding area provide an opportunity for business exchange for area offices, job shops and suppliers, as well as new employment openings for City residents.
- I-75 corridor improvements put Madison Heights residents closer to recreational opportunities in central and northern Michigan.
- The opening of the final segment of I-696 provides convenient, new contact with the western suburbs.
- Rising home prices in the northern and western suburbs makes Madison Heights attractive to young families and first time home buyers. This could inject new youthfulness into the City and its two school systems.
- Development of new homes on over 250 existing vacant lots will help to instill new confidence and pride in the six neighborhoods that are experiencing visible decline in housing conditions.
- Completion of street and sidewalk paving, and storm drainage projects in the City's neighborhoods will improve the appearance and hopefully spin-off new neighborhood pride, resulting in volunteer maintenance and improvement efforts.
- The population shift being experienced throughout the region is expected to result in moving the Detroit area's population center further north to south-central Oakland County. Coupling this expectation with the new "beltway" formed by I-696, I-275 and I-94 appears to put Madison Heights "near the center of it all". As the development industry is fond of saying, "Success depends upon three factors: location, location and location!"
- Like Chrysler Corporation's new Tech Center, Madison Heights should strive to project an "image of success and excellence" in its neighborhoods, business districts, and industrial parks. By fostering such an image, the City can also "attract and keep the best people".
- The City should seek out new development and plan for redevelopment that promotes a vision of the future along with a practical basis grounded in the market.
- If developers continue to find "green field" sites easier to develop, Madison Heights must assist in getting redevelopment sites ready and promote the fact that infrastructure is already in place. If developers won't have to pay for major sewer, water, and other utility extensions, they might realize significantly lower overall development costs.
- Providing uniform, attractive barriers between residential neighborhoods and business/industrial areas will provide improved identity and pride for both sides of the fence.
- The eastern fourth of the I-696 Corridor, of which Madison Heights is a part, has been identified as the area with the greatest redevelopment potential in Oakland County.
- Studies have shown that owners of small to medium sized industries choose new plant locations based on the quality of life for themselves and their top management more than any other locational factors, including financial incentives and tax abatements.

CONCLUSIONS

From the consulting team's perspective, opportunities abound in Madison Heights. Building upon its strong tradition of affordable housing, stable neighborhoods, recreational amenities, and central location, recent regional trends of deteriorating housing and neighborhoods can be halted. In fact, a strong program and plan for neighborhood and business enhancement could project an image to the region of Madison Heights as the location where change is measured by success rather than decline, and excellence is the vision of City officials and residents alike.

GOALS & OBJECTIVES

INTRODUCTION

The goals and objectives formulated by the Planning Commission are the cornerstone of the planning process. They are intended to provide the basic framework for public and private decision-making. The Master Plan's arrangement of future land uses is based on the community goals for the future. As such, the goals will effectively direct both public and private decisions regarding land use and development.

PURPOSES OF THE MASTER PLAN

The purposes of the Master Plan are:

1. To improve the physical environment of the City as a setting for human activities and promote the general health, safety and welfare by making the City more functional, beautiful, decent, healthful, interesting and efficient.
2. To promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the community.
3. To facilitate the democratic determination and implementation of community policies and physical development. The plan is primarily a policy instrument. The plan constitutes a declaration of long-range goals and objectives and provides the basis for a program to accomplish the goals.
4. To effect political and technical coordination in community development.
5. To inject long range considerations into the determination of short-range actions.
6. To bring professional and technical knowledge to bear on the making of decisions concerning the physical development of the community.

POLICY BASIS

Only through careful analysis of existing conditions and the forces which have brought them about, can the City understand their interrelationship, identify their underlying purposes, anticipate future problems, and devise solutions.

Accordingly, the community identifies its objectives by relating them to current problems and issues and to tangible alternative solutions. At the same time, the City must attempt to anticipate future problems, and recommend the steps necessary to prevent their development or reduce their severity.

POLICY PURPOSE

Administration by City officials, legislative action by City Councils, quasi-judicial rulings by the Zoning Boards of Appeals, and administrative action and recommendations by Planning Commissions are frequently criticized as being capricious and arbitrary. Clear-cut statements of policy can go far to minimize the apparent arbitrariness of certain planning and planning related actions. They can guide and substantiate honest intelligent decisions. They can also serve the city's Planning Department and the Planning Commission as an anchor of objectivity. Another useful function performed by policy statements is in the area of informing the public about the thinking of the Planning Commission with regard to land development.

DETERMINING POLICY

The Master Plan is not just a series of maps. Rather, it is first a series of statements describing the City's goals and objectives. They cannot cover every situation. Certain areas are so complex that it will be impossible to know what sort of policy decision can be made until all the facts are assembled. Also, there must be agreement and consensus in the first place before such statements can be adopted. Obviously, this concurrence will not always exist. None of this negates, however, the desirability of formulating and adopting goals and objectives statements in as many areas of planning concern as possible.

The final step of the process was the goals and objectives session held by the planning commission at its regular meeting on March 19, 1990. At this session, a summary of all previous comments was reviewed, and the planning commission developed the goals and objectives listed below.

GENERAL COMMUNITY CHARACTER

GOALS: Maintain Madison Heights' residential neighborhoods while encouraging properly planned economic development and redevelopment.

Incorporate long-range planning ideals into all current development decisions.

Objectives: Ensure that non-residential development does not negatively impact the viability of residential neighborhoods through appropriate site plan review standards for new development, code enforcement for existing violators, and encouraging private investment in uniform screening of unaesthetic uses and/or activities.

Encourage infill residential development in all neighborhoods, particularly those older, less stable neighborhoods in the south end of the City.

HOUSING, RESIDENTIAL GROWTH & DEVELOPMENT

GOAL: Provide all residents of the City with opportunities for quality housing.

Objectives: Continue to encourage and maintain a balanced variety of housing types including single family, two-family, apartments, special senior citizen housing, both manufactured and site built.

Encourage infill residential development in all neighborhoods, particularly those older, less stable neighborhoods in the south end of the City.

Pursue funding for a neighborhood maintenance and "fix-up" program design to help residents fund needed improvements.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

GOALS: Maintain existing, properly planned industrial growth, encourage improvement and/or redevelopment of older industrial areas, and encourage new industrial development in areas having the least impact on residential areas.

Conserve and improve existing commercial and industrial areas.

- Objectives:**
- Encourage the location of new industrial development in existing, improved industrial parks with vacant lots.
 - Relocate the heaviest industrial uses away from perimeter areas adjoining residential neighborhoods.
 - Evaluate existing commercial and industrial areas encroaching upon residential areas to determine redevelopment potential.
 - Enact a hazardous materials ordinance that addresses proper site design, and containment and disposal of hazardous materials in a manner that protects natural features including, but not limited to, ground and surface water, soils, and wetlands.
 - Work to eliminate the external impacts of industrial uses on residential areas through code enforcement, improved screening, and special programs designed to encourage private investment in visual enhancements.

PUBLIC SERVICES AND FACILITIES

- GOALS:**
- Provide police, fire protection, and emergency medical services that adequately meet the community's current and future needs.
 - Provide sufficient recreation opportunities for City residents.
- Objectives:**
- Follow the most cost-effective path when providing services to City residents.
 - Monitor fire and rescue service to ensure that these services keep pace with demand.
 - Continue to expand the scope of the recycling efforts to include curb-side separation of recyclable waste, as proposed for 1990.

PARKS, RECREATION AND OPEN SPACE

- GOALS:**
- Maintain existing parks and open space to preserve these resources for current and future residents.
 - Provide all residents with access to parks, and open space areas close to home.
- Objectives:**
- Update the City Recreation Plan consistent with the Michigan Department of Natural Resources' guidelines, and pursue funding for high priority recreation facilities and programs.
 - Use all available State and Federal grant programs to stretch the City's available recreation dollars.

ROADS AND TRANSPORTATION

- GOALS:**
- Provide all land uses with adequate access to the road system.**
 - Strive to minimize through-traffic disruptions on thoroughfares, while keeping through traffic off the local residential streets.**
- Objectives:**
- Promote a system of roads that is easily maintained.**
 - Improve access and emergency service by maintaining site plan review standards that ensure smooth ingress and egress by emergency vehicles.**
 - Plan for upgrading unpaved, or poorly blacktopped roads identified in the Thoroughfare Plan.**
 - Work toward obtaining right-of-way dedications and reservations, consistent with the City's Thoroughfare Plan, as new developments are reviewed for approval.**
 - Limit the number of driveways and curbcuts on major and secondary thoroughfares to the minimum necessary to provide for safe ingress and egress.**
 - Promote the development of joint-use driveways and internal connections between adjoining businesses to reduce the number of curb cuts on major thoroughfares.**

LAND USE PLAN

INTRODUCTION

The Land Use Plan for Madison Heights describes, in a generalized manner, those areas considered most appropriate for residential, office, commercial, industrial, public, and recreation uses. Because Madison Heights is very near its capacity development, the most important characteristics of the Land Use Plan are its subtle recommendations for redevelopment of key areas of the City.

The overriding goal of the Land Use Plan is the promotion of those characteristics of Madison Heights that differentiate it from neighboring suburbs. All of the development and redevelopment proposals are intended to help upgrade and improve the City's already strong neighborhoods, enhance its industrial employment base, modernize declining commercial areas, provide new office opportunity, and continue a tradition of superior recreation facilities and programs. The City's current strengths will never be taken for granted. The tradition of providing the highest quality municipal services was the catalyst for re-evaluation and reinforcement of the City's plan for future development with special emphasis on redevelopment directions.

DEVELOPMENT CONCEPTS

A number of basic concepts are incorporated into the development scheme for Madison Heights, including:

- The neighborhood unit concept for provision of recreation and school facilities and for the grouping of residential uses into a physical area with which residents can identify.
- Modern industrial parks and readily identifiable industrial corridors, grouping businesses together in high profile, corporate settings with Class A transportation, utilities and municipal services.
- Planned shopping centers for neighborhood and community shopping needs, at locations that provide good access while discouraging heavy traffic through neighborhoods.
- Improvements to and redevelopment of linear commercial corridors, including uniform screening for adjoining residential areas and targeting uses that provide local services and consumer goods.
- Redevelopment of the older industrial corridors by relocating intensive uses to the modern industrial parks and replacing them with warehousing, corporate office, and business service uses.
- Development of transitional zones where new uses, such as local offices or higher density housing, will provide a much needed buffer for neighborhoods suffering from the external effects of misplaced business and industry.

LAND USE ARRANGEMENT

The Land Use Plan illustrates the general relationship between the various future land uses in Madison Heights. The categories have been generalized and many of the detailed proposals for specific uses and areas can be found in the Commercial and Industrial Plan, Neighborhood Analysis, or Open Space & Recreation Plan. The Land Use Plan combines the information in the basic data studies, the Planning Commission's Goals & Objectives, and the Development Concepts into an arrangement of future land uses that best portrays the community's goals and potential. Each of the categories in this general pattern for the City's future development is described briefly in the following sections.

Single Family Residential

All single family residential development will continue to associate with one of the City's 13 distinct neighborhoods. Two isolated mobile home communities are currently sub-neighborhoods of Lessinger and Halfman but may someday be suitable for redevelopment, in this case as part of the City's industrial parks. Because the units are transportable and the residents have no ownership interest in the land, redevelopment of these properties is considered likely in the long run.

The plan provides secure boundaries for each neighborhood, proposes redevelopment of incompatible uses that have pierced neighborhood boundaries, and proposes that minimum standards for neighborhood recreation space and facilities be adhered to in all future plans and programs. As described in the Neighborhood Analysis, in-fill development of vacant residential lots will be promoted and the neighborhoods will be marketed as high quality, affordable housing, especially for young families with school-aged children.

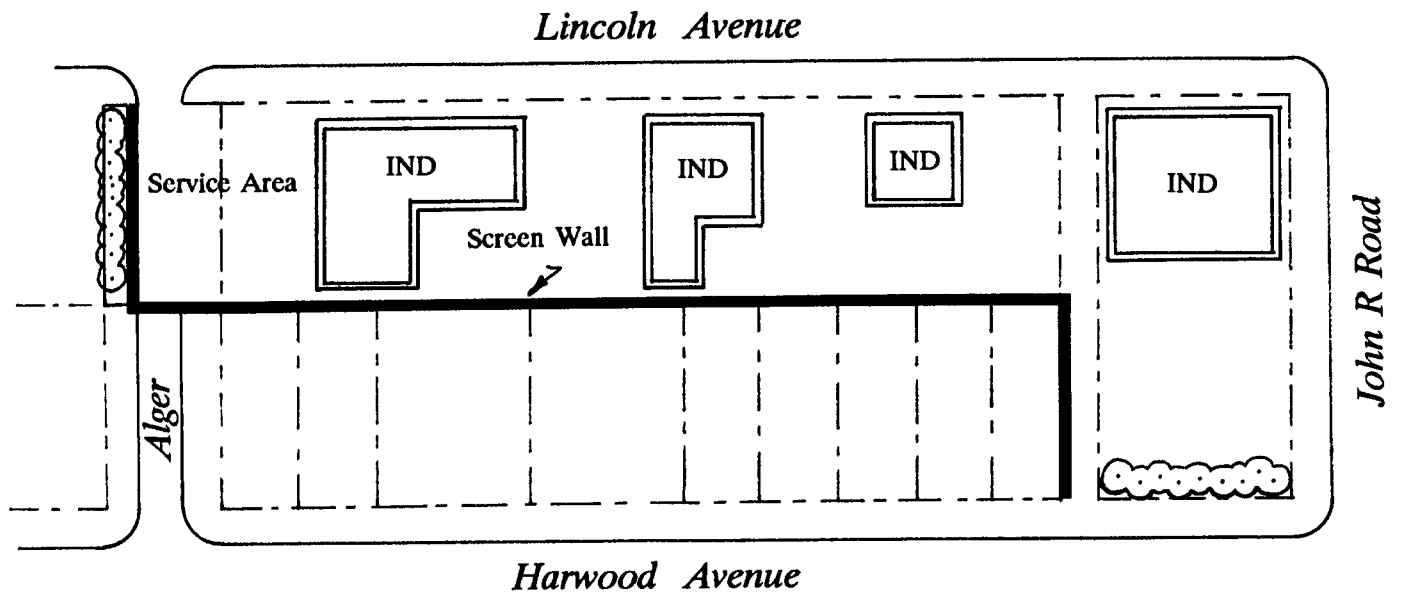
Multiple Family Residential

Recognizing the need for a balance of land uses and choice and variety of housing types, the Land Use Plan sets aside substantial areas for apartments, senior high rise, attached townhouses, and similar multiple family dwelling types. Several key redevelopment areas propose multiple family as the ultimate use. These include:

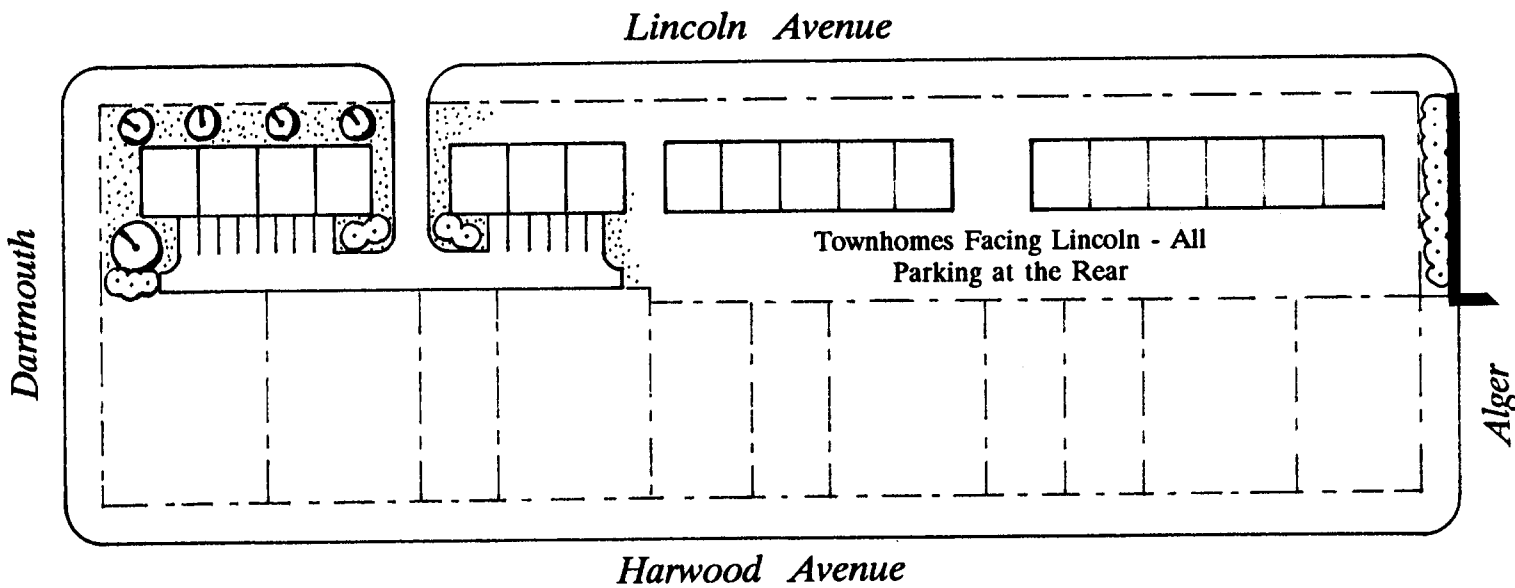
- The south side of Lincoln, east of Couzens, where incompatible industry should eventually be replaced by a transition zone of multiple family residential.
- Lincoln from John R west to Dartmouth Street. Scattered business and industry that has pierced the neighborhood should be phased out and these properties and the several vacant sites redeveloped with a buffer of multiple family townhomes. A special screen wall is needed at Alger that requires a partial street closure. These concepts are illustrated on the sketch following this page.
- The east side of John R from Girard to just north of LaSalle. This area is characterized by an inappropriate mix of residential, business and industry. Multiple family residential could provide a much needed transition between the commercial area and the single family interior of the neighborhood. At the same time, the higher densities permitted in multi-family districts would give the land the value necessary to induce redevelopment. The industrial area at the south end places unnecessary pressures on the adjoining single family neighborhood. These problems will be addressed in the section on Industrial uses which follows.
- The "Frank-Lloyd-Wright" area, currently without developed utility systems, relates well to other major concentrations of multiple family development in the Co-op neighborhood. The added value of a higher density residential designation will help to spur redevelopment in this sector. Multiple family is one component of the proposed Special Project Area "A" designation.
- The south side of Eleven Mile Road, between Lorenz and Couzens, is proposed for redevelopment with townhomes. Traffic and business pressures have weakened the viability of single family at this location. The south end of the City needs additional multiple family housing, making this area suitable for redevelopment.

Office

The office proposals of the Land Use Plan, include special location for exclusive office park development at I-75 and 13 Mile; a medical office/hospital complex surrounding Oakland General Hospital; and a linear buffer zone for local office development along 12 Mile Road. These proposals are designed to provide



SCREEN WALL PLACEMENT ALONG ALGER



LINCOLN AVENUE TOWNHOMES CONCEPT

Madison Heights with a full range of office opportunities to complement the City's major industrial and shopping developments.

The Commercial and Industrial Plan provides additional details regarding the three proposals above, as well as a fourth office component. One of the redevelopment recommendations was the gradual introduction of local service, professional and general office uses into the Business/Local Office areas shown on the Commercial and Industrial Plan. This technique has been recommended, in particular, for those areas where mixed business and industrial uses are placing adverse pressures on the City's neighborhoods.

Commercial

Like the office category discussed above, the commercial areas shown on the Land Use Plan are generalized and include the many specific proposals detailed in the Commercial and Industrial Plan. A market analysis of the needs of the City's ultimate population for retail shopping indicated a surplus of developed commercial areas already exists. The Land Use Plan emphasizes the need for improvements to the function, appearance, and range of available goods and services in the City's linear commercial corridors. This is particularly important along John R and 11 Mile Road. The City's southern neighborhoods would benefit greatly from improvements in screen walls, landscaping, business traffic patterns, neighborhood convenience shopping opportunities, and local office redevelopment on sites presently occupied by inappropriate industrial uses. The Land Use Plan proposes to halt the continuing spread of the commercial areas in favor of concentration, redevelopment, and promotion of uniform visual and functional improvements to the existing business districts. One detailed concept for improving the visual appearance for the neighborhood while increasing available parking for business uses is illustrated on the Parking/Screening Concept Sketch which follows.

Industrial

The industrial proposals of the Land Use Plan continue the City's tradition of providing a Class A environment for business and industry in a physical setting that protects the residential neighborhoods. As detailed in the Commercial and Industrial Plan, several areas are proposed for major redevelopment activities related to industrial use. The most ambitious of these are the Ten Mile Corridor and John R south of Lincoln.

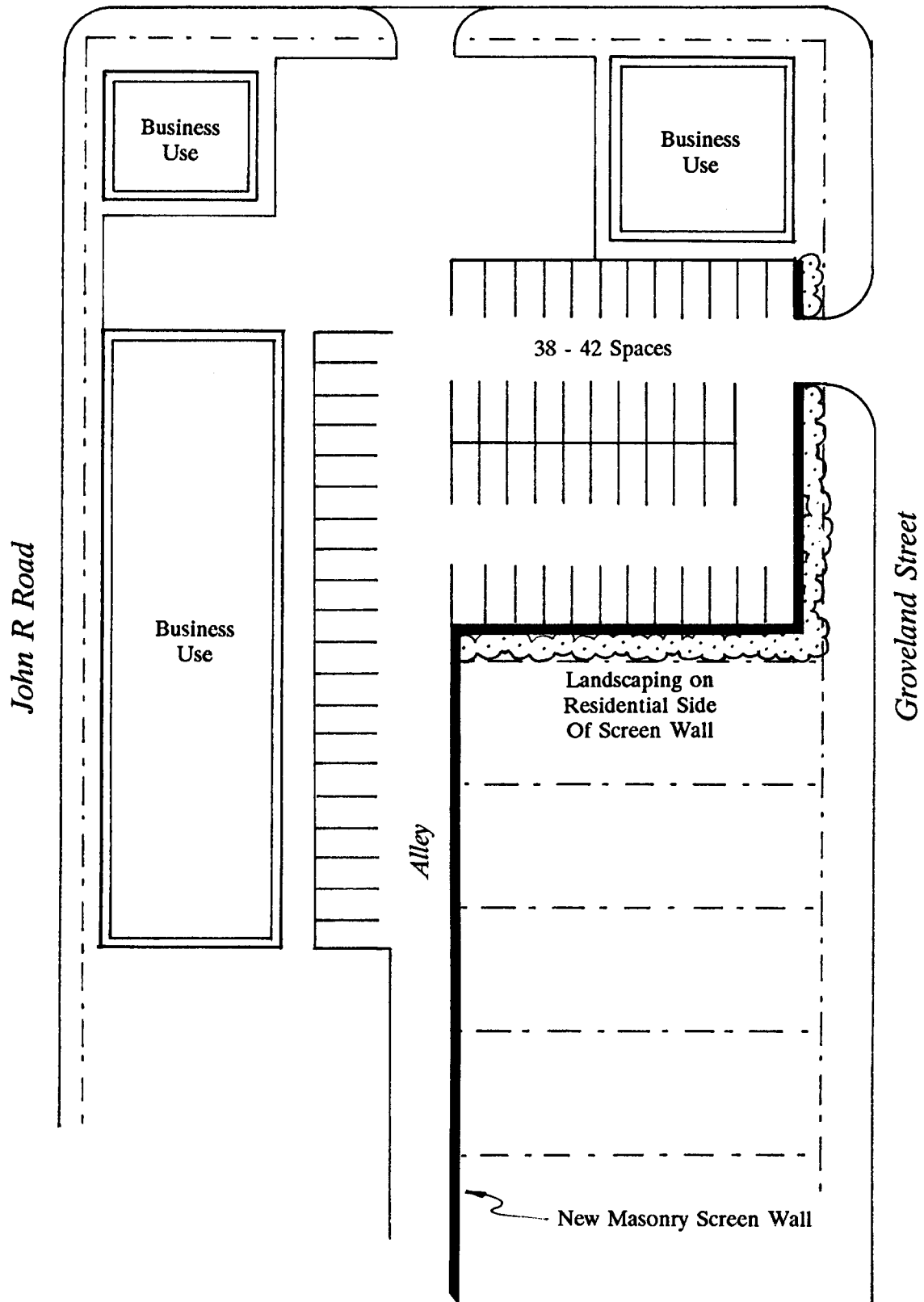
Existing industrial development along 10 Mile Road does not take advantage of its potential for identity from I-696. This corridor could provide "signature" industrial space, on a smaller scale but similar to the Stephenson Highway / I-75 Corridor. The plan proposes the relocation of heavy industrial users along 10 Mile to the City's developed industrial parks. Marginal buildings and inappropriate outdoor storage uses would be removed to open up space for improved employee parking, loading and service areas. New development could then orient buildings and corporate signs and logos to take advantage of views from the freeway.

John R south of Lincoln was identified as an area where existing industrial use places excessive pressure on adjoining neighborhoods. Heavy industry should be relocated from this corridor to the industrial parks and replaced by combination office/warehouse uses or similar very light industrial uses that conduct all operations, except employee parking, within fully enclosed buildings. Uniform screening and proper building setbacks from the residential district boundary should be actively promoted.

The east side of John R from Ajax to Girard needs expanded employee parking and reorientation of the industrial use service areas out of the front setback along Girard. These front yards should be landscaped and the service areas screened from view.

Eleven Mile Road between Couzens and Dequindre also will benefit from similar programs. Reorientation

12 Mile Road



PARKING / SCREENING CONCEPT SKETCH

of the types of uses adjoining neighborhoods, upgraded landscaping and screening, and elimination of all open, outdoor storage is intended to reverse the adverse impacts currently being felt by the Vandenberg and Roosevelt neighborhoods.

Public And Schools

The public and schools category has the straightforward purpose of maintaining the City's history of high quality public services and its system of neighborhood schools. Overall, the Land Use Plan intends to maintain Madison Heights as a very livable city with strong neighborhoods of affordable housing. By keeping the City attractive to young families, school enrollment will stabilize and the neighborhood schools can be maintained.

Public facilities included on the plan are the civic center complex with its governmental offices, court, police, fire, and library services; the senior citizen center; and the public works and recreational vehicle storage yard.

Recreation

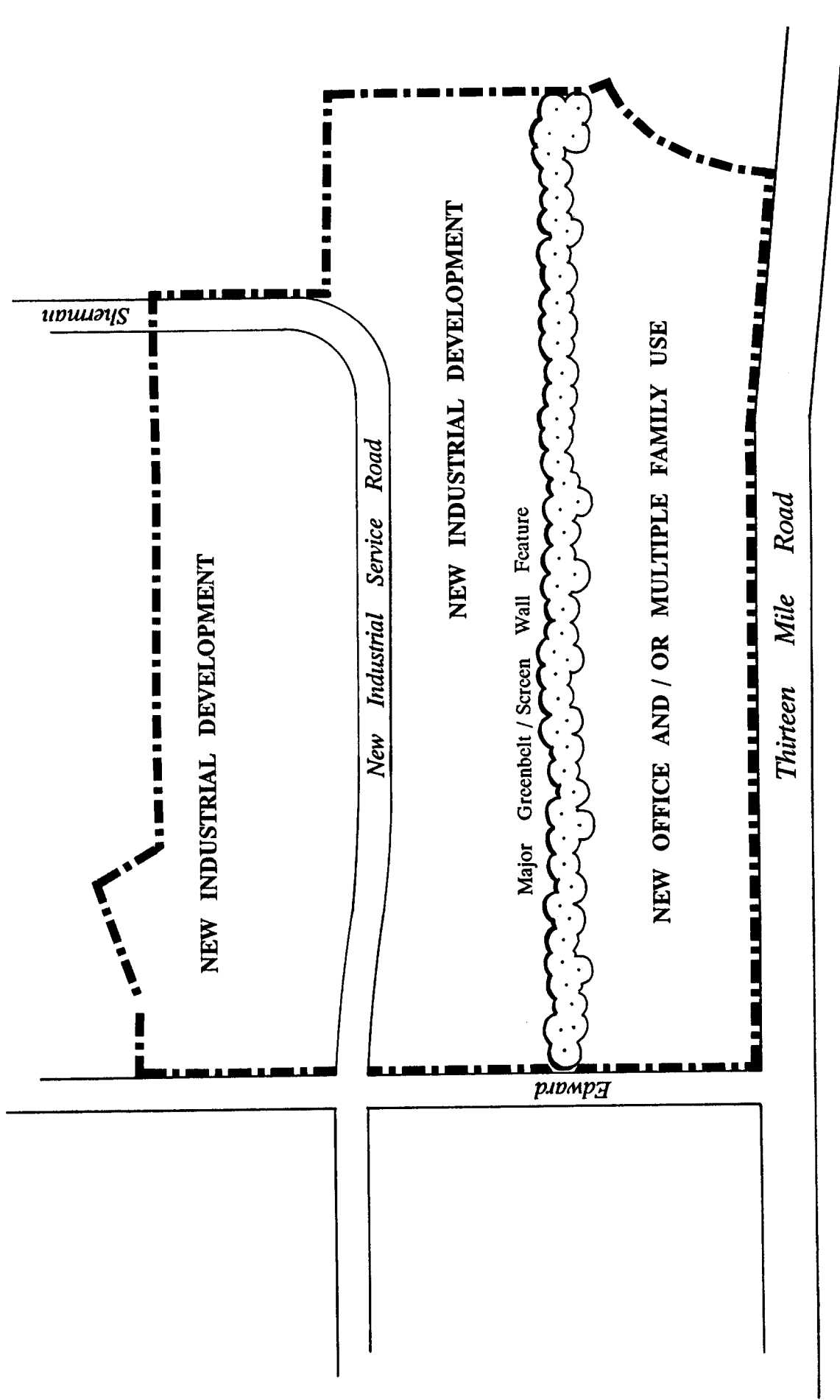
The Land Use Plan recommends continuing the City and County's established system of neighborhood parks, community park-playfields, and the recreation corridor associated with the Red Run Drain. From the deficiencies identified during the neighborhood analysis, the City should work, through grant programs and agreements with developers, to meet the special needs of the Co-op, Woodside, and Halfman neighborhoods for additional neighborhood park space. The Civic Center Park, Rosie's Park, and Suarez Woods provide good geographic distribution of community park-playfield facilities for City residents.

The one major proposal inherent in the Land Use Plan designations for recreation space is conversion of the SOCCRA incinerator site to a new major park, in combination with the existing Silverleaf Park. Madison Heights has clearly taken the lead in southeast Michigan with regard to recycling of household waste. There is no reason why the entire SOCCRA region should not be providing the same kinds of programs. Incinerators should be unnecessary in heavily developed suburban settings. They clearly require siting away from concentrations of residents. Though this is a regional issue, Madison Heights has paid its dues by hosting this facility for years. Madison Heights' reaction to the incinerator shut-down was to provide an aggressive, forward-thinking program for City-wide recycling. The time appears right to permanently decommission the incinerator in favor of a more environmentally sound alternative for dealing with the region's wastes. Designating the site for park development makes a serious statement about the importance of this issue to Madison Heights.

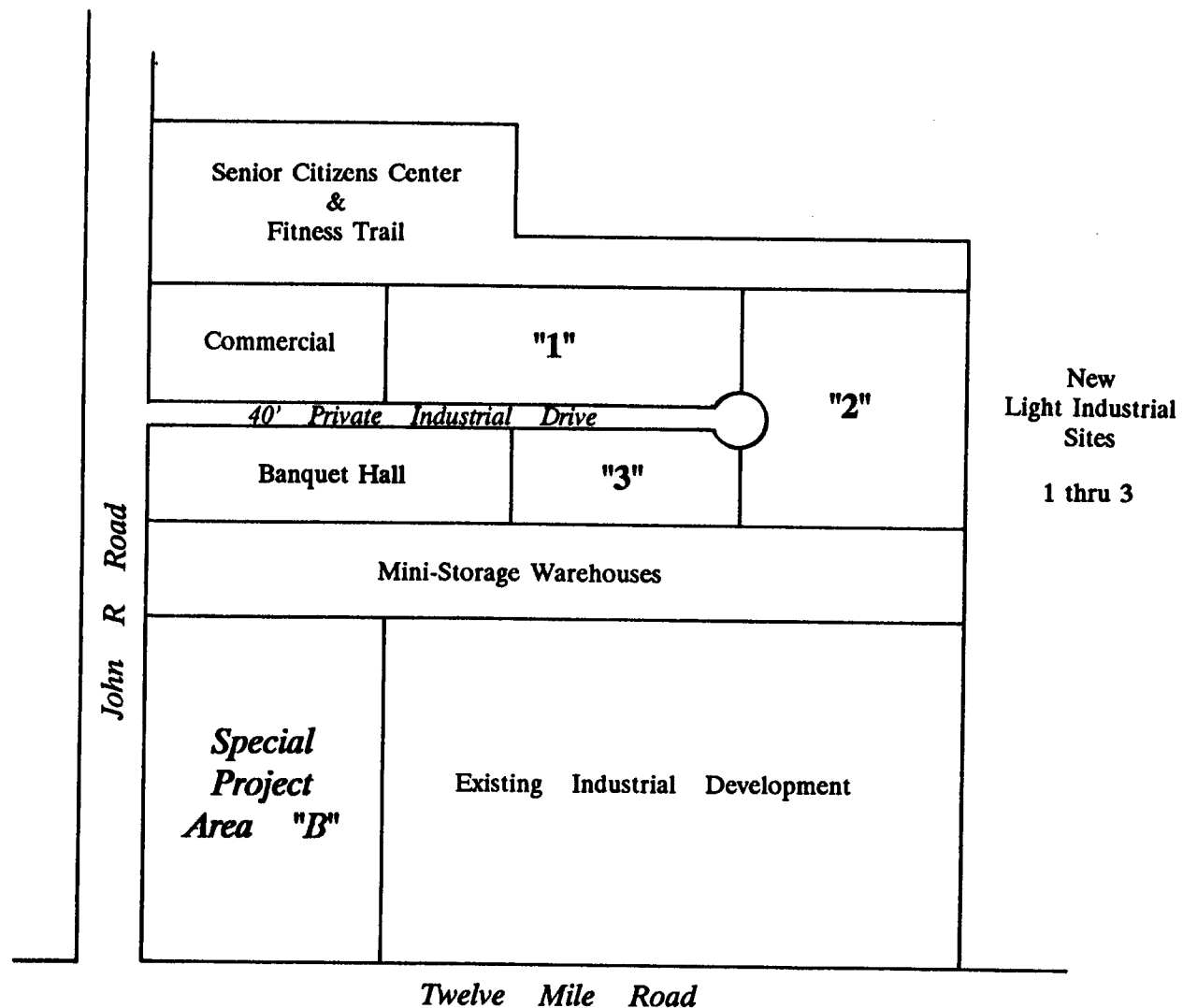
Special Project Areas

Two areas of the City with extraordinary redevelopment potential have been designated as Special Project Areas. Area "A", the Co-op Subdivision, would experience very high per dwelling costs for extending sewer and water service. The residents and the City are studying alternative redevelopment schemes for this area. The Planning Commission has promoted one concept, shown on the accompanying illustration, that would expand the industrial area into the north half of the Co-op Subdivision, establish a major east-west greenbelt feature, and encourage new office and/or multiple family development on the Thirteen Mile Road Frontage.

Special Project Area "B" is located at the northeast corner of Twelve Mile and John R Road. The existing industrial development on approximately 5 acres at the corner may eventually provide an appropriate site for redevelopment. Because this is one of Madison Heights' most identifiable intersections and retail development areas, the City would be open to a proposal to redevelop this site for retail or office use in the future. As a companion, the vacant land north of the Club Venetian is proposed to be developed with commercial on the John R frontage and new light industrial at the rear. These proposals are illustrated on the Redevelopment Concept sketch which follows.



SPECIAL PROJECT AREA CONCEPT "A"



REDEVELOPMENT CONCEPT

NE Corner 12 Mile & John R



1" = 300'

B/A

BIRCHLER/ARROYO
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CONCLUSION

The Land Use Plan for Madison Heights is intended to provide the City with the following:

- A basic pattern for long-range development and redevelopment activities that concentrates similar uses together and provides for a logical transition between incompatible uses.
- An identifiable community character that distinguishes Madison Heights from its suburban neighbors.
- Appropriate redevelopment proposals designed to improve neighborhood conditions and maintain their stability while enhancing business opportunities for the City's employers.
- Introduction of natural environmental consideration into the City's long-range planning decisions.
- An overall policy document to help the public and private interests arrive at proper solutions to the difficult development decisions they will continue to face over the next decade or more.

The Plan must not be considered a static document. Although the planning time frame is long-range, periodic reevaluation is necessary if it is to continue being responsive to changing conditions and circumstances in the community. It is suggested that periodic review of the Plan's proposals be programmed to occur at least every 5 years.



- SINGLE FAMILY
- MULTIPLE FAMILY
- OFFICE
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SCHOOLS
- RECREATION
- SPECIAL PROJECT AREAS

FUTURE LAND USE PLAN

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER/ARROYO
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COMMERCIAL & INDUSTRIAL AREAS PLAN

INTRODUCTION

Commercial and industrial growth and development in Madison Heights has been substantial since the adoption of the 1969 Master Plan. Much of the newer development has followed accepted principals of site design and layout. Many of the older areas have not kept up with modern standards for building orientation, provision of customer and employee parking, landscaping and other site amenities. As a result, these areas tend to have higher vacancy rates, attract marginal tenants, and have greater impacts upon nearby residential neighbors.

This chapter will address modern standards for commercial, office, industrial and research uses. Areas that are appropriate for redevelopment will be identified. Market characteristics will be discussed as they relate to the need for additional commercial and industrial acreage. Locational characteristics for shopping and employment centers will also be discussed.

DEVELOPMENT STANDARDS FOR BUSINESS AND INDUSTRY

Commercial and office areas can be developed to exist in harmony with adjoining residential neighborhoods, through the application of modern design standards in local zoning regulations and through administrative review of development plans. All new development and redevelopment should demonstrate:

- Adequate on-site parking for daily peak hours
- Direct access from a major arterial street
- Service roadways for internal circulation
- Adequate separation of parking and service facilities from abutting residential areas by means of screen walls and/or landscaped greenbelts
- Separate facilities on-site for pedestrian and vehicular circulation
- Landscaping to improve individual business appearance and district image, by such techniques as planting areas that screen or de-emphasize large parking lots
- Appropriate business signage for identification that does not attempt to compete with neighbors in terms of size and advertizing messages
- Provision of internal vehicular connections between adjoining business developments in order to reduce curb cuts and potential points of traffic conflict on the thoroughfares
- Locate shopping developments by their function: neighborhood centers, community-wide centers, and regional shopping facilities.

Even industrial and research establishments have been shown to coexist alongside residential neighbors, with careful attention to modern site design standards. Equally important is the need to establish a modern, progressive image for the industrial district in order to attract the highest caliber of new development to the City. A properly balanced tax base relies on attracting and keeping high quality industry and upgrading areas presently characterized by marginal industrial businesses. Characteristics of properly planned and developed industrial parks and districts should include:

- Fast, easy and convenient access to the local and regional transportation network.
- Reasonable location with respect to labor supply, source of parts/materials, and customer markets.
- Generous development sites, free of such constraints as unstable soil and poor drainage, with room for future expansion.
- An adequate and reliable system of municipal services & utilities: sanitary sewer, water, storm drainage, police & fire protection.
- Protection from encroachment of residential and other incompatible land uses.
- Modern site design to create a progressive image of the City:
 - parking and service areas located to the side or rear
 - front setback areas reserved for landscaping and visitor parking only
 - uniform location and appropriate size, height, materials and illumination of business signs
- Physical location and site layout that minimize or eliminates adverse impacts on neighboring non-industrial uses:
 - screening of parking and service areas, including loading docks/zones.
 - screening of all outdoor storage and limits on the heights of stacked materials.
 - uses with frequent outdoor activities should locate within the interior of industrial zones.
 - heavy industry should not directly abut residential neighborhoods.

COMMERCIAL DEVELOPMENT DEMAND

Regardless of the character of a community, adequate commercial development is an important component for residents, employees working in the community, and visitors from outside the municipal limits. Supermarkets and drug stores provide the most basic necessities for everyday life, while larger community and regional shopping centers provide a variety of durable goods ranging from clothes to major appliances. Retail stores improve quality of life, provide basic and not-so-basic goods and services, and they employ area residents.

If the commercial development is unplanned, it can actually detract from the quality of life. Examples include unlimited linear or "strip" development along major roads which brings traffic congestion, unsightly buildings and signs, and marginal businesses to the community. An unplanned, overextended retail area can leave a community with vacant stores that are a blight, health hazard, and general nuisance to residents.

One of the goals of a master plan is to provide the amount of retail space necessary to adequately serve the community in locations that are best able to accommodate the traffic and noise associated with commercial development. This section briefly identifies the anticipated retail demand and potential locations in the City.

It is important to note that there are three major shopping center classifications: neighborhood, community, and regional. The table below shows the different characteristics of each one.

Characteristics of Shopping Centers

<u>Type</u>	<u>Leading Tenant</u>	<u>Typical GLA (Square Ft.)</u>	<u>General Range (Square Ft.)</u>	<u>Minimum Site (Acres)</u>
Neighborhood	Supermarket	50,000	30,000-100,000	3-10
Community	Jr. Department or Discount	150,000	100,000-300,000	10-30
Regional	One or More Full Line Depart. Store	400,000 800,000*	300,000-900,000 500,000-1,500,000*	10-60 15-100 or more*

* Super Regional Shopping Center

Source: Shopping Center Development Handbook, 2nd edition, Urban Land Institute

Neighborhood Shopping

As noted in the table above, neighborhood shopping centers are the smallest shopping center type. They are intended to serve the daily needs of nearby residents by providing basic goods and services such as groceries, drugs, hardware, laundry/dry cleaning, banking, etc. The minimum support population recommended by the Urban Land Institute is 3,000 - 4,000 people, most of which should live within a five - to 10 minute drive.

A basic market analysis is necessary to determine future demand for a shopping center within a given trade area. This market analysis must include a definition of the general retail trade area for the type of center being studied, analysis of total income of the population within the trade area, forecast of dollars to be spent on the goods and services offered at the category of center being studied, and conversion of potential dollars to square feet of shopping center based on reasonable sales data.

For the purpose of this analysis, the trade area includes the entire City. This trade area has a forecast buildout population of 34,575 people which is roughly equivalent to the 1989 population estimate of 34,445. Per capita income data is currently available for 1979 and 1985 from the U.S. Bureau of the Census. This data is presented in the table below along with adjustment factors for inflation, based on the Consumer Price Index.

City of Madison Heights Income Data

1979 Per Capita Income (1979 Dollars)	\$ 8,326
1979 Per Capita Income (Adjusted to 1985 Dollars)	\$12,772
1985 Per Capita Income (1985 Dollars)	\$12,579
Net Change 1979 to 1985	- \$ 193
Percent Change 1979 to 1985	- 1.5%

The table above demonstrates that the per capita income for The City of Madison Heights, when adjusted for inflation, actually decreased 1.5 percent from 1979 to 1985. This is primarily due to the high inflation rates of the early 1980's. Year 2010 per capita income is forecast to be approximately \$13,000 in 1985 dollars, which anticipates a more reasonable ratio of income growth to the rate of inflation.

If the assumptions listed above are reasonable, total income in the City Madison Heights will be \$449.5 million in the year 2010 (\$13,000 x 34,575 people). If the population declines to 32,000, this number will be \$416 million. The table below shows how this income can be translated into retail purchasing power based on national studies.

**The City of Madison Heights
Forecast Annual Retail Expenditures**

<u>Total Year 2010 Income</u>	<u>Forecast Retail Expenditures</u>	<u>Forecast Convenience Expenditures</u>	<u>Forecast Convenience Expenditures in Neighborhood Centers</u>
\$416,000,000 ¹	\$228,800,000 ²	\$75,500,000 ³	\$52,800,000 ⁴

¹ \$13,000 x 32,000 people

² 55 percent of total income can be expected to be spent on retail purchases according to Analyzing Neighborhood Retail Opportunities, published by the American Planning Association.

³ 33 percent of total retail expenditures can be expected to be spent on convenience items according to Analyzing Neighborhood Retail Opportunities, published by the American Planning Association.

⁴ Birchler/Arroyo Associates estimates that 70 percent of total convenience item purchases would be made within the City of Madison Heights at neighborhood shopping centers.

As noted above, \$75.5 million dollars are anticipated to be spent on convenience items by Madison Heights residents in 2010. Some of this money will be spent in neighborhood-type stores and some will be spent in community shopping centers. It would be reasonable to expect 70 percent of the \$75.5 million dollars to be spent in neighborhood shopping centers in the City. Based on a median annual sales figure of \$167.56 per square foot for neighborhood shopping, 315,400 square feet can be supported.

There are currently approximately 279 acres of the City devoted solely to commercial development. Some of this space is community shopping, local business, and restaurant space, and the remainder is neighborhood-type centers. Approximately 400,000-500,000 square feet of neighborhood center retail space currently exists in the City. In addition, considerable neighborhood shopping is found just across the eastern border in the City of Warren. Obviously, the City is providing retail services to residents in surrounding communities and to non-resident workers. No additional neighborhood retail development is needed, although some new centers will likely develop to replace older, less-desireable space.

Community and Regional Shopping

As noted above, community shopping centers are typically over 150,000 square feet and they have a minimum support population of 40,000 people within a 10-20 minute drive. Madison Heights already has two community-level centers: one at 12 Mile and John R and the other at 13½ Mile (Whitcomb) and John R. There does not appear to be a need for additional community shopping development.

Regional shopping centers can be found adjacent to Madison Heights in Troy (Oakland Mall) and Warren (Universal Mall). Oakland Mall is a super regional center and Universal Mall is a regional center with some community shopping tenants. These two centers should meet forecast demand in the future.

INDUSTRIAL DEVELOPMENT DEMAND

The demand for industrial development is related to many factors including materials, labor, transportation, energy, and public policy. Industrial developers look for the availability of utilities, affordable housing for the work force, suitable characteristics of land, and good transportation access.

There are several ways of forecasting future industrial needs for an area. One of the most common methods is based on total population. According to Urban Planning and Design Criteria, the typical gross land requirement for all industry is 12 acres per 1,000 population. Based on a forecast population (conservative) of 32,000 in the Year 2010, 384 acres of industrial land are required. Madison Heights currently has 705 acres of industrial land.

Another method of forecasting demand is based on land area instead of population. Industrial land typically consumes 5-10 percent of the total land area of the community. This is a general range based on both urban and rural communities. Ten percent of 4,629 acres is 463 acres, which is less than the current 705 acres.

Madison Heights has developed into a major industrial employment center, far exceeding the requirements for its residents. Many people travel from outside the community to work in Madison Heights everyday. This high level of industrial development provides a significant tax benefit due to relatively high development values versus reasonable demands for city services. It also brings workers into the community, who spend money at local businesses while they are in town.

OFFICE DEVELOPMENT DEMAND

There are two basic types of office buildings: single-tenant and multi-tenant. Single tenant buildings can be located in almost any location satisfactory to the tenant. For example, a corporation in Detroit may decide it prefers a location away from the Central City and chooses a suburban site. Market factors may play a small role in this type of development. Good transportation access is probably the key factor in such a move.

Multi-tenant office buildings built on the speculation that tenants will be found are much more closely tied to market factors. Developers will look at access, proximity to professional and clerical labor, parking, transit opportunities, hotel amenities, legal and accounting services, banking, and the "image" of an area.

The tenant mix in office development also varies. Office types include standard professional office, office accessory to industrial development, research office, and medical office. The classification "office" as used in this section refers to standard professional office and medical office. The other types of office are more typically associated with industrial uses.

According to data discussed in the Population Chapter, approximately 49 percent of the 20,700 person workforce living in the City are employed in professional, sales/administrative support, and managerial jobs typically associated with office development. These 10,145 workers would fill 2.05 million square feet of office space based on national standards. Some of these workers are employed in industrial offices and hospitals not typically included in the "office" category. Furthermore, many residents work outside the community, while others live in surrounding municipalities and work in Madison Heights.

It is also important to note that surrounding communities are also meeting area office demands. Troy, for example, is a major regional office center, approaching the scale of Dearborn, Southfield, and Detroit. Troy has succeeded in attracting more than its share of speculative and corporate office development, making it difficult for other communities to supply substantial additional office space.

INDUSTRIAL / COMMERCIAL AREAS DESIGN & REDEVELOPMENT

Older central cities and small towns often take on a character that is unique to that community and easily recognizable as such. Sometimes this results from an unusual street pattern, architectural building styles, or similar historical characteristics. Post World War II suburban development, however, is characterized by its anonymity more than anything else. The result tends to blur municipal boundaries as one moves from city to city within the northern suburbs of Detroit. The end result of this suburban similarity is that communities like Madison Heights lack their own unique "image" particularly in linear business districts and corner shopping centers.

Design and redevelopment considerations for Madison Heights should focus on imparting as much local character as possible in new and renovated commercial and industrial areas. Market and labor force data presented in this chapter clearly demonstrates that Madison Heights is a "destination location" for industrial jobs, community shopping facilities, and medical care and services. As a result, the City has also witnessed strong growth in the development of personal and business service establishments that cater to the daily needs of workers and businesses in addition to the City's residents.

The City should pursue an image that demonstrates the essence of Madison Heights - a modern City, regional employment center, high level of public services and facilities, and strong commitment to neighborhood preservation. The following description of the Commercial and Industrial Plan proposals is intended to address these goals.

COMMERCIAL AND INDUSTRIAL PLAN

The draft Commercial & Industrial Plan map identifies seven major categories of business uses. The map also designates one or more specific areas where these major business types will be promoted. Each of the Plan proposals is described in the following sections.

Community Shopping

Two major commercial development areas have been labeled as Community Shopping on the Plan. The first is the retail center at the northwest corner of Twelve Mile and John R. This approximately 20 acre area is anchored by a junior department store (K-mart). The second Community Shopping area is a much larger district between I-75, John R, Whitcomb, and 14 Mile Road. This district is characterized by a shopping center anchored by Target, Office Max, Sports Giant and Mervyn's. In addition, there are free-standing businesses that specialize in major comparison goods, such as appliances and automobiles. These community shopping areas are characterized by anchor tenants that draw their customers from the entire City of Madison Heights.

Neighborhood Shopping

Neighborhood Shopping includes those areas where existing development has occurred as a planned shopping center or where actions of the City could promote the creation or assembly of linear commercial development into an effective neighborhood shopping district. As suggested by their title, these areas serve the primary needs of nearby residential neighborhoods. The principal Neighborhood Shopping areas proposed by the Plan include:

- 1) The southeast corner of 14 Mile and Campbell. This area will serve the primary needs of the Campbell neighborhoods and the north end of Civic Center.
- 2) The northeast corner of 12 Mile and Campbell. With a large supermarket and a separate fruit and vegetable market, this center can serve Lessinger and much of the Edison Neighborhood.

- 3) The northeast corner of 13 Mile and John R. With a full-service supermarket as its anchor, this center should serve the primary needs of four neighborhoods: Civic Center, Co-op, Woodside, and Simons.

Other neighborhoods are served by the market at 12 Mile and John R, in the community shopping center, and by facilities in Warren near Eleven Mile and Dequindre. The City neighborhoods at the south end of town are somewhat disadvantaged by the distance to a Neighborhood Center, as is the area around 12 Mile and Dequindre. Two target areas for improved neighborhood business service would include 12 Mile and Dequindre and Lincoln and John R.

Business Services & Local Office

The metropolitan area has several major office centers, such as those in Downtown Detroit, Dearborn, Southfield, Troy, and the I-275 corridor. Although Madison Heights will never become a major office center, there is always demand for local space for medical offices; insurance, real estate and similar service offices; bank branches; and small business offices for local professionals such as attorneys, engineers, and the like. There is one area of the City that displays a concentration of existing office development with some additional room for future expansion. This area between I-75 and Barrington on the south side of Thirteen Mile Road has been labelled an Office Center on the Commercial and Industrial Plan map. Where the Medical Services proposal on Dequindre would provide spaces for specialized office related to the hospital, this Office Center sector provides a concentration of leasable space for general, professional, and business office users.

A second area of Madison Heights that appears to be appropriate for exclusively office use is the north side of 12 Mile Road between Tessmer Court and Edwards. The former elementary school east of Shirley was recently rezoned to Office. Other fairly recent office construction and conversions on the north side of 12 Mile appear to be co-existing nicely along the edge of the residential neighborhood. A third area that is well-suited for re-development with office uses lies along Dequindre, north and south of Oakland Avenue. Both of these areas could provide a demonstration of the concepts proposed below for other areas of Madison Heights that are appropriate for redevelopment. Many areas along the frontage of the City's major thoroughfares have already developed with mixed business uses. The Commercial and Industrial Areas Plan proposes that the City adopt zoning policies that will gradually encourage low intensity service business and local office uses to locate along these thoroughfares. Some of the business development has had detrimental impacts on adjoining residential neighborhoods. Improved screening and a reorientation of these districts to low intensity uses will have positive influences on the neighborhoods over time. In particular, uses with limited evening and weekend hours should be encouraged so that residents can enjoy their neighborhoods free of business influence during the times when they are most frequently at home. The Plan identifies a number of such linear developments that are or could be providing sites for lower intensity commercial and office development.

Medical Services

With two hospitals, Oakland General and Madison Community, the City has recognized the importance of a major Medical Services component in its plan. A major hospital typically generates demand for medical office space, laboratories, and specialty clinics in close proximity to the hospital. The quality of care can often depend upon the travel distance between the doctor's office and the primary hospital with which he is affiliated.

The Plan proposes a Medical Services component. It includes Oakland General Hospital and the surrounding area. There is both vacant land and property suitable for redevelopment in this area that could be promoted for medical offices, clinics, labs, and the like.

Industrial Parks

The City's existing and future industrial development can be characterized by one of three distinct types. The first group, Industrial Parks, occupies three separate areas of Madison Heights. The largest of these is located in the City's northeast corner. The area south of 14 Mile, between John R and Dequindre, and on both sides of Whitcomb is characterized by development of modern industry in a park-like setting. Utility service, streets, traffic controls, zoning regulations, and the like have all been designed to allow this area to function as a single, coordinated business complex. Two other areas of the City already exhibit these same characteristics or have the potential to do so. In the central City is the area between Girard and 12 Mile, east and west of John R. this area exhibits a mix of industry and public service uses and has available vacant land for infill and expansion. The third industrial park area lies in the City's southeast corner along Lincoln and on both sides of I-696. Much of the development here meets modern industrial standards and a few vacant or underutilized sites are still available. All of these Industrial Park locations can offer the prospective new industry a range of Class A services.

Major Industrial/Corporate Corridor

The Stephenson Highway/I-75 corridor provides unique sites for what are frequently referred to as "signature" locations. These sites provide high visibility spaces for corporate offices in conjunction with research development, warehouse, and/or light manufacturing functions. The corridor has I-75 Freeway access at both its north and south ends and a boulevard-type principal arterial street through the center for smooth employee, delivery, and service traffic flow. This corridor should be promoted to new industries who require a site with major corporate visibility from the I-75 Freeway.

Minor Industrial/Business Corridors

A principal recommendation of the Commercial & Industrial Areas plan is the upgrading of the three Minor Industrial/Business Corridors and the gradual conversion of two of these away from manufacturing activities. The Ten Mile Corridor is generally characterized by inadequate site size for the needs of the existing businesses. As appropriate, the City should assist businesses with relocation to one of the three Industrial Park sectors. As this is accomplished, the sites should be cleaned up and marginal buildings removed in order to free up land needed for employee parking; loading, unloading and service areas; and properly screened outdoor storage. The Ten Mile Corridor suffers from a poor visual image both from the surface streets and the I-696 Freeway. A coordinated policy of converting this area to less-intensive, fully-enclosed industries would upgrade this image. It may even be appropriate to promote this corridor as a secondary "signature" location for businesses that want a corporate identity along I-696.

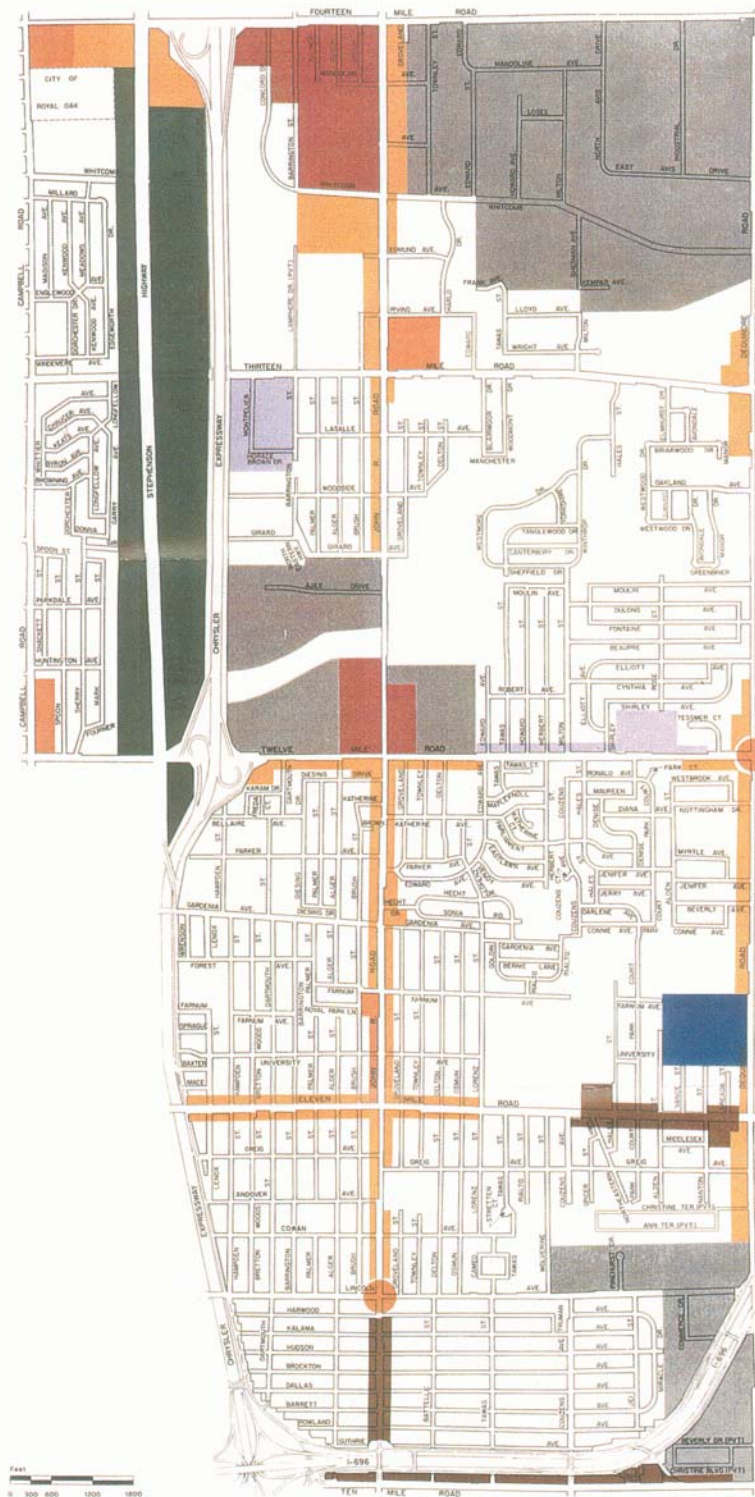
The two other areas identified as Minor Industrial/Business Corridors occur along John R from Ten Mile to Lincoln and along Eleven Mile from Couzens to Dequindre. Within these two corridors, the existing industrial development is having a detrimental impact on the adjoining residential neighborhoods. Relocation of the most objectionable industries to an industrial park would be a first step toward addressing this problem. Application of uniform screening standards as new businesses move in or existing uses expand is a second appropriate technique. For the long-range improvement of this area, however, a basic shift is needed away from industry toward uses that have more of an office/warehouse character. An example of a more appropriate use might be a construction trade, such as plumbing, that might operate a showroom for bathroom remodelling along with business offices and a warehouse from which to dispatch service crews. These kinds of uses have an absence of industrial processes and outdoor storage of materials and wastes that are characteristic of the more intensive industries that impact adjoining residences.

Other Proposals and Considerations

A couple of small areas that are presently characterized by business use close to the heart of neighborhoods will be proposed for gradual change to residential uses. Lincoln Avenue east of John R and Lincoln near Dei Street are examples of this concept.

Conclusion

The general concepts proposed by the Commercial & Industrial Areas Plan will eventually be translated into more detailed, site-specific proposals on the Land Use Plan map. These future development proposals will concentrate on redevelopment of existing areas. Through constant improvement, better definition, and further refinement of the City's image, Madison Heights will be able to maintain and improve its position as a major regional employment center related to business and industry.



- COMMUNITY SHOPPING
- NEIGHBORHOOD SHOPPING
- BUSINESS/LOCAL OFFICE
- MEDICAL OFFICE
- OFFICE PARK
- INDUSTRIAL PARK
- CORPORATE CORRIDOR
- MINOR INDUSTRIAL CORRIDOR

COMMERCIAL & INDUSTRIAL PLAN

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER/ARROYO
ASSOCIATES



RECREATION, OPEN SPACE & COMMUNITY FACILITIES PLAN

INTRODUCTION

The Recreation, Open Space & Community Facilities Plan for Madison Heights describes the existing and proposed components of the City's public services and facilities in a generalized manner. Particularly with regard to the recreation component, a separate and more detailed recreation plan must follow the generalized master plan if the City expects to pursue state and federal funding sources. The primary purpose of this chapter is to establish the basic pattern and spatial distribution of the City's recreation and public services sites in order to provide easy access and substantial opportunity for all City residents.

RECREATION & OPEN SPACE PLAN

The recreation component identifies five major categories of facilities and/or land use including: neighborhood parks/playgrounds; neighborhood playfields; community-wide parks-woods-nature areas; county parks/open space; and special facilities. Each individual facility or combination of facilities is discussed below, organized by type.

Neighborhood Parks/Playfields

One of the purposes of the plan is to insure that all neighborhood residents have convenient access to at least a small neighborhood park or playground. Neighborhood parks/playgrounds identified on the plan are listed in the table which follows. Four of these are city parks and five are playgrounds associated with elementary schools. Each one provides for at least a part of the needs of the population in its associated neighborhood.

**NEIGHBORHOOD PARK/PLAYGROUND
Madison Heights Master Plan**

<u>Name of Park</u>	<u>Neighborhood Location</u>	<u>Approximate Site Size (Acres)</u>
Gravel Park (city)	Woodside	0.9
Hiller School-Park	Simonds	3.5
Simonds School-Park	Simonds	10.0
12-Sherry Park (city)	Lessinger	3.4
Sixma School-Park	Sixma	8.17
Exchange Park (city)	Vandenburg	0.6
Wildwood Park (city)	Roosevelt	1.8
Monroe School-Park	Monroe	4.5
Schoenhals School-Park	Vandenburg	9.34

Neighborhood Playfields

Neighborhood playfields shown on the plan typically provide facilities for more active pursuits and are characterized by one or more field sports playing areas. As can be seen from the table which follows, many of these are combination city park/school site facilities. The City's recommended standards for a playfield

site suggest an average site size of 15 acres is appropriate. The facilities listed have actual recreation areas that are frequently well below this standard. There designation on the plan map is related more to need and/or actual function than it is to optimum size.

NEIGHBORHOOD PLAYFIELDS Madison Heights Master Plan

<u>Name of Park</u>	<u>Neighborhood Location</u>	<u>Approximate Total Site Size (Acres)</u>
Campbell School-Park	Campbell	4.6
Lessinger School-Park	Lessinger	8.7
Ambassador Park (city)	Simonds	7.2
Silverleaf Park/Page J.H. School Incinerator Site (combination)	East	23.2*
Greenleaf Park/Edmonson School (combination)	Sixma	7.4
Edison Park/Edison School (combination)	Edison	7.77
Wilkenson School-Park	Roosevelt	10.0
Huffman Park (city)	Monroe	5.6
Sunset Park/Halfman School	Halfman	4.7

*Includes only the park-related acreage, excludes Page Junior High School building itself.

As can be seen from the acreage size above, the proposal to combine Silverleaf Park with the playfield at Page Junior High and the future addition of the incinerator site results in a somewhat highbrid facility. At the present time, this aggregation of individual uses is satisfying the East neighborhood's needs for a playfield. The proposed addition of the incinerator property and the suggestion to plan all three as a single, 23 acre unit could result in elevating this combination park to the level of a community-wide park.

Community-Wide Parks-Woods-Nature Areas

The facilities labelled "community-wide parks" have earned that title through a combination of site size and the provision of unique recreation opportunities that are attractive to residents city-wide. Each of these parks is very near 30 acres in size, making them the largest in area of all twenty-one sites discussed in this section of the plan. All are city parks.

COMMUNITY-WIDE PARKS Madison Heights Master Plan

<u>Name of Park</u>	<u>Neighborhood Location</u>	<u>Site Size In Acres</u>
Civic Center Park	Civic Center	33.7
Suarez Woods	Simonds	35.3
Rosie's Park/Madison Woods	Vandenburg	28.0

County Parks & Open Space

The extensive land area occupied by the Red Run Drain has provided Madison Heights residents with several unique recreation opportunities. The plan recognizes these uses and the major, linear greenbelt they provide with their own special category on the plan. The three separate county-sponsored facilities provide area residents with a public golf course, a major water-sports park, and a specialty sports park that includes miniature golf, batting cages, go-karts, and a golf driving range.

Special Facilities

Two other facilities are important to mention as recreation-related, even though they serve other functions as well. The first is the 5.11 acre site of the City's Senior Citizens Activities Center. Though the activities center building is the main attraction, the site also accommodates an outdoor fitness trail that is very popular with the City's "mature" residents. Many of the special recreation programs for seniors originate at the activities center.

The second special facility is the City's recreational vehicle storage lot at the DPW complex. Although not a recreation use in and of itself, the storage yard provides free space to residents on a first-come basis and makes many out-of-the-city recreation experiences possible.

COMMUNITY FACILITIES PLAN

The plan for community facilities emphasizes two major components: the City's system of neighborhood schools and its provision of high quality public services. Because the Madison Community Schools and the Lamphere Schools are not under the jurisdiction of the City, the plan can only make recommendations regarding school facilities. The two suggestions inherent in all phases of the plan are: Maintenance of the system of neighborhood elementary schools as long as enrollments will justify; and cooperation between the City and both school districts in the continued maintenance of the twelve combination school-park sites. The plan map indicates the location of each elementary, junior high, and senior high school for both school districts.

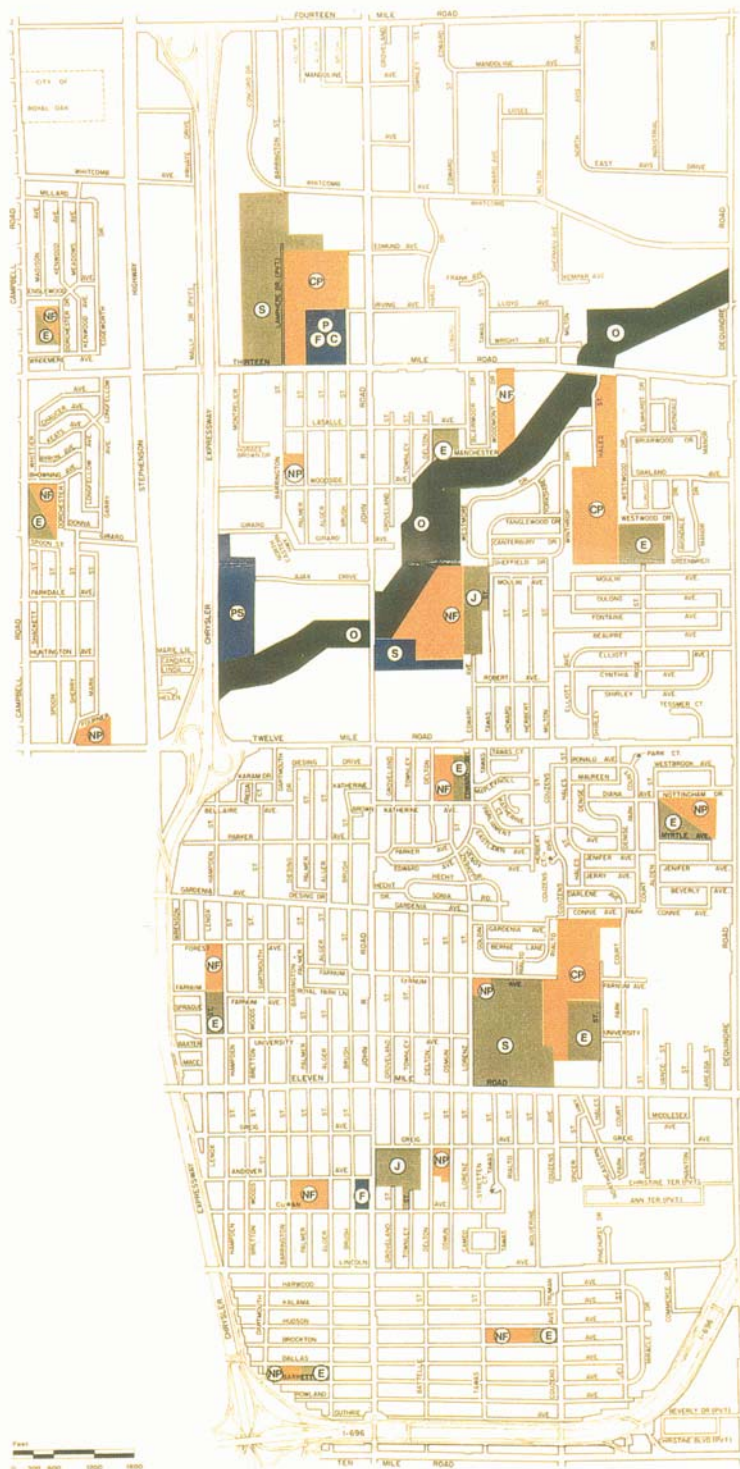
Public Services

The Recreation, Open Space & Community Facilities Map illustrates the location of all city-sponsored public facilities. These facilities include all of the following:

- 1) Police Department New Headquarters Building
- 2) Fire Department, including Headquarters and South Stations
- 3) Civic Center Complex which houses:
 - Administrative Offices
 - City Library
 - District Court
 - Fire Department Headquarters
 - Police Department Headquarters
- 4) Senior Citizens Activities Center
- 5) Public Services Complex which houses:
 - DPW Yard and Administrative Offices
 - Recreation Department Administrative Offices

- Recreational Vehicle Storage Yard
- Recycling Center

The plan proposes to maintain the City's high standard of public services through the appropriate timing of capital improvements. Continual evaluation of services and demand for services will determine when new or satellite facilities are needed, such as police and fire mini-stations, branch libraries, and the like. Because the new police headquarters is nearing construction and other city departments are all permanently housed, no new capital improvements are planned at this time.



- RECREATION PLAN
 - NP Neighborhood Park
 - NF Neighborhood Playfield
 - CP Community-wide Park
- OPEN SPACE
 - O Oakland County Park
- COMMUNITY FACILITIES PLAN
 - C Civic Center
 - P Police Dept.
 - F Fire Dept.
 - S Senior Center
 - PS Public Services
- PUBLIC SCHOOLS
 - E Elementary
 - J Junior High
 - S Senior High

PUBLIC FACILITIES

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BRUCE ALLEN ARCHITECTS



THOROUGHFARE PLAN

This chapter describes and illustrates the Thoroughfare Plan for the City of Madison Heights. The chapter contains two primary components: Thoroughfares and Access Management.

THOROUGHFARES

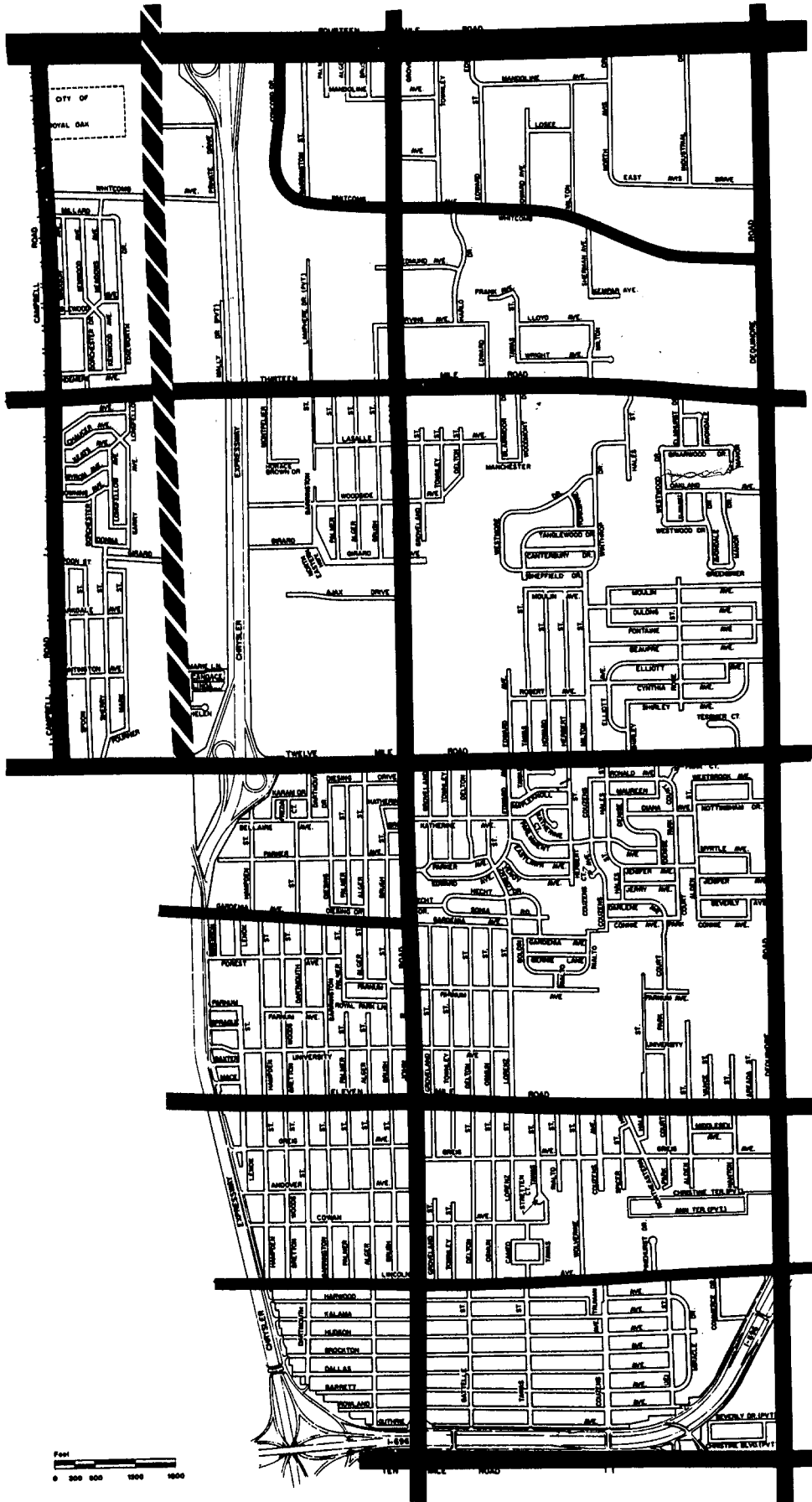
The Existing Thoroughfare Conditions chapter of the Master Plan provides an overview of the current conditions in the City ranging from functional classification of roads and existing traffic volumes to traffic accident data. This background data, coupled with the Goals and Objectives chapter and the Land Use Plan chapter, provides the analysis necessary to develop the Thoroughfare Plan.





As previously noted, the City of Madison Heights is mostly developed, and its street pattern is well established. All arterial roads have at least two lanes in each direction, and the City has direct access to north-south and east-west expressways. Based on existing conditions and the changes proposed in the future Land Use Plan, there does not appear to be a need for significant changes to the previous right-of-way plan. Specifically the following observations about the Future Land Use Plan can be made:

- Many of the changes proposed in the Land Use Plan Chapter are related to redevelopment of commercial/industrial areas on Ten Mile, John R, and Eleven Mile, for example. The redevelopment of these areas may create some slight increases in traffic, but overall the cumulative impact should not be significant because higher intensity uses are, for the most part, not proposed.
- One of the changes proposed that may bring an increase in traffic to localized areas is the addition of multi-family development in several locations. The Frank Lloyd Wright area on Thirteen Mile Road is one the areas proposed for some additional multi-family development, consistent with the existing pattern in that corridor. Thirteen Mile Road has available road capacity, with an existing volume of 23,000 vehicles per day and a capacity of approximately 31,000 vehicles per day. Another redevelopment area, Lincoln Avenue, should also be able to absorb some additional traffic. However, the multi-family development will in some cases replace existing commercial activities, thereby reducing the net impact of the change.
- There does not appear to be a market for any major additions to the commercial development stock. The City's proximity to regional access via expressways and the construction of some new "replacement" facilities may provide for some additional commercial growth. The traffic impact from this development should not be sufficient to trigger major road improvements.

The Thoroughfare Plan shown on the following page identifies future right-of-way needs for major roads in the City. Fourteen Mile Road and Stephenson Highway require more right-of-way than other arterials because they are divided, with indirect left turn crossovers. The Oakland County Road Commission designates the portion of Fourteen Mile Road east of Edward, which is currently undivided, with the same 150 right-of-way width as the section to the west. This will make the future extension of the median to the west possible, when warranted and funded.

Any mature community with a mix of land uses is likely to experience some level of traffic congestion. The Existing Thoroughfare Conditions chapter identified I-75, Fourteen Mile, Dequindre (12 Mile to 13 Mile), Twelve Mile, and John R (13 Mile to 14 Mile) as existing capacity problem areas. These are county roads that must stand in a long line for funding of any capacity improvements. The City can, however, contribute to the smooth and efficient flow of traffic when new or redevelopment projects come along by implementing access management techniques as part of the site plan review process. These are described below.



-  MAJOR ARTERIAL (204')
-  MAJOR ARTERIAL (150')
-  ARTERIAL (120')
-  COLLECTOR (86')

Note: Freeway right-of-way varies and local street right-of-way is 60'.

THOROUGHFARE PLAN

MADISON HEIGHTS PLANNING COMMISSION
Madison Heights, Michigan

B/A BIRCHLER ARROYO
ASSOCIATES



ACCESS MANAGEMENT

The premise behind the implementation of access management techniques is that property owners should be provided reasonable, but not unlimited, access to their property. Safe and efficient access maximizes available road capacity on through streets, reduces accident potential, and provides for reasonable ingress and egress to property.

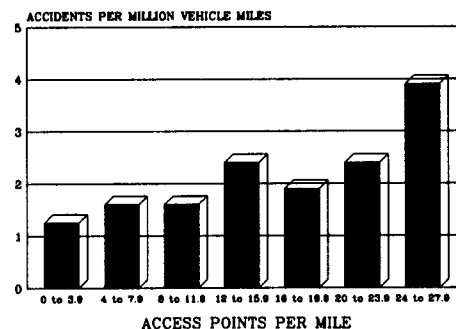
There are many access management techniques that can be implemented by the City ranging from adequate driveway spacing to frontage roads. These techniques are usually implemented through the site plan review process, although they should also be included as part of any redevelopment or corridor study.

The standards noted below are suggested as guidelines in the site plan review process. Each case will require an individual judgement and analysis to determine the appropriate action given the characteristics of the site and use.

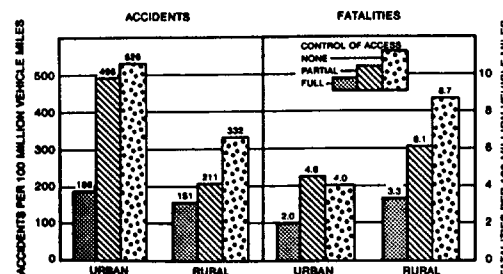
Driveway Spacing/Placement

One of the primary access management techniques is driveway spacing and placement. Driveways located too close together are safety hazards and they can negatively impact capacity. The figures below shows how accident rates increase as the number of access points increase and shows the effect of control of access on accidents and fatalities in urban and rural areas. These two figures clearly show how unmanaged access on arterials has a negative impact on the health, safety, and welfare of the community.

ACCIDENT RATES FOR ROAD SECTIONS
WITH DIFFERENT ACCESS POINT FREQUENCIES



EFFECT OF CONTROL OF ACCESS ON ACCIDENTS
AND FATALITIES IN URBAN AND RURAL AREAS



Source: Access Management for Streets & Highways, U.S. Department of Transportation, FHWA, 1982.

The table below shows the recommended spacing of driveways based on roadway speed. As an example, a 45 mph speed limit roadway should have driveways spaced at least 230 feet apart to avoid turning conflicts, increase safety, and improve capacity.

Recommended Driveway Spacing Distances*

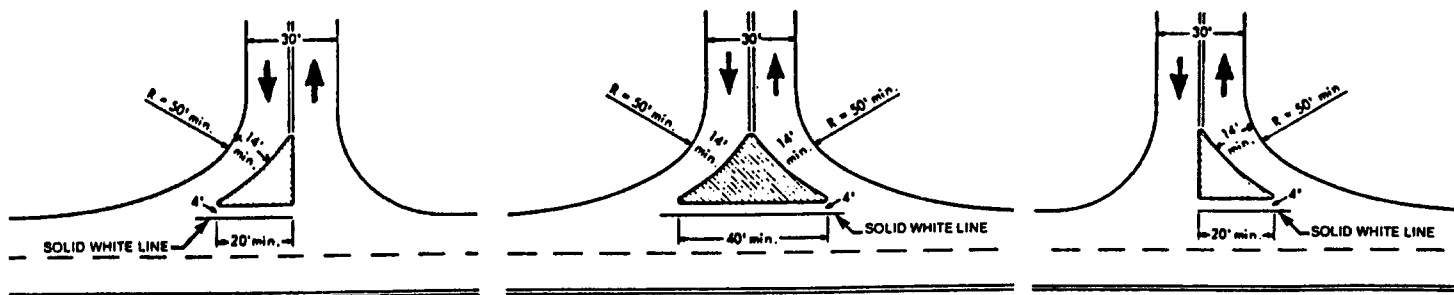
<u>Road Speed (mph)</u>	<u>Driveway Spacing (feet)</u>
20	85
25	105
30	125
35	150
40	185
45	230
50	275

*near curb to near curb

Source: Flora, John W. and Kenneth Mikeitt, Access Management for Streets and Highways. FHWA Report IP-82-3, June 1982; and Glennon, J.C., et. al., Technical Guidelines for the Control of Direct Access to Arterial Highways, Volumes I and II. FHWA Report RD-76-86, August 1975.

In cases where narrow widths make implementation of the above guidelines burdensome, other options can be explored. One option is to provide a frontage road parallel to the main street that provides access to several properties with only one or two primary curb-cuts on the main road. Another option is to construct a shared driveway on the property line that can be used by two property owners.

During redevelopment projects, existing driveway problems can be an obstacle to implementing effective access management strategies. For example, when an existing driveway is located close to the intersection of two streets, it is possible to improve the access/safety problem by restricting turning movements to right turns in and out only. The figure below illustrates several variations on this approach including prohibition of left turns in and out. When one of these actions is done, additional, full-movement access should be provided at another location via a frontage road, driveway, on another main street, or rear service road.



PREVENTS LEFT-TURN EGRESS

PREVENTS LEFT-TURN EGRESS
AND INGRESS

PREVENTS LEFT-TURN INGRESS

Number of Driveways

For many of the reasons noted above, it is also important to regulate the number of driveways each development has onto a major roadway. In general, the following guidelines should be followed:

- All development should be provided with safe and reasonable access from public streets using the minimum number of access points (driveways) necessary to achieve this goal.
- Where access via a shared driveway, frontage road (located between public street and front building setback), or rear service road (located in rear yard) is not possible, one two-way drive or two one-way drives (one inbound and one outbound) may be provided.
- Additional driveways may be provided when it is demonstrated that one driveway cannot safely and efficiently handle the volume of traffic anticipated by the proposed development.
- If property frontage exceeds 600 feet, an additional driveway may be permitted.*
- If a property has access to both an arterial and collector or other minor street, access shall be from the minor street.

Alternative Access

As noted above, a reduction in the number of driveways provides many benefits to the community and property owners. This reduction can be accomplished by limiting each development to one driveway, where feasible. But there are other alternatives which can provide even greater benefits by having more than one development share one access point.

Shared Driveways

One way to accomplish a net reduction of driveways to less than one per development is by installing a shared driveway. A shared driveway is typically located along a property line, with both owners having access via an easement. Depending on the internal layout of the properties and the characteristics of the particular locations, this can be excellent strategy to manage access. Sight distance concerns, relationships to other driveways/roads, and other factors may prohibit the use of this technique.

Service Roads

Rear service roads provide common access to several properties from the rear of the parcels. The road is constructed parallel to the public road right-of-way, and it is typically constructed by property owners. Access to the public street is provided via a collector or minor street which intersects with the main arterial. This concept is very similar to a public alley, although the service road is constructed to meet greater standards due to high volumes and "greater than service vehicle" traffic.

Frontage Roads

A frontage road is located parallel to the public street right-of-way, and is located between the right-of-way and the front yard building setback. This type of road crosses several properties but only has one or

* Recommended in Access Management for Streets and Highways, published by the Federal Highway Administration.

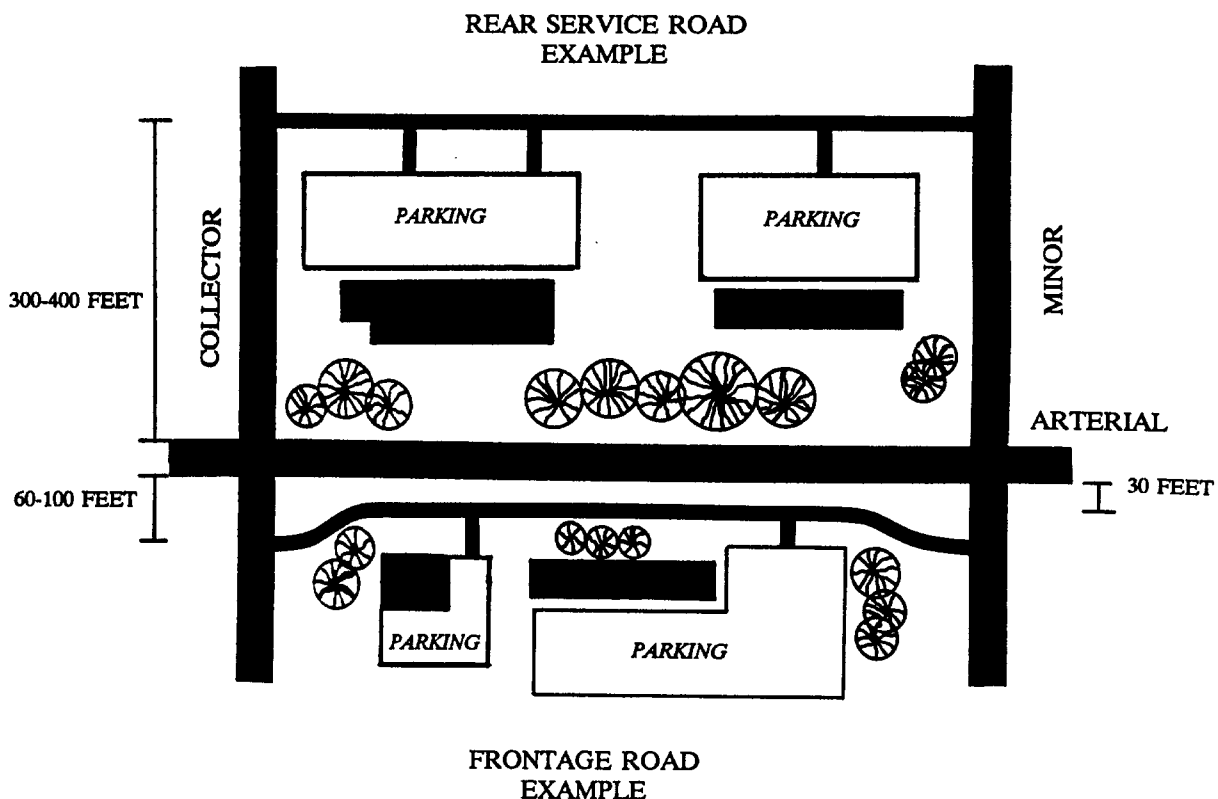
two access points (typically). In the case of a major frontage road system, it may run for one mile or more, providing an access point to the main arterial road every 1/8 to 1/4 mile.

This type of roadway is often implemented in underdeveloped areas prior to the on-set of new development because of the separate parallel right-of-way necessary. There must be ample setbacks in place to install this type of system. Typically, the frontage road is located 30 feet from the main arterial road, although additional separation at access points to the main arterial are necessary to achieve traffic flow.

Frontage roads can be constructed privately using access easements and a common link from one property to the next. As with public right-of-way, the distance between the main arterial and the frontage road will have to be increased at access points in order to accommodate storage of outbound vehicles exiting from the frontage road to the main arterial.

Other Considerations

There are other access-related considerations worth noting when designing a comprehensive access management program.

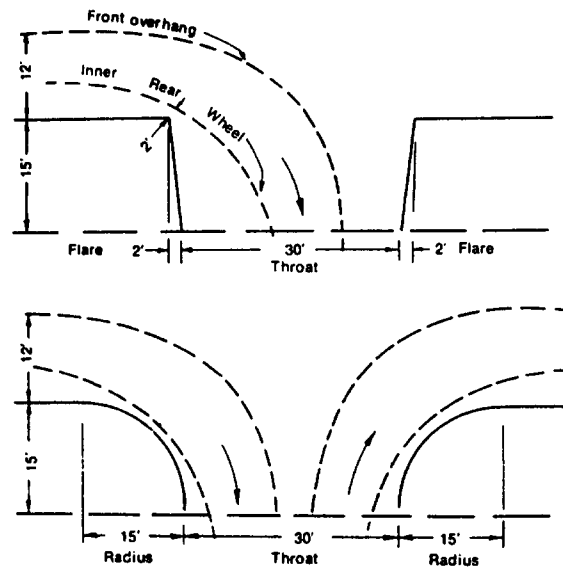


Driveway Design

It is important that driveways be designed with the proper width and turning radii to minimize congestion and safety related impacts associated with new development. A large entering radius permits a smooth turn from the through traffic stream to the site, and proper driveway width, coupled with an adequate turning radius, enables turning vehicles to enter the site without crossing the path of outbound traffic.

The figure below shows the path of a test vehicle's right front wheel during right-turn entry when no exiting vehicle is present. The solid centerline in the path is the average position of the right front wheel. It is obviously undesirable to have this type of maneuver at a driveway. A study of radii and driveway widths, published by the Institute of Transportation Engineers, drew the following conclusions:

- At driveways with a curb radius of 20 feet or more, drivers remained on the entry side, regardless of driveway width, when no exiting vehicle was present.
- At driveways with a curb radius of 10 feet or less, drivers tend to make a wide turn using all available driveway throat widths.



EFFECTS OF DRIVEWAY DESIGN ON THE SWEEPED PATH OF ENTERING AND EXITING VEHICLES

Source: Arterial Street Access Control Study. Tri-County Regional Planning Commission, Lansing, MI: February 1981.

The driveway standards of the Oakland County Road Commission, which generally call for a 30-foot commercial driveway width and 20-foot radii, appear to be sufficient to provide smooth traffic flow. As with all standards, individual conditions need to be considered as part of any site plan analysis.

Deceleration/Acceleration Tapers and Lanes

When right turns into a driveway are high, they can be a significant disruption to through traffic. Providing a deceleration taper or taper and lane combination can improve the time it takes a right-turning vehicle to exit the through traffic stream, thereby improving road capacity and reducing delay.

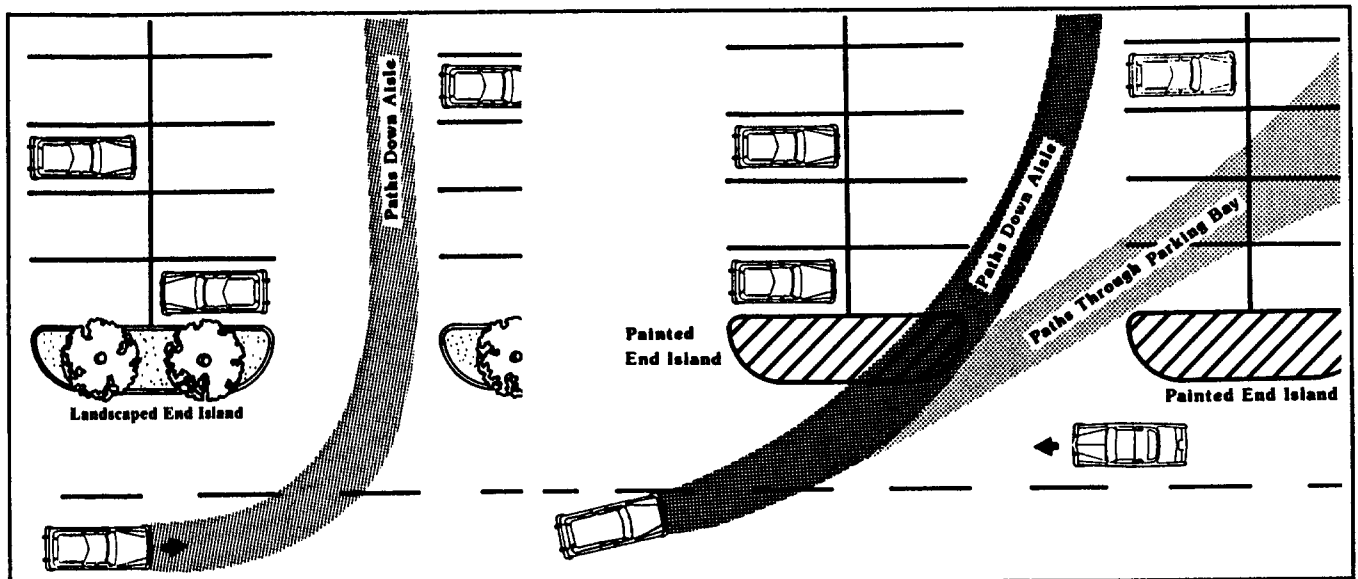
The Oakland County Road Commission has established warrants for determining when a taper or taper/lane combination is necessary. The warrants are based on turning volume and total volume on the main road. These standards are usually applied to two-lane roads. When two lanes or more are provided in each direction, the outside lane serves as a deceleration lane. In this instance, right turn tapers and lanes are only installed for high volume driveways such as those serving regional shopping centers.

Internal Site Design

Regardless of the types of limitation placed on driveway design, spacing, and location, congestion and safety concerns can still be caused by poor internal circulation. Parking lot and internal driveway layout must be coordinated with the access points to public right of way to ensure a smooth transition from the public road to the "private road network".

The review of site plans should treat each development as a mini-road network, with parking bays feeding into higher volumes internal drives, which in turn feed into the road network. Some of the key review issues should include the following:

- Internal turning radii and driveway width should be reviewed using the same concepts applied to main driveways.
- Smooth internal circulation requires a design conducive to passenger cars and delivery/service vehicles. If semi-trucks will serve the site, the internal truck route must be specially designed with larger turning radii.
- Sight distance at internal intersections is as important as at intersections with public streets. End islands and low vegetation or high canopy trees improve driver sight distance (see below).
- As illustrated below, raised concrete end islands also discourage dangerous cross-traffic maneuvers by defining the perimeter drive.



Left: Vehicle trajectory when landscaped end islands are used. *Right:* Vehicle trajectory when painted end islands are used.

Conclusion

This chapter provides a Thoroughfare Plan for the City of Madison Heights, consistent with the data collected and analyzed as part of the planning process. Because Madison Heights is a mature community and future road right-of-way is less of an issue than with other less developed communities, the plan goes beyond right-of-way to address the initial issue of access management.

The continued economic viability of the City is closely linked to good access. When redevelopment or new development takes place, efforts should be made to minimize its impact on traffic congestion and safety. By implementing the access management technique in the site plan review and redevelopment processes, the City can insure that development occurs in concert with the overriding goal of safe and efficient movement of traffic throughout the City.

IMPLEMENTATION STRATEGIES & OPPORTUNITIES

INTRODUCTION

A Master Plan cannot implement itself and if it is left to collect dust on a shelf it is hardly worth the commission's considerable effort to formulate a future development strategy. Fortunately, an active community like Madison Heights has many implementation tools and techniques available to it. These range from stepped-up enforcement of existing codes, to development of new ordinances, to relocation programs for incompatible uses, to state and federal grants to assist in developing new facilities. A number of specific strategies are discussed below, along with a partial listing of proposals from the Master Plan chapters that could be addressed by those strategies.

ZONING ORDINANCE STANDARDS

A city zoning ordinance is not meant to be a static document. The experiences communities undergo in the application of their zoning rules and the review of unusual new land uses constantly change the body of professional knowledge related to planning and zoning standards. Periodic review of the zoning ordinance will result in the application of the most up-to-date standards in the design of new uses and the maintenance of existing developments. Zoning Ordinance standards could be effective in addressing the following:

- Proper screening of industrial service/storage areas
- Adequate parking for non-residential uses
- Performance standards for external impacts of business uses
- Proper building setbacks from streets and neighboring uses
- Uniform landscape and screen wall standards
- New site planning standards for access management

CODE ENFORCEMENT

Simple code enforcement can often turn the tide with regard to the image of an area and the liveability of a neighborhood. More aggressive but fair enforcement of current codes and ordinances could be effective in the following instances:

- Eliminate blighting influences in residential areas
- Improve housing conditions
- Terminate improperly established, non-conforming uses
- Repair or replace ineffective greenbelts, screen walls
- Reduce business sign area to maximum permitted by ordinance
- Prohibit expansion where it overtaxes support facilities

SPECIAL DESIGN PLANS

Frequently a general master plan must be followed by detailed design studies in order to illustrate specific concepts that can only be covered briefly in the plan. Corridor design plans, business district facade studies, sign control and improvement plans, and pedestrian facilities plans are a few examples of the types of detailed follow-up work that is needed. Special design plans could be used to address the following:

- Parking facilities improvement plans to address deficiencies
- Building facade studies to enhance older business areas
- Corridor design plans to integrate circulation, parking, landscaping and pedestrian improvements
- Sign design guidelines and sign control ordinances to end sign competition in business districts

RECREATION PLANS & GRANTS

The Michigan Department of Natural Resources administers three major grant programs for recreation site acquisition and development. One Federal program (Land & Water Conservation Fund) and two State programs (Natural Resources Trust Fund and the Michigan Recreation Bond Fund) provide grant funds to local communities for both acquisition and development with 25% to 50% local matching funds required. All three programs require that the City prepare an MDNR-approved Recreation Plan to insure eligibility. These funds can be used for:

- New park site acquisition and development
- New development on existing sites
- Joint development on school district sites
- Acquisition of the SOCCRA incinerator site

BUSINESS RELOCATION PROGRAMS

In the area of business relocation, the City plays the primary role as middleman or facilitator. Through careful inventory of available properties and close contact with business owners and landowners/landlords, the City could help existing business and industry locate new space more appropriate to their particular use. This type of program might:

- Move incompatible industry away from neighborhoods
- Find local businesses room for needed expansion
- Improve the business mix in retail areas
- Bring targeted businesses to Madison Heights
- Implement the Minor Business Corridor proposal of the Commercial & Industrial Areas Plan

COMMERCIAL IMPROVEMENT PROGRAMS

A number of activities can be undertaken to improve the City's retail/office areas, lower vacancies, encourage a better mix of goods and services, and precipitate upgrading of buildings and their surroundings. One tool becoming more popular is the creation of a downtown development authority (DDA). The DDA has authority to plan for physical improvements, establish programs for business retention and new business recruitment, and actually accomplish improvements through bonding authority made possible by tax increment financing. The experience of successful DDA's suggests that the improvements within the business areas have a "spill-over" effect that also results in raising consciousness and values in nearby residential neighborhoods.

There are also limited programs available from time-to-time through other agencies. Oakland County administers one such program that provides low interest loans that convert to grants for correcting code violations and landscaping improvements.

Commercial improvement programs could be used to address:

- Developing a unique character for business districts in Madison Heights
- Improving the mix of businesses and quality of shopping opportunities for city residents
- Correcting code violations related to inadequate screening of business uses
- Implementing new sign design guidelines through incentive programs and sign design assistance

CAPITAL IMPROVEMENTS PROGRAMMING

The Municipal Planning Act states that "for the purpose of furthering the desirable future development of the municipality under the master plan, the city planning commission, after the commission shall have adopted a master plan, shall prepare coordinated and comprehensive programs of public structures and improvements. The commission shall annually prepare such a program for the ensuing 6 years..." Hence, there is a specific State mandate for a Capital Improvements Program (CIP) as an implementation tool for the Master Plan.

Capital Improvements, by definition, are large-scale projects and equipment typically exceeding \$5,000 in cost and having a life of five or more years. New public buildings, streets, parks, police cars, etc. are included in Capital Improvements Programming.

The CIP typically includes as a major component the development of a "needs list". Looking over a six year horizon, capital needs are anticipated and ranked by priority and proposed year of acquisition. These needs and associated costs are then related to the fiscal capacity of the municipality to determine if funding will be available given anticipated revenues. New funding sources may be identified and pursued as part of the CIP process.

It is clear that the annual update of the CIP is an important component of the process because of changing costs, technology, and revenues. It also forces the municipality to continually re-think priorities over a medium-range time horizon. The municipality must go beyond next year's budget in an attempt to inject planning into a traditional short-term budgetary process.

The end result of the CIP process is a policy document, adopted by the Planning Commission, that relates the long-range goals of the Master Plan to a medium-range program. This program can then guide year-

to-year budgeting. It also brings together the planning commission, city council, and city administration in an attempt to continually relate long-term goals to short-term actions, which is the ultimate goal of the Master Plan Process.

The CIP process could be used to provide funding for:

- Improvements to facilitate business relocation
- Recreation site acquisition and development
- Business facade and sign improvement incentive programs
- Major construction of satellite service centers (police, fire, library, senior citizens, and the like)
- Parking and street improvements

APPENDIX

1. Notice of Public Hearing
2. Resolution of Adoption

AFFIDAVIT OF PUBLICATION

STATE OF MICHIGAN,
County of Oakland.

ss

The Undersigned being duly sworn deposes and says that the annexed printed copy of a notice was taken from the DAILY TRIBUNE, ROYAL OAK, Michigan, a newspaper printed and circulated daily in said State and County, and that the said notice was

published in said newspaper onSept. 26, 1990.....

and that she/he is the Legal Clerk of said newspaper, and knows well the facts stated herein.

.....Linda Addis.....

Subscribed and sworn to before me this28..... day

ofSept.....

A.D. 19 90

Janet Lea Patterson
Notary Public in and for said County

JANET LEA PATTERSON
My commission expires Public, St. Clair County, MI
NOTARY PUBLIC, ST. CLAIR COUNTY, MI

NOTICE OF PUBLIC HEARING
MADISON HEIGHTS
PLANNING COMMISSION
PROPOSED MASTER PLAN
Notice is hereby given that the Madison Heights City Planning Commission will hold a public hearing regarding its proposed new Master Plan for the City on Tuesday, October 16, 1990, beginning at 7:30 p.m. in the Council Chambers at City Hall, 300 West Thirteen Mile Road, Madison Heights, Michigan 48071. The Proposed Master Plan is not a Zoning Ordinance but involves Land Use; Thoroughfares; Commercial & Industrial Areas; and Open Space Recreation & Community Facilities elements and includes maps, tables, charts, and descriptive text that explain the Commission's proposals for the future development and redevelopment of the City. Interested individuals may make comments in person or by a representative at the public hearing. Comments may be submitted in writing to the Madison Heights City Planning Commission c/o Department of Community Development, 300 West Thirteen Mile Road, Madison Heights, MI 48071. The descriptive text and the proposed Land Use and other Plan maps may be examined at the offices of the Community Development Department, 300 West Thirteen Mile Road, during the hours 8:00 a.m. to 4:30 p.m., Mondays through Fridays except holidays, prior to the hearing; or at the City Library, 240 West Thirteen Mile Road, during regular library business hours.
This notice is published pursuant to the requirements of Michigan Public Act 285 of 1931, as amended.
Timothy Moore, Director
Community Development
Department
City of Madison Heights
Published: The Daily Tribune
September 24, 1990

PRINTER'S BILL

.....1..... times s76.80.....
Affidavit of publication

Total s76.80.....

Rec'd pay't

Date19.....

RESOLUTION OF ADOPTION
CITY OF MADISON HEIGHTS MASTER PLAN
BY MADISON HEIGHTS PLANNING COMMISSION

WHEREAS, the Madison Heights Planning Commission is empowered, by The Municipal Planning Act No. 285 of 1931, to make a Master Plan for the physical development of the City and to amend the Plan as needed from time-to-time, and

WHEREAS, the City Council of Madison Heights created the Planning Commission for the purposes stated in The Municipal Planning Act No. 285 of 1931, as amended, and

WHEREAS, the City of Madison Heights has retained professional planning consultants to assist with the technical studies necessary to make a comprehensive amendment to the Master Plan of the City of Madison Heights, and

WHEREAS, the Madison Heights Planning Commission has held a public hearing on its proposed new Master Plan for the City on October 16, 1990 in the Council Chambers of the Madison Heights City Hall, and

WHEREAS, the Planning Commission finds that the new Master Plan is necessary for the continued development and the appropriate redevelopment of the physical areas of the City of Madison Heights,

NOW THEREFORE BE IT RESOLVED that the Madison Heights Planning Commission hereby adopts this Master Plan for the City of Madison Heights, along with the text, maps, charts, graphs and other descriptive materials presented at the public hearing, and

BE IT FURTHER ORDERED, that an attested copy of the Master Plan shall be certified to the Madison Heights City Council, the Oakland County Register of Deeds, the Oakland County Planning Commission, and the Southeast Michigan Council of Governments.

Motion by Pranger. Supported by Polan.

AYES: Pranger, Kapolka, Lents, Suarez, McGillivray, Polan, Smith.

NAYS: None

ABSENT: Morrison

RESOLUTION DECLARED ADOPTED.

City of Madison Heights – Planning Commission

Master Plan Amendment

May 15, 2007

INTRODUCTION

On December 13, 2004 City Council adopted the 2005-2006 *Goal Plan*. Included in that Goal Plan was the following:

Goal G: *Analyze options and update the Parks & Recreation Master Plan including, but not limited to, the possible sale of Gravel Park for residential redevelopment and swapping equivalent park properties at Sunset Park and Rosie's Park within the Madison School District.*

On November 17, 2005 the Madison Heights Parks & Recreation Advisory Board approved the proposed 2006 – 2010 Parks & Recreation Plan in two motions (Attached as Appendix A and hereby incorporated into this amendment in its entirety):

***PARKS AND RECREATION ADVISORY BOARD
CITY OF MADISON HEIGHTS
OAKLAND COUNTY, MICHIGAN***

RESOLUTION TO ADOPT RECREATION PLAN:

WHEREAS, *The Madison Heights Parks and Recreation Advisory Board was established by the City Council to review the City's recreation needs and develop a Recreation Plan to meet those needs, and*

WHEREAS, *The Parks and Recreation Advisory Board has held several meetings on the proposed Recreation Plan to obtain public comments and suggestions on the proposed improvements for the years 2006 through 2010, and*

WHEREAS, *The Parks and Recreation Advisory Board conducted a random sample survey of residents to solicit their input and suggestions regarding the City's parks and recreation facilities and needs, and*

WHEREAS, *The Parks and Recreation Advisory Board completed an informal in-park use evaluation and an Issues and Solutions Workshop, to gather public input regarding the development of the draft Recreation Plan including a five (5) year plan for the improvement and continued development of recreation facilities for the benefit of City residents, and*

WHEREAS, *The Parks and Recreation Advisory Board wishes to recommend that the City Council approve the proposed Recreation Plan for the years 2006 through 2010,*

NOW THEREFORE BE IT RESOLVED:

THAT THE MADISON HEIGHTS PARKS AND RECREATION ADVISORY BOARD HEREBY ADOPTS THE PROPOSED RECREATION PLAN FOR THE YEARS 2006 THROUGH 2010 AND RECOMMENDS APPROVAL OF THE RECREATION PLAN BY THE CITY COUNCIL.

AYES: 7

NAYS: 0

RESOLUTION DECLARED ADOPTED AT A MEETING OF THE PARKS AND RECREATION BOARD ON NOVEMBER 17, 2005.

WHEREAS, the Parks & Recreation Advisory Board has evaluated Gravel Park as a part of the 2005 – 2010 update and recommends that it be redeveloped for residential uses, with proceeds from its sale earmarked for other park improvements; and

WHEREAS, the Parks & Recreation Advisory Board has evaluated the concept of a land exchange between Madison Schools and the City for Sunset and Rosie's Parks, and recommends that the City pursue said exchange to improve parks & recreation services to residents; and

WHEREAS, the Parks & Recreation Advisory Board recommends that the Planning Commission and City Council take the necessary steps to amend the City's Master Plan to provide for both the sale and conversion of Gravel Park to single-family residential use and the exchange of Sunset park for an extension of Rosie's Park in cooperation with Madison Schools.

AYES: 7 NAYS: 0

RESOLUTION DECLARED ADOPTED AT A MEETING OF THE PARKS AND RECREATION BOARD ON NOVEMBER 17, 2005

On January 23, 2006 City Council adopted the 2006 – 2010 Parks & Recreation Master Plan:

Motion by Councilman Corbett, supported by Councilwoman Russell, to adopt the Five Year Parks and Recreation Plan, with two reservations 1) that there is not a dedication of funds from the sale of Gravel Park and 2) in adopting Council does not establish Budget priorities.

**RESOLUTION TO ADOPT RECREATION PLAN
City Council - City of Madison Heights - Oakland County, Michigan**

WHEREAS, *The Madison Heights Parks and Recreation Advisory Board was established by the City Council to review the City's recreation needs and develop a Recreation Plan to meet those needs, and*

WHEREAS, *The Parks and Recreation Advisory Board completed an informal in-park use evaluation and an Issues and Solutions Workshop, to gather public input regarding the development of the draft Recreation Plan including a five (5) year plan for the improvement and continued development of recreation facilities for the benefit of City residents, and*

WHEREAS, *The Parks and Recreation Advisory Board has completed development of the draft Recreation Plan including a five (5) year plan for the improvement and continued development of recreation facilities for the benefit of City residents, and*

WHEREAS, *The Parks and Recreation Advisory Board has recommended that the City Council adopt the proposed Recreation Plan for the years 2006 through 2010, and*

WHEREAS, *The City Council held a public hearing on the proposed Recreation Plan to obtain public comments and suggestions on the proposed improvements for the years 2006 through 2010,*

NOW THEREFORE BE IT RESOLVED:

That The Madison Heights City Council hereby adopts the proposed Recreation Plan for the years 2006 through 2010.

Present: Mayor Swanson, Mayor Pro Tem Shad, Councilmen Clark, Corbett and McGillivray, Councilwomen Russell and Scott.

Yeas: 7 Nays: None Absent: None.

Included in the Parks & Recreation Plan are the following Action / Budget Plan Program objectives:

2006 Action / Budget Program

1. **GRAVEL PARK:** *Begin process towards redeveloping park to a residential use.*

***Basis for Action** – Loss of Ash trees in Gravel Park greatly impacts its use, but further redevelopment of the city's park facilities is possible with revenues from its sale.*

2. **SUNSET / ROSIE'S EXCHANGE:** *Explore the possibility of a land exchange between Madison Schools and City parkland*

***Basis for Action** – Analyze available land opportunities in order to determine how to best deliver park services to residents.*

In accordance with the above-noted City Council and Parks & Recreation Advisory Committee actions, this amendment to the Master Plan is proposed to accomplish the Gravel Park and Sunset / Rosie's Park Action Programs outlined in the adopted 2006 – 2010 Parks & Recreation Master Plan. The Master Plan currently designates both Gravel and Sunset Parks as "Recreation". State law requires that a park cannot be sold or transferred unless it is released from the "Recreation" designation in the Master Plan. Accordingly, in order to proceed with the adopted Parks & Recreation Plan's 2006 Action / Budget Program, amendment of the Master Plan is necessary. (See Map 1 for Study Areas)

STUDY AREA 1 – Gravel Park

Overview:

This study area is defined as the Woodside Neighborhood (See Map 1-2 – P&R Master Plan page 1-6 and Map 2). The neighborhood is planned for and characterized by predominantly single-family residential uses and zoning, with commercial / office frontage on 13 Mile Road and John R (See Maps 2-4).

Gravel Park is .9 acres in size and has the following facilities:

☐ Picnic Tables ☐ Slides ☐ Grill ☐ Play Structure ☐ Swings

Gravel Park is designated as a "Neighborhood Park (Playground)". These parks are characterized as providing a service area of ¼ mile to ½ mile, with a size determination of 1~2 acres per 1000 population (See P&R Master Plan page 6-2).

Access to the park is via sidewalk from Palmer and Barrington streets. There is no off street parking. The recent extension of Barrington Street north from Woodside provides public street access to the southern half of the park where it abuts Barrington Street right of way. Barrington Street does not connect north and south in this area; with a 120' gap in the road that is currently open space and functions as an extension of the park area.

Findings / Trends:

- ☐ As detailed on Map 7 below, Gravel Park and the Woodside Neighborhood are wholly within the service area of Civic Center Park and the southern portion of the Woodside neighborhood is within the service area of the new soccer complex / Playfield at the GWK Drainage facility on John R (under construction fall 2006). The entire Woodside neighborhood is served currently by Civic Center Park and, when completed, the southern half will be served also by the new playground and soccer complex.
- ☐ The park has been substantially impacted by the loss of Ash trees due to the emerald ash borer infestation. This recent impact has altered the character and use of the site dramatically.

- ☐ The City constructed an extension of Barrington Street north from Woodside in 2004, in conjunction with a private developer proposing four single family residential lot splits on the east side of Barrington north of Woodside. This extension provides public street access to these four new splits (undeveloped) as well as the southern half of the park where it abuts the Barrington Street right of way. Barrington Street does not connect north and south in this area; with a 120' gap in the road that is currently open space and functions as an extension of the park area.
- ☐ There is a complete sidewalk network in the Woodside neighborhood, allowing pedestrian access to Civic Center Park to the north and the new soccer / playground park to the south. A traffic signal is located at 13 Mile / Barrington with pedestrian actuated crosswalks. A traffic signal is located at John R / Ajax, with a pedestrian actuated crosswalk.
- ☐ Civic Center Park has ample off-street parking in various locations, providing convenient user access via automobile.
- ☐ The new soccer / playground complex, (under construction fall 2006) at the GWK Drain facility on John R, will have off-street parking for the soccer and playground facilities.
- ☐ Single-family lots on Barrington average 80.7' lot width and 50.6' on Palmer (See Map 5).
- ☐ The Traffic Safety Committee has reviewed the road network in the area and has noted that connection of Barrington would enhance public safety access for police and fire services, improve street connectivity, and enhance snow removal, garbage and leaf pickup, and road maintenance operations.

Goals

- ☐ Increase use and range of recreational opportunities for Woodside neighborhood residents at the Civic Center Park and the new soccer / playground complex.
- ☐ Reduce costs associated with park maintenance by consolidating recreational opportunities at Civic Center Park and the new soccer / playground complex.
- ☐ Minimize traffic impacts on the neighborhood.
- ☐ Accommodate single-family residential reuse of the park site that is compatible with the surrounding single-family residential uses.

Recommendations

The Future Land Use Plan designation of "Recreation" for Gravel Park should be changed to the "Single-Family" designation to accommodate the possible sale of the park for redevelopment as single-family residential homes. (See Map 8).

A maximum of 4 single-family lots would result in a development pattern that is consistent with the lot sizes in the area.

Barrington Street should not be connected as part of this development.

STUDY AREA 2 – Sunset Park

This study area is defined as the Halfman Neighborhood (See Map 1-2 – P&R Master Plan page 1-6). The neighborhood is planned for, and characterized by, predominantly single-family residential uses and zoning, with commercial, office and industrial frontage on John R and some limited commercial, industrial and multiple family residential on Lincoln (See Maps 9-11).

Sunset Park is 3.1 acres in size and has the following facilities:

- | | | |
|---|--|---------------------------------------|
| <input type="checkbox"/> Softball Field | <input type="checkbox"/> Slides | <input type="checkbox"/> Soccer Field |
| <input type="checkbox"/> Grill | <input type="checkbox"/> Play Structures | <input type="checkbox"/> Basketball |
| <input type="checkbox"/> Swings | | |

Sunset Park is designated as a “Neighborhood Park (Playfield)”. These parks are characterized as providing a service area of ¼ mile to ½ mile, with a size determination of 1~2 acres per 1000 population (See P&R Master Plan page 6-2).

Access to the park is via sidewalk from the adjoining streets (See Maps 12 –13). There is no off street parking for the park, however the adjacent school does have a parking lot that provides de facto parking. The school has an ongoing issue with morning and afternoon drop-off / pick-up traffic patterns. This traffic issue has been the subject of numerous Traffic Safety Committee meetings with school district officials over the past several years. The school currently places temporary signage on the area road network that creates a one-way traffic pattern. This has addressed to a limited extent some of the traffic issues. However, due to the temporary basis of the pattern, and the adjoining single-family residential uses surrounding the school, this is not considered a solution to the problem. What is needed is an on-site drop off / pick and parking plan that provides a safe, convenient and efficient means of addressing the traffic plans in the area. The proposed swap of Sunset Park with Madison Schools for a like area adjacent to Rosies Park is intended to accommodate the necessary area to allow the schools to provide this drop off area (See Maps 12-13).

Findings / Trends:

- ☐ As detailed on Map 7, Sunset Park and the Halfman Neighborhood are wholly within the service area of Rosies Park and partially within the service area of Wildwood Park.
- ☐ There is a complete sidewalk network in the Halfman, Wildwood and Rosie’s neighborhoods, allowing barrier free pedestrian access to Wildwood and Rosies Parks to the north.
- ☐ Both Rosies and Wildwood Parks have ample off-street parking, providing convenient user access via automobile.
- ☐ Madison Schools owns ample area immediately adjacent to Rosies Park to accommodate a land swap of equal acreage with Sunset Park. Maps 14 and 15 highlight this area.
- ☐ The Master Plan designation for the proposed addition to Rosies Park is “Recreation”. Thus, the proposed expansion of Rosie’s is in conformance with the Master Plan.
- ☐ Madison Schools’ maintenance of the existing playfield and playground, incorporated into a new drop off / parking plan, will continue to provide recreational services to area residents and students.

Goals

- ☐ Increase use and range of recreational opportunities for Halfman neighborhood residents at Rosie's Park.
- ☐ Reduce costs associated with park maintenance by consolidating recreational opportunities at Rosie's Park.
- ☐ Maintain current recreational use of Sunset Park for school district students and area residents.
- ☐ Maintain the current recreational / open space use of the Schoenhals School swap area for the use and enjoyment of school district students and area residents.
- ☐ Provide Madison Schools with the land area necessary to accommodate needed parking, drop-off and pick-up areas for students, while maintaining the adequate recreational opportunities.

Recommendations

The Future Land Use Plan designation of "Recreation" for Sunset Park should be changed to the "Public and Schools" designation to accommodate the swap of the property with Madison Schools for a like area adjacent to Rosie's Park, for continued use as recreation / open space and to provide area for needed parking, drop-off and pick-up areas for Halfman students. (See Map 19).

Both the School District and City should restrict future use of both Sunset Park and the Schoenhals swap / Rosie's Park expansion to recreational uses and, in the case of Sunset, for a limited expansion of student drop off / pick up and parking areas.

Statutory 5 Year Master Plan Review

The City is required by state law to review the Master Plan every 5 years. The Planning Commission conducted its first such review in October 2002. The Master Plan has been reviewed in conjunction with the above-noted amendments and no further updates or amendments are recommended at this time. Accordingly, the proposed review and amendment process is within the state-mandated 5-year review period as required.

Planning Commission Motions
Proposed Master Plan Amendment

December 19, 2006

Master Plan Amendment - Sunset Park

*Motion by Commissioner Austin,
Supported by Commissioner Higgins,*

The Future Land Use Plan designation of “Recreation” for Sunset Park should be changed to the “Public and Schools” designation to accommodate the swap of the property with Madison Schools for a like area adjacent to Rosie’s Park, for continued use as recreation / open space and to provide area for needed parking, drop-off and pick-up areas for Halfman students.

Both the School District and City should restrict future use of both Sunset Park and the Schoenhals swap / Rosie’s Park expansion to recreational uses and, in the case of Sunset, for a limited expansion of student drop-off / pick-up and parking areas.

Yeas: Commissioners Austin, Bennett, Dixon, Kapolka, Pulice, Russell, Swanson, Vice Chairman Higgins and Chairman McFall

Nays: None.

Motion carried

Master Plan Amendment – Gravel Park

*Motion by Commissioner Austin,
Supported by Commissioner Higgins,*

The Future Land Use Plan designation of “Recreation” for Gravel Park should be changed to the “Single-Family” designation to accommodate the possible sale of the park for redevelopment as single-family residential homes.

A maximum of 4 single-family lots would result in a development pattern that is consistent with the lot sizes in the area.

Barrington Street should not be connected as part of this development.

Yeas: Commissioners Austin, Dixon, Kapolka, Pulice, Russell, Swanson, Vice Chairman Higgins and Chairman McFall

Nays: Commissioner Bennett

Motion carried

Resolution of Approval

Amendment to the Madison Heights Master Plan to change the designation of Gravel Park from Recreation to Single-Family, and Sunset Park from Recreation to Public and Schools.

City of Madison Heights Planning Commission

May 15, 2007

Whereas; on December 13, 2004 City Council adopted the 2005-2006 Goal Plan. Included in that Plan was the following:

***Goal G:** Analyze options and update the Parks & Recreation Master Plan including, but not limited to, the possible sale of Gravel Park for residential redevelopment and swapping equivalent park properties at Sunset Park and Rosie's Park within the Madison School District. and,*

Whereas; on November 17, 2005 the Madison Heights Parks & Recreation Advisory Board approved the proposed 2006 – 2010 Parks & Recreation Plan. Included in that Plan were the following Action / Budget Plan Program objectives:

2006 Action / Budget Program

1. **GRAVEL PARK:** Begin process towards redeveloping park to a residential use.

***Basis for Action** – Loss of Ash trees in Gravel Park greatly impacts its use, but further redevelopment of the city's park facilities is possible with revenues from its sale.*

2. **SUNSET / ROSIE'S EXCHANGE:** Explore the possibility of a land exchange between Madison Schools and City parkland

***Basis for Action** – Analyze available land opportunities in order to determine how to best deliver park services to residents. and,*

Whereas; on January 23, 2006 City Council adopted the 2006 – 2010 Parks & Recreation Master Plan, including the above 2006 Action / Budget Program. and,

Whereas; the Planning Commission reviewed the proposed amendments and conducted the required 5-year Master Plan review at their September 19, 2006, November 21, 2006 and December 19, 2006 meetings, including a public workshop for Gravel Park area residents at the December 19, 2006 meeting, and

Whereas; Notices of Intent to Plan were sent to all required entities on September 20, 2006, and

Whereas; the Planning Commission considered the maps, aerial photographs and data included in the proposed amendments as well as the comments received at the public workshop, and,

Whereas; the amendments were sent to City Council who, on February 12, 2007 concurred with the recommendation of the Planning Commission, authorized distribution of the Draft Master Plan Amendment to the adjacent communities, Oakland County, SEMCOG and other required parties, and determined that approval authority will remain with the Planning Commission, and,

Whereas; copies of the proposed amendments were distributed to required entities on February 14, 2007, and

Whereas; the Planning Commission conducted the required public hearing on the Master Plan amendments at their May 15, 2007 meeting,

Now Therefore be it resolved; that the Madison Heights Master Plan has been reviewed by the Planning Commission and is hereby amended to change the designation of Gravel Park from "Recreation" to "Single-Family", and Sunset Park from "Recreation" to "Public and Schools".

Future Land Use Plan Amendment

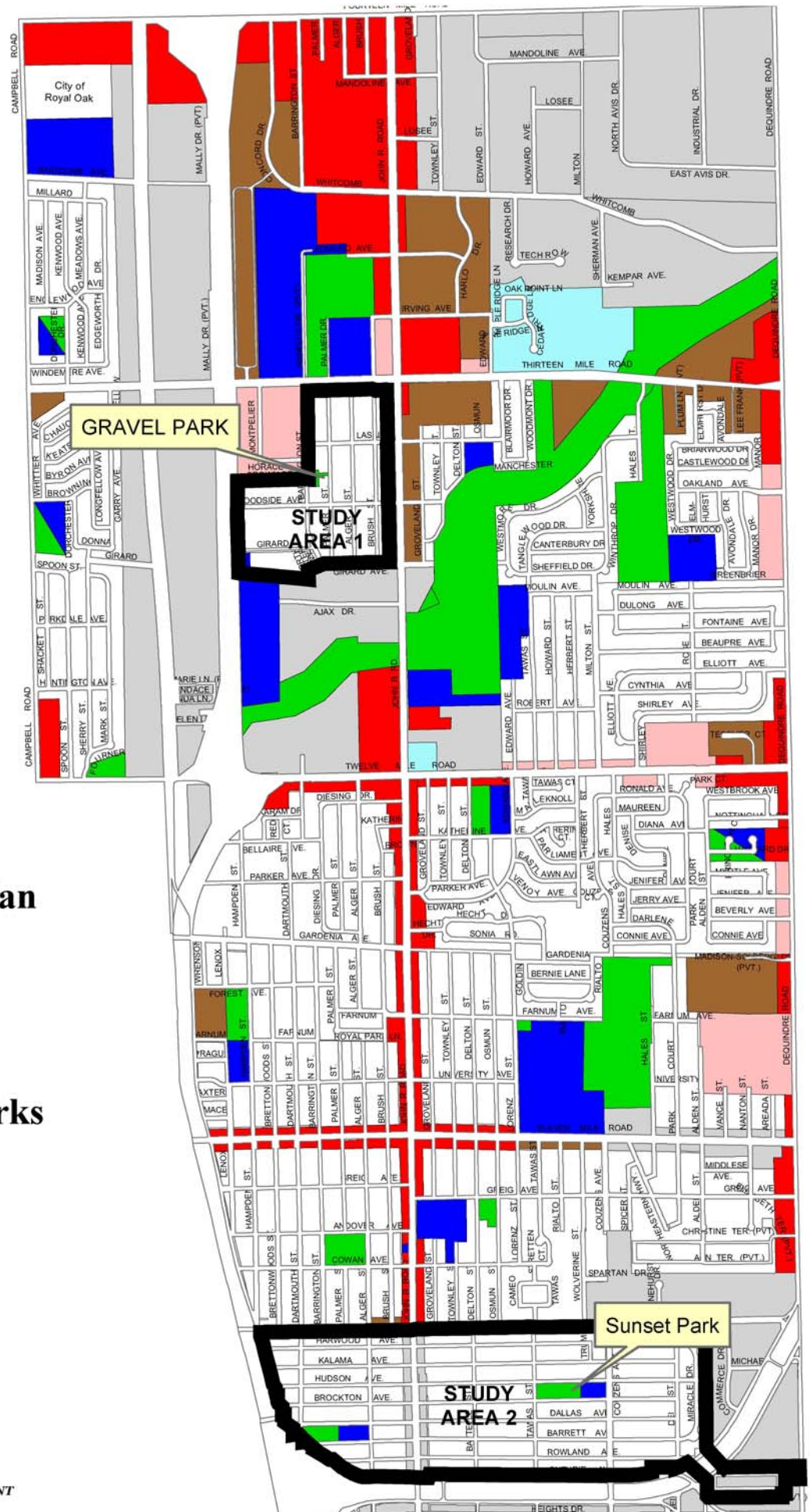
May 15, 2007

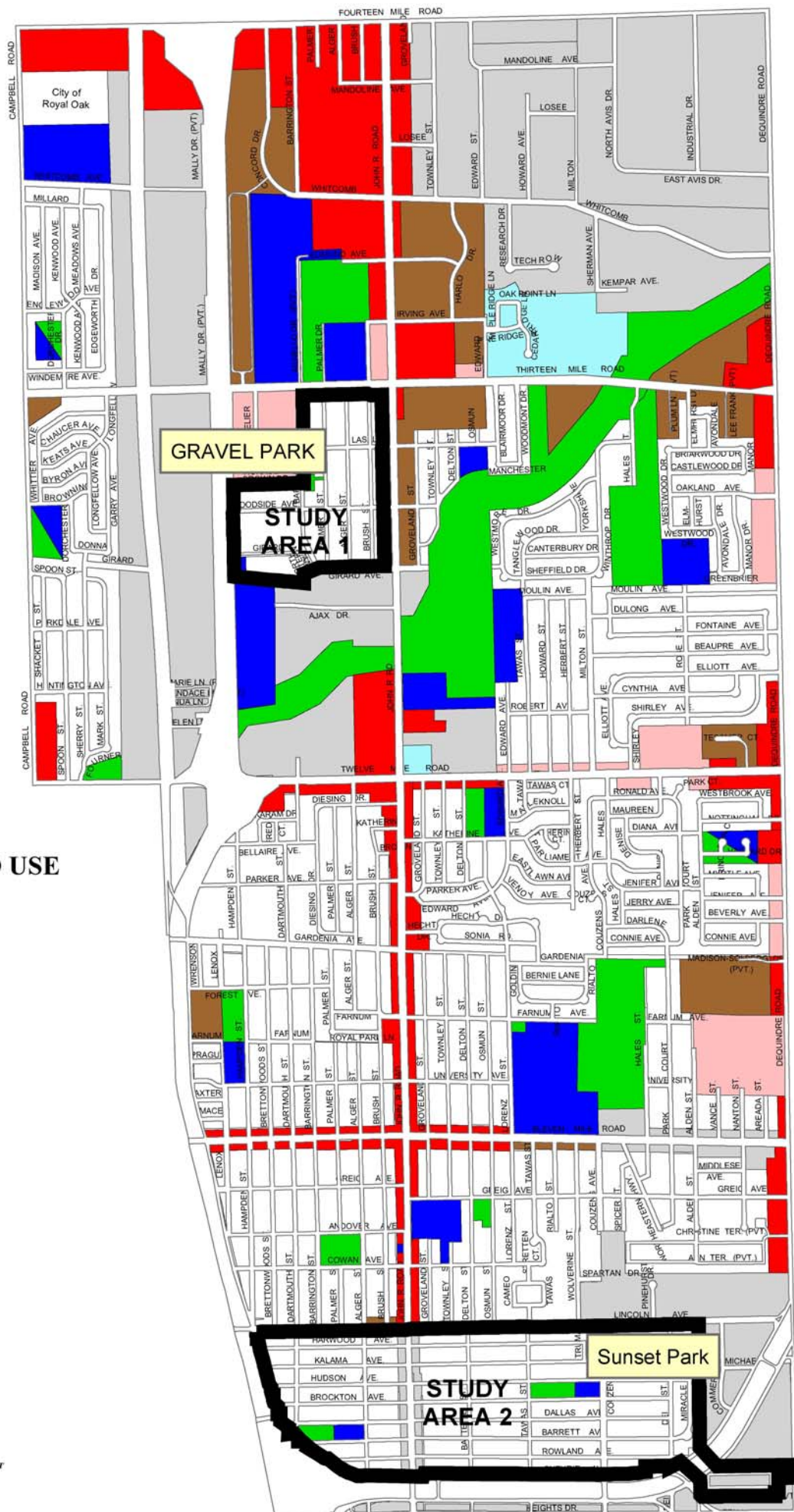
Gravel & Sunset Parks



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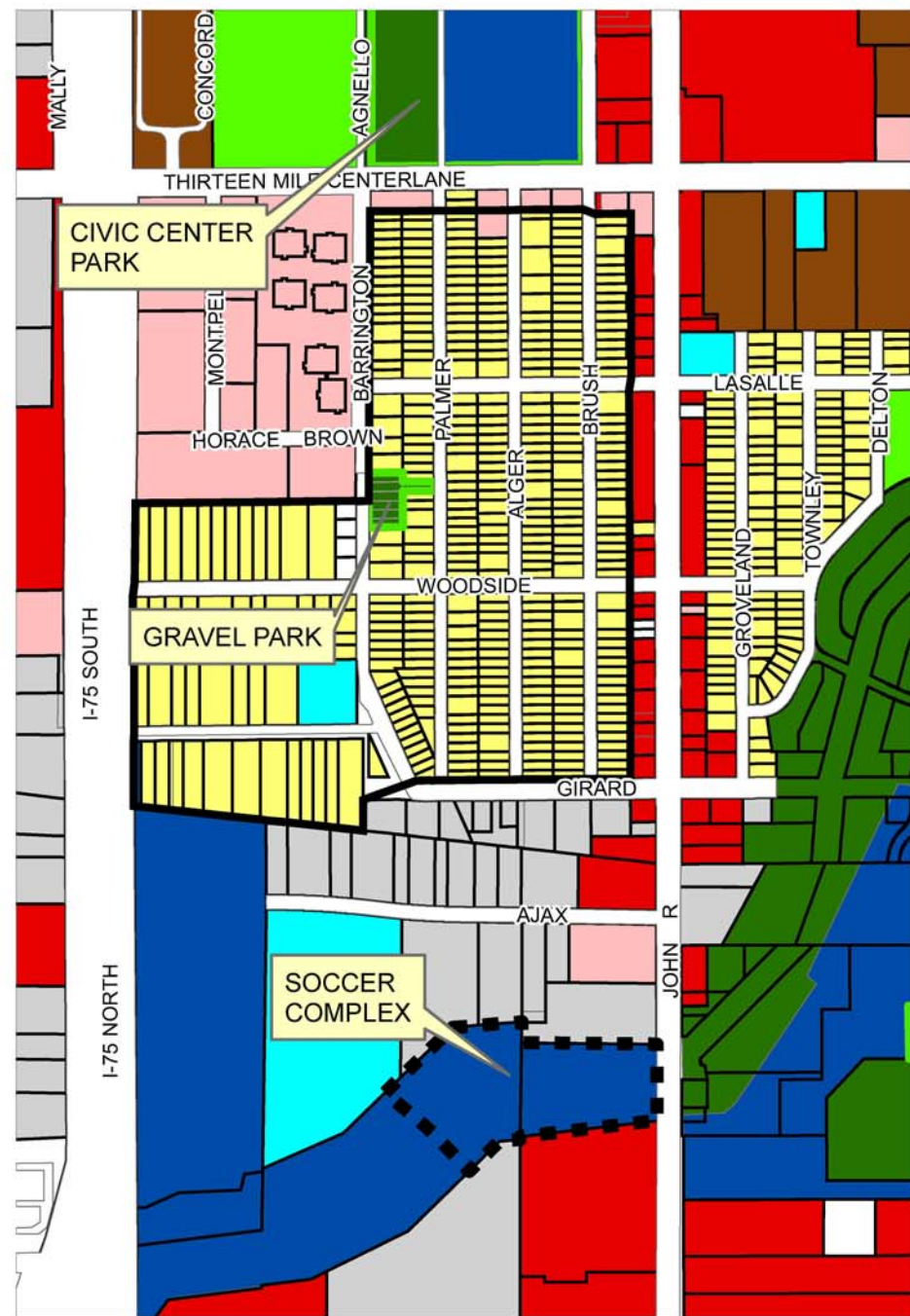


FUTURE LAND USE PLAN

MAP #1

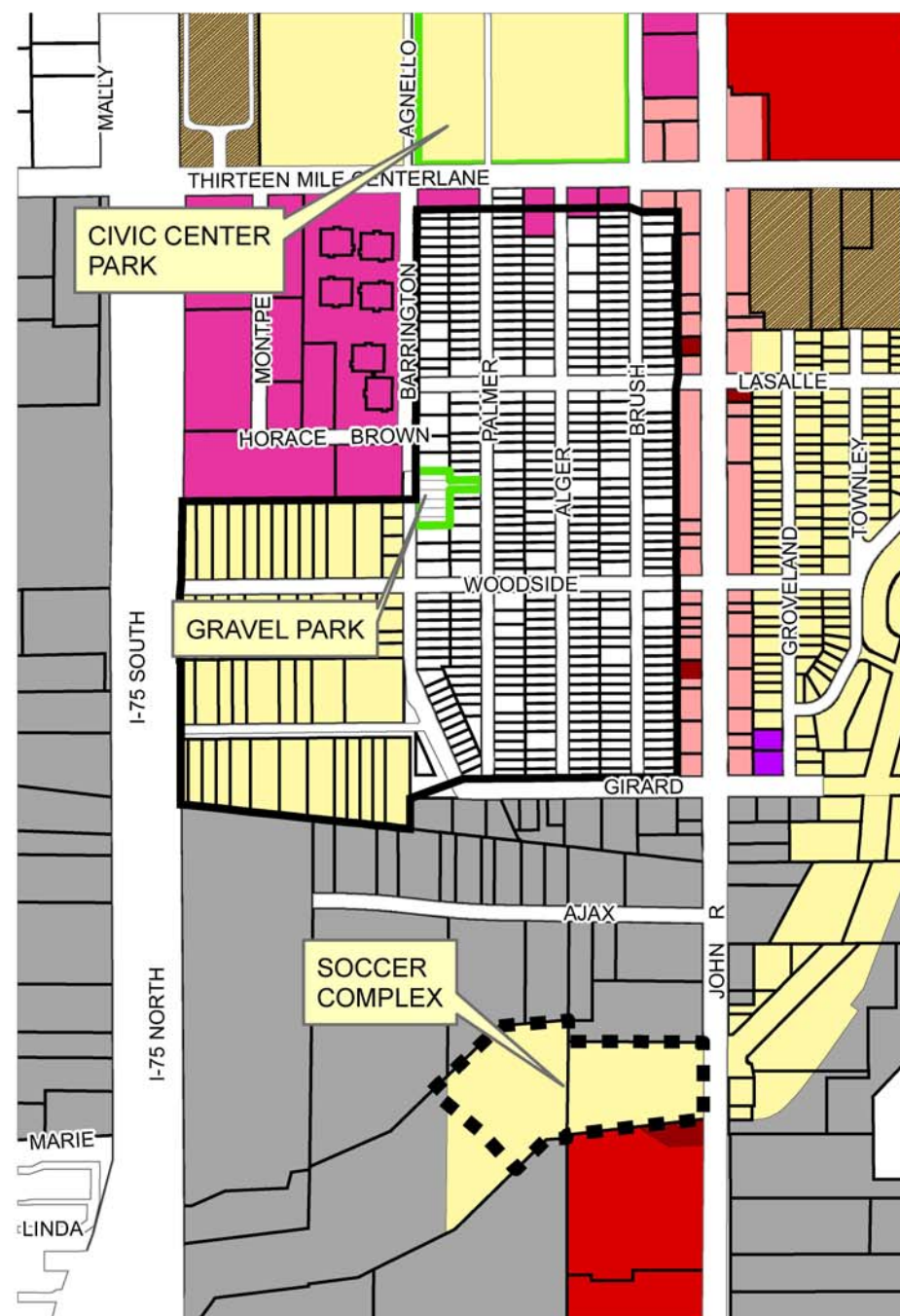
- STUDY AREAS
- Single Family
- Multiple Family
- Office
- Commercial
- Industrial
- Public and Schools
- Recreation
- Special Project Areas





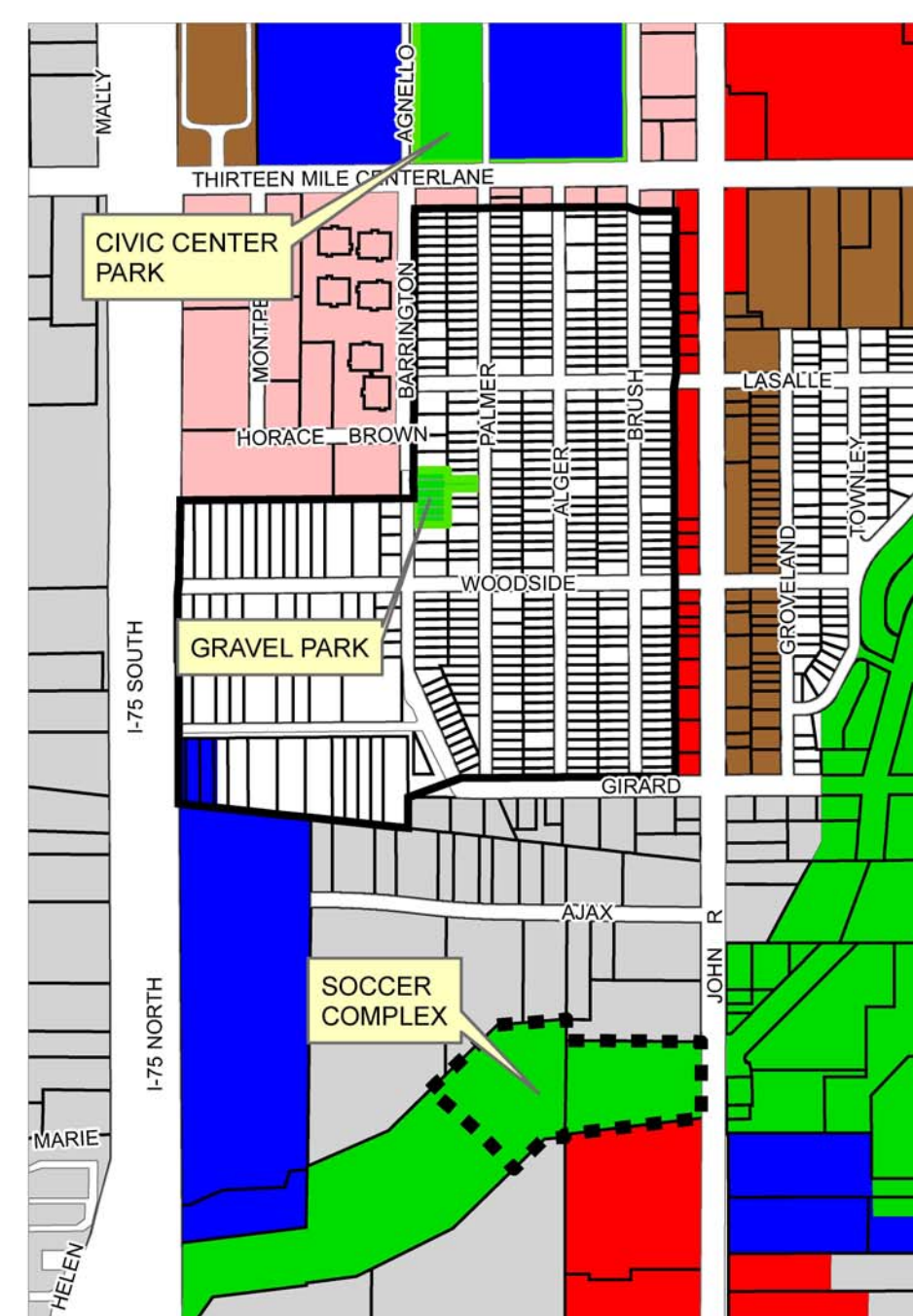
**EXISTING LAND USE
MAP #2**

- PARK PARCEL
- SOCCER COMPLEX
- STUDY AREA
- SINGLE AND TWO FAMILY
- MULTIPLE FAMILY
- OFFICE
- COMMERCIAL
- INDUSTRIAL
- SCHOOLS
- RECREATION
- PUBLIC
- QUASI-PUBLIC
- VACANT



**ZONING
MAP #3**

- PARK PARCEL
- SOCCER COMPLEX
- STUDY AREA
- R-2 RESIDENTIAL
- R-3 RESIDENTIAL
- R-M MULTIPLE FAMILY RESIDENTIAL
- O-1 OFFICE
- B-1 LOCAL BUSINESS
- B-2 PLANNED BUSINESS
- B-3 GENERAL BUSINESS
- M-1 LIGHT INDUSTRIAL
- P-1 VEHICULAR PARKING



**FUTURE LAND USE
MAP #4**

- PARK PARCEL
- SOCCER COMPLEX
- STUDY AREA
- SINGLE FAMILY
- MULTIPLE FAMILY
- OFFICE
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SCHOOLS
- RECREATION





CIVIC CENTER
PARK

THIRTEEN MILE RD

MONTPELIER DR

BARRINGTON ST

LASALLE AVE

HORACE BROWN DR

GRAVEL
PARK

PALMER AVE

BRUSH ST

WOODSIDE AVE

GROVELAND AVE

BARRINGTON S

ALGER S

GIRARD AVE

GIRARD AVE

JOHN R RD

AJAX DR

SOCCER
COMPLEX

RING ROAD

GRAVEL PARK
MAP #6



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1 inch equals 300 feet

Park Service Areas Map #7

- 3 Mile Service Area

1/2 MILE BUFFER

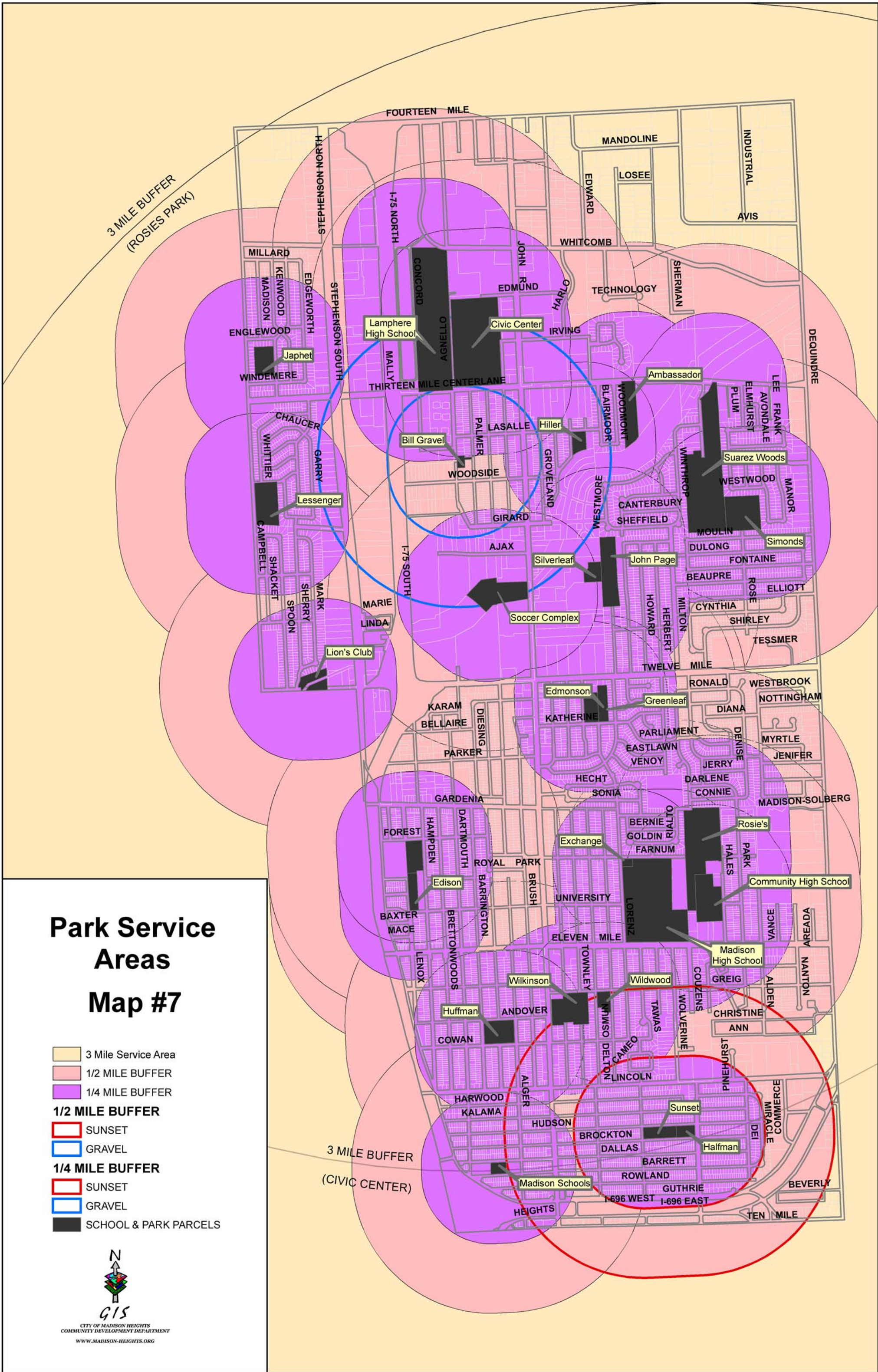
1/4 MILE BUFFER
- 1/2 MILE BUFFER

SUNSET

GRAVEL
- 1/4 MILE BUFFER

SUNSET

GRAVEL
- SCHOOL & PARK PARCELS



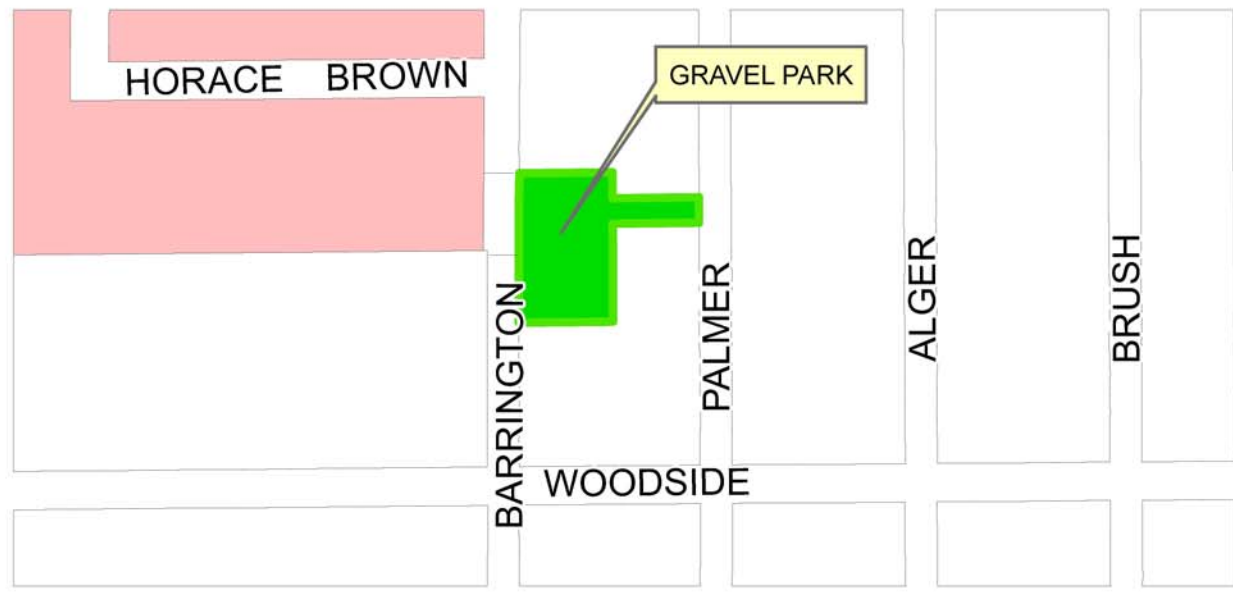
- SINGLE FAMILY
- MULTIPLE FAMILY
- OFFICE
- INDUSTRIAL
- PUBLIC & SCHOOLS
- RECREATION

GRAVEL PARK FUTURE LAND USE EXISTING & PROPOSED AMENDMENT

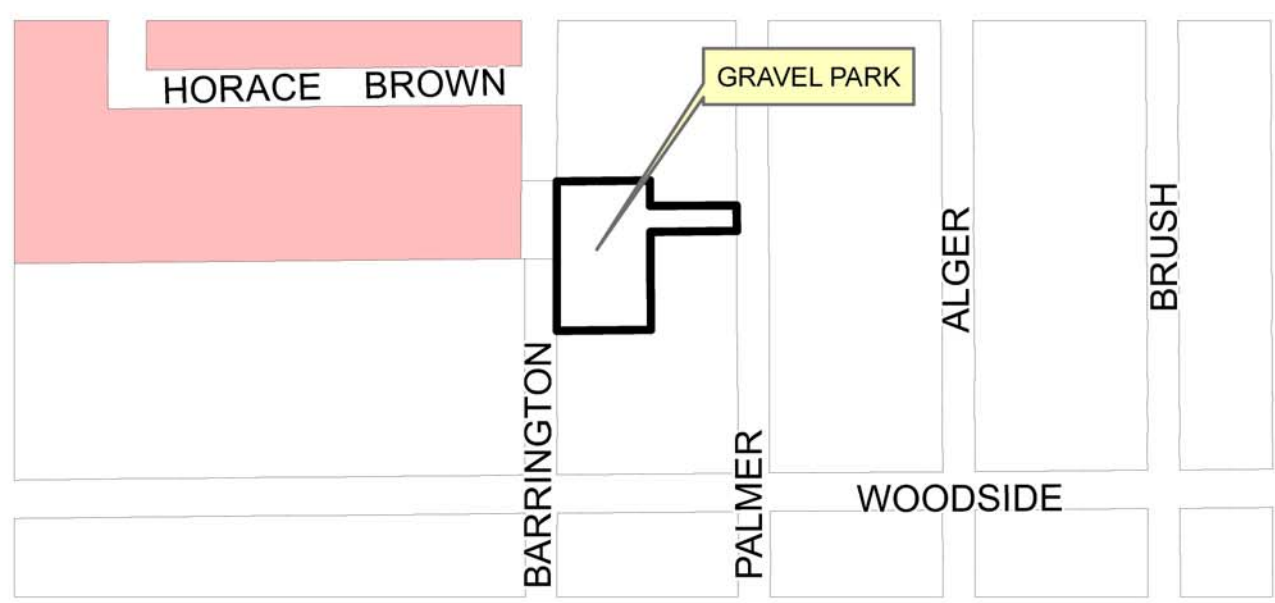
MAP #8



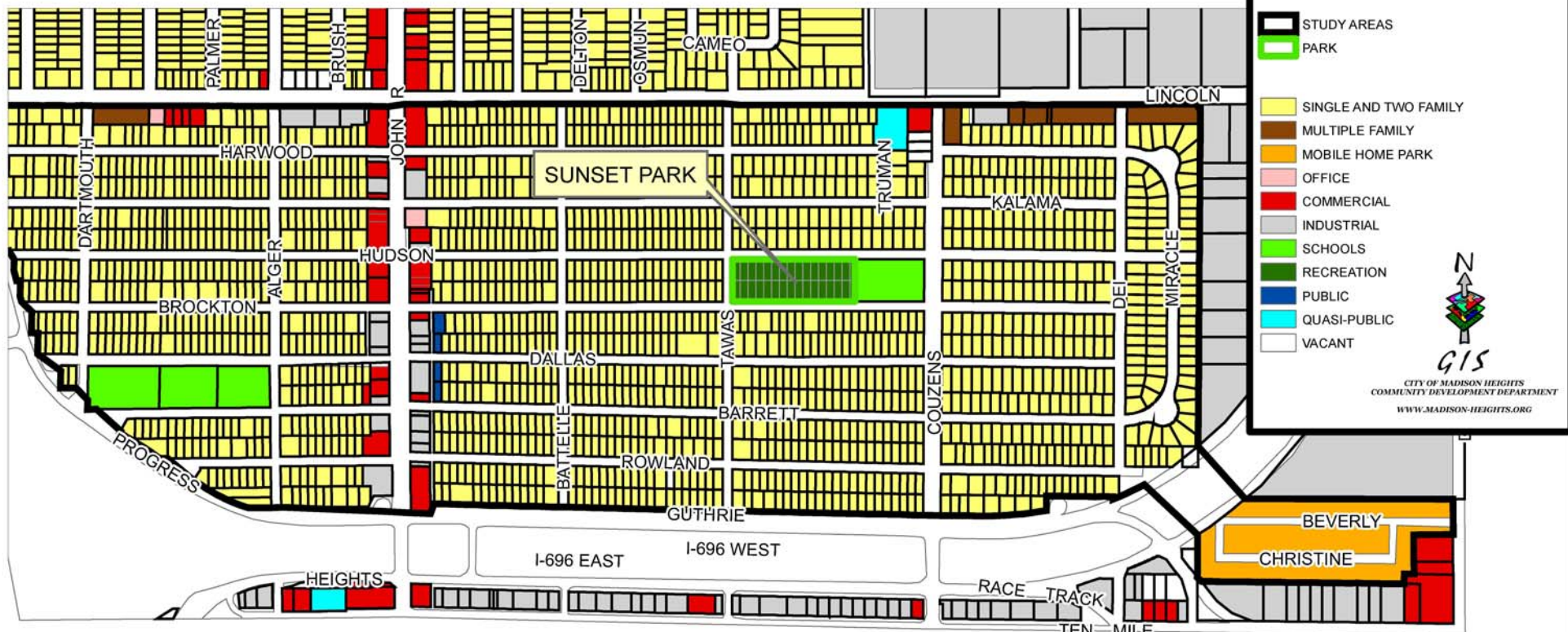
EXISTING



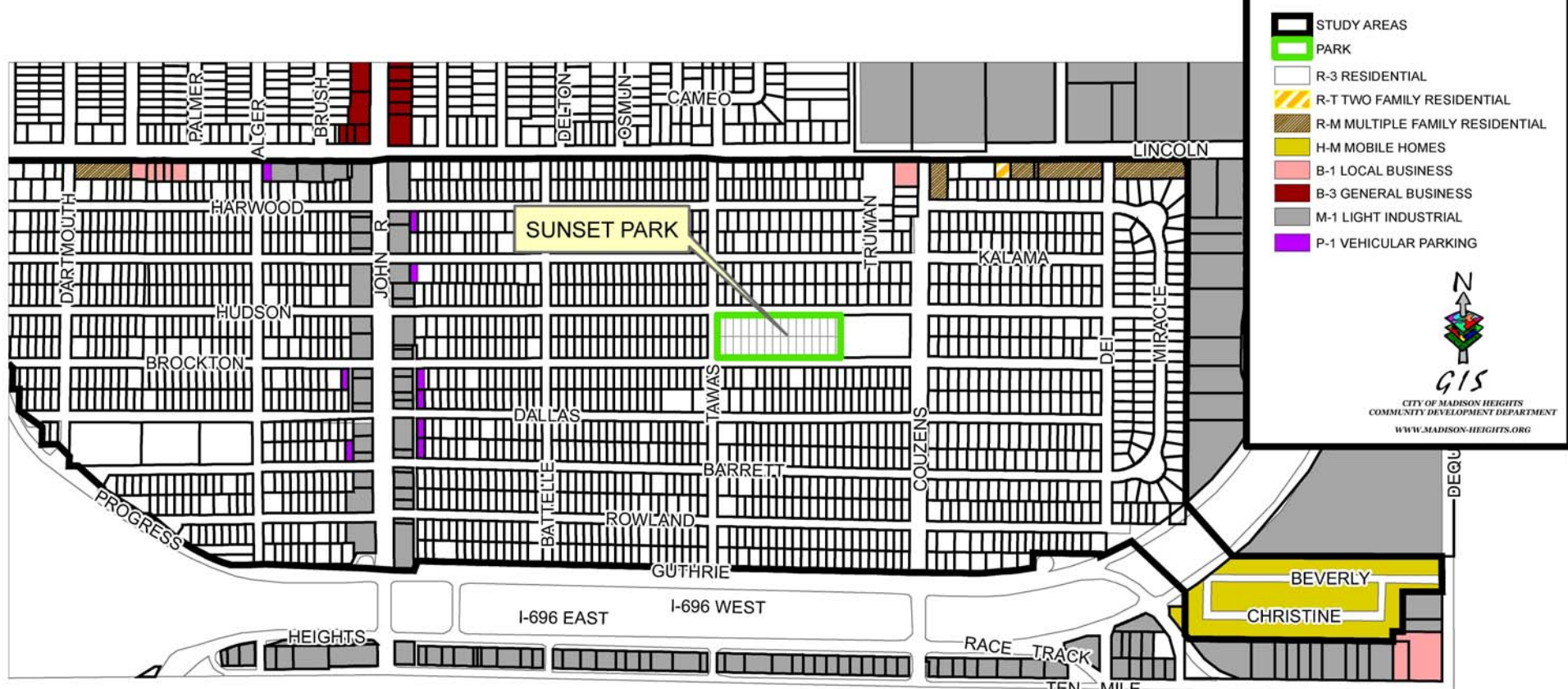
PROPOSED



EXISTING LAND USE MAP #9

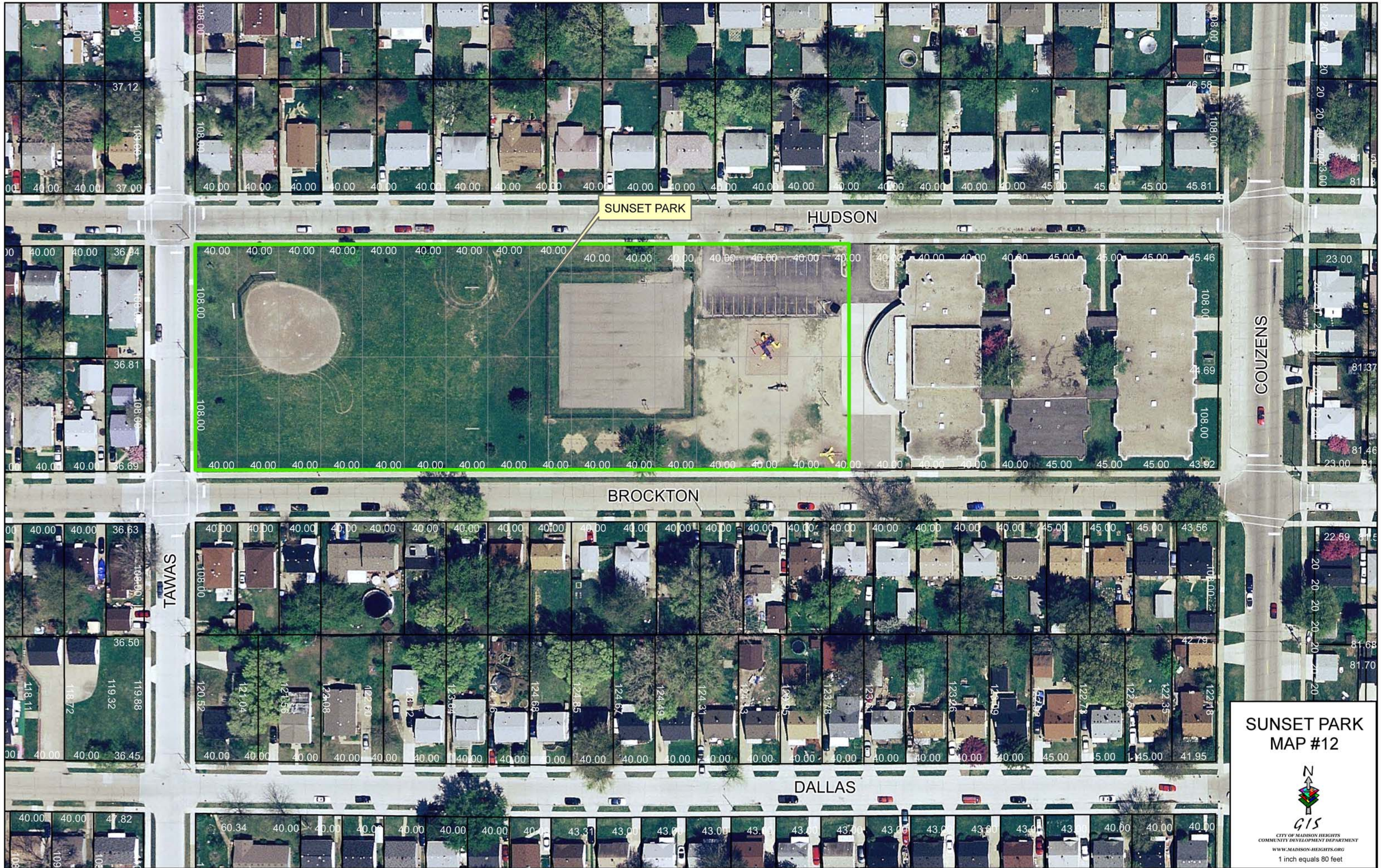


ZONING MAP #10



FUTURE LAND USE MAP #11





SUNSET PARK
MAP #12

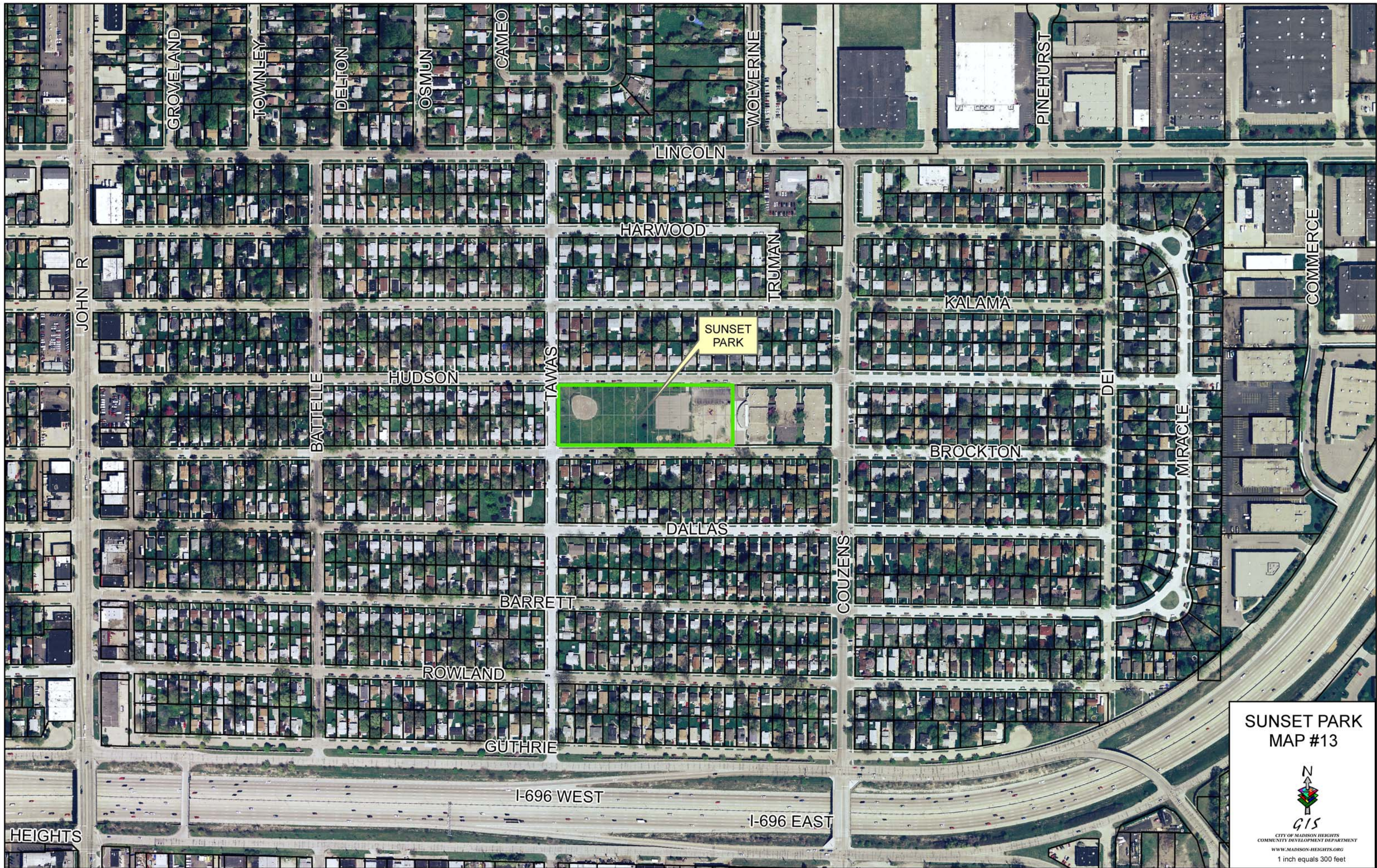


GIS

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1 inch equals 80 feet



SUNSET PARK
MAP #13



GIS

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COMMUNITY DEVELOPMENT DEPARTMENT

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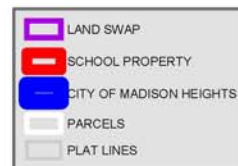
1 inch equals 300 feet



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COMMUNITY DEVELOPMENT DEPARTMENT
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Proposed Sunset Park / Schoenhals Elementary Property Exchange Sunset - Site Overview

MAP # 14



SCALE: 1" = 120'
DATE: NOV 8, 2006





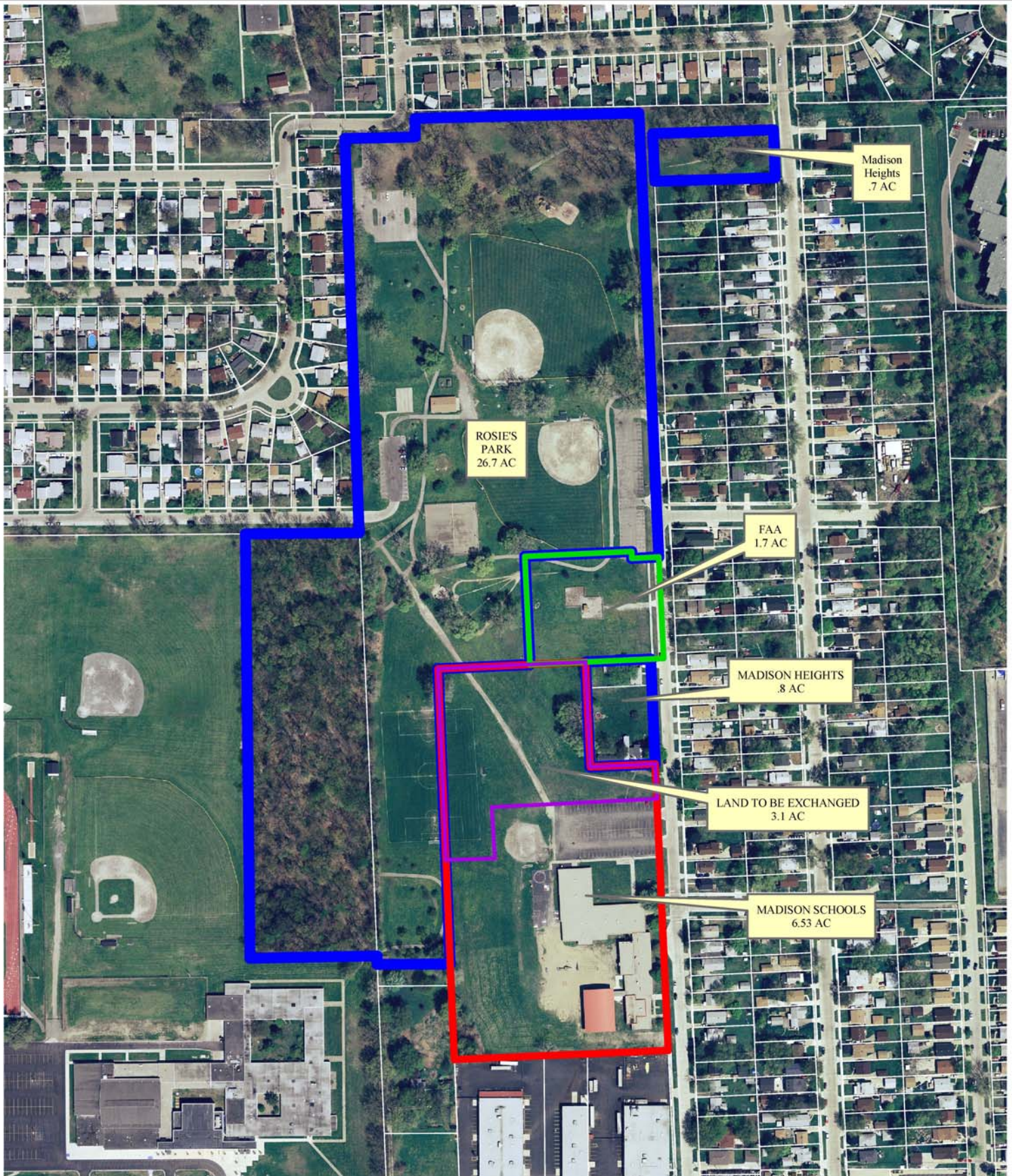
CITY OF MADISON HEIGHTS
COMMUNITY DEVELOPMENT DEPARTMENT
WWW.MADISON-HEIGHTS.ORG

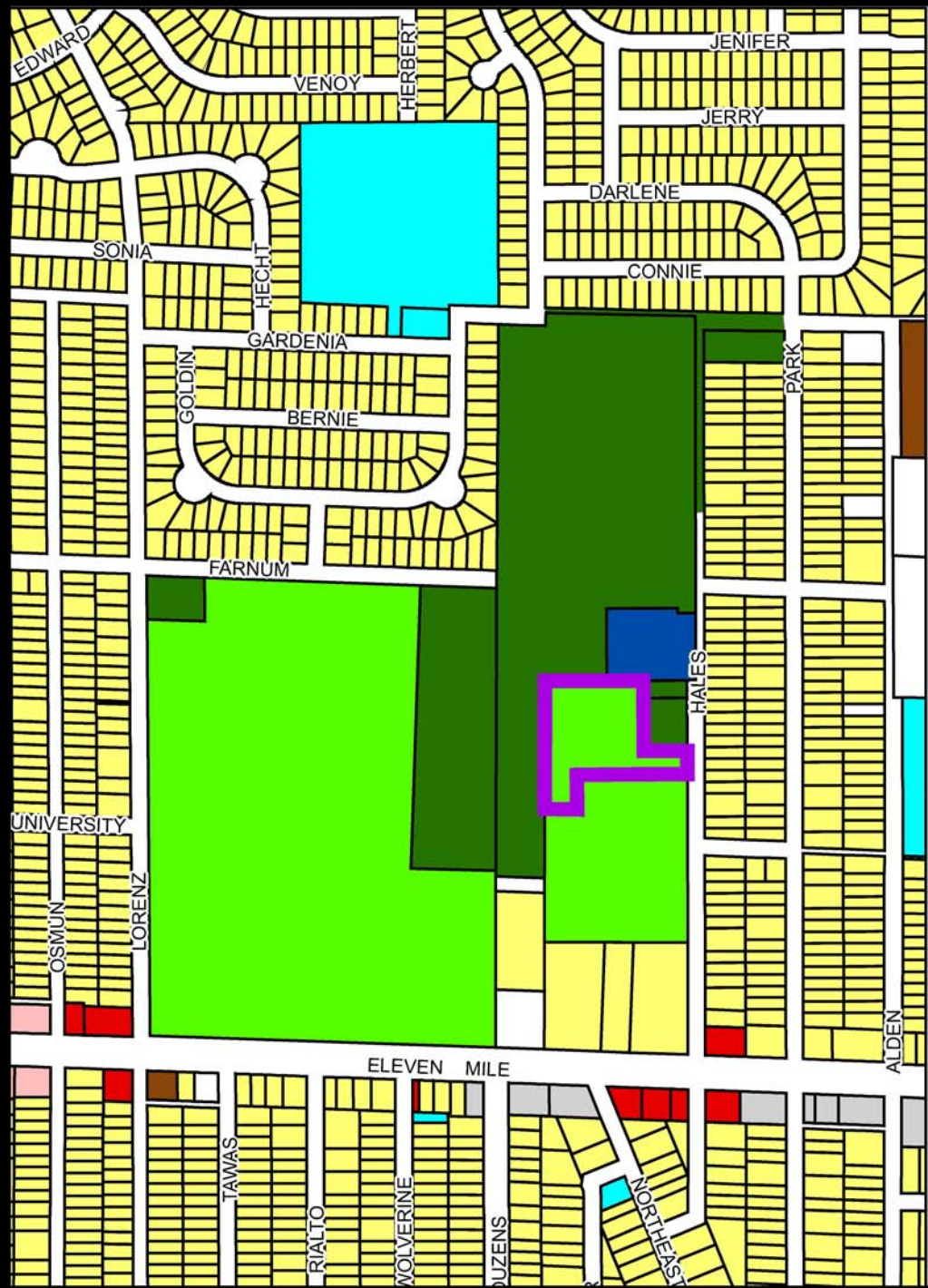
Proposed Sunset Park / Schoenhals Elementary Property Exchange Schoenhals - Site Overview

MAP # 15



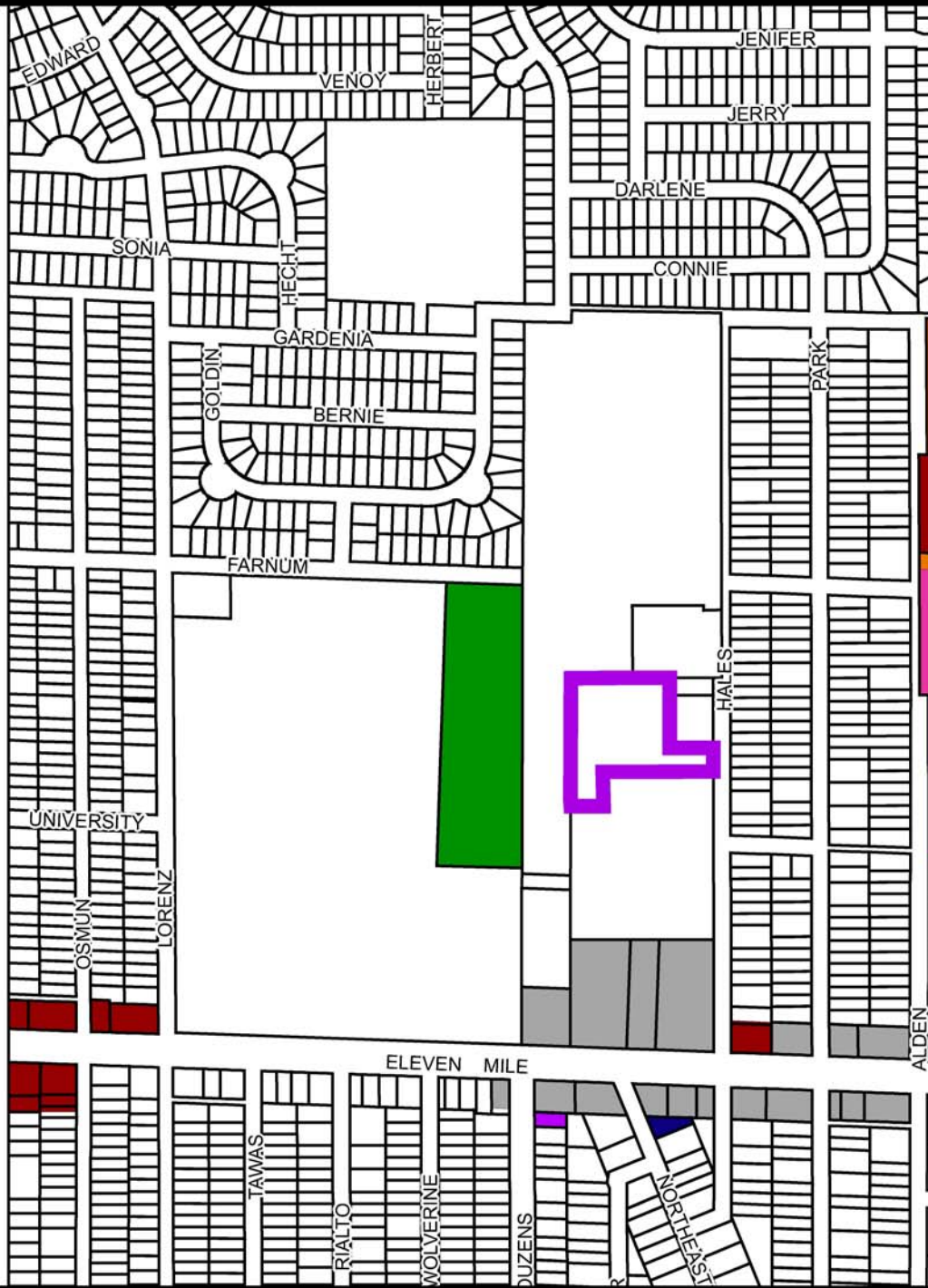
SCALE: 1" TO 300'
DATE: NOV 8, 2006





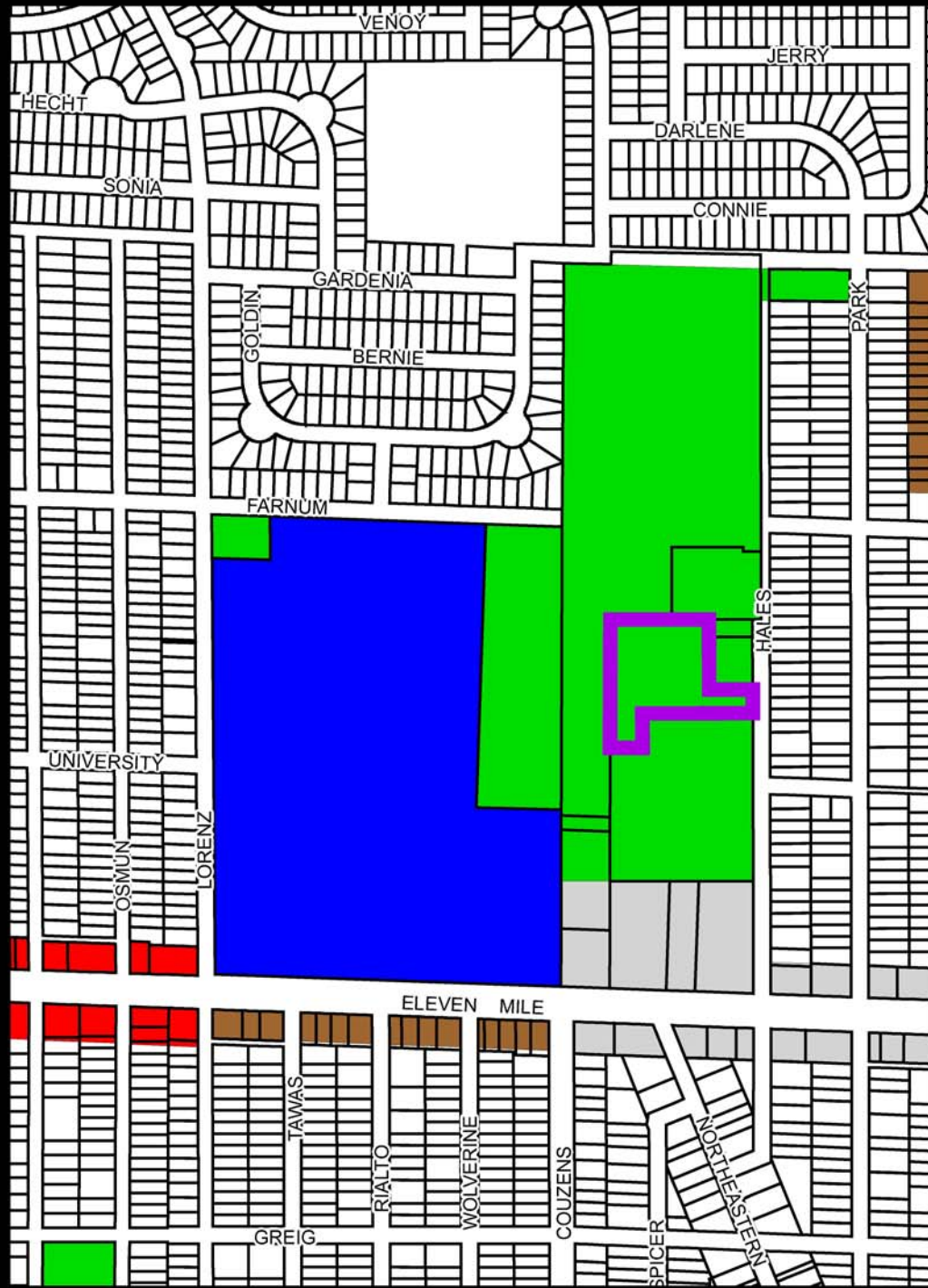
**EXISTING LAND USE
MAP #16**

- LAND SWAP
- EXISTING PARCELS
- SINGLE AND TWO FAMILY
- MULTIPLE FAMILY
- OFFICE
- COMMERCIAL
- INDUSTRIAL
- SCHOOLS
- RECREATION
- PUBLIC
- QUASI-PUBLIC
- VACANT



**ZONING
MAP #17**

- LAND SWAP
- EXISTING PARCEL
- R-3 RESIDENTIAL
- O-1 OFFICE
- B-1 LOCAL BUSINESS
- B-2 PLANNED BUSINESS
- B-3 GENERAL BUSINESS
- M-1 LIGHT INDUSTRIAL
- P-1 VEHICULAR PARKING
- P-2 VEHICULAR PARKING
- H-R HIGH RISE
- N-P NATURAL PRESERVATION



**FUTURE LAND USE
MAP #18**

- LAND SWAP
- SINGLE FAMILY
- MULTIPLE FAMILY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SCHOOLS
- RECREATION
- SPECIAL PROJECT AREAS



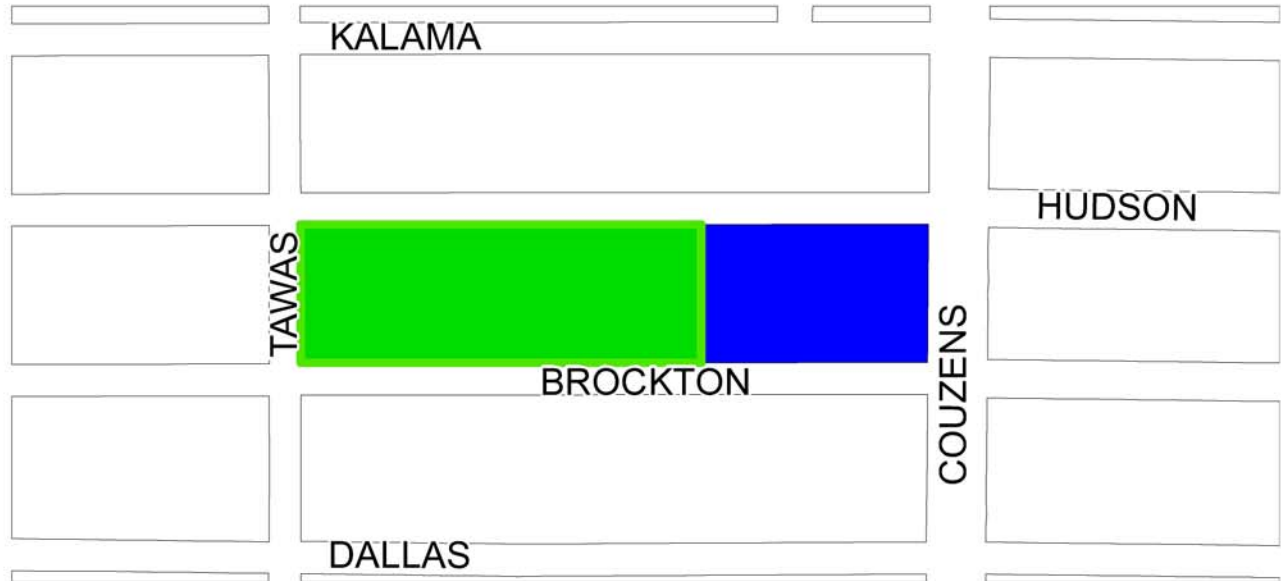
- SINGLE FAMILY
- MULTIPLE FAMILY
- OFFICE
- INDUSTRIAL
- PUBLIC & SCHOOLS
- RECREATION

SUNSET PARK FUTURE LAND USE EXISTING & PROPOSED AMENDMENT

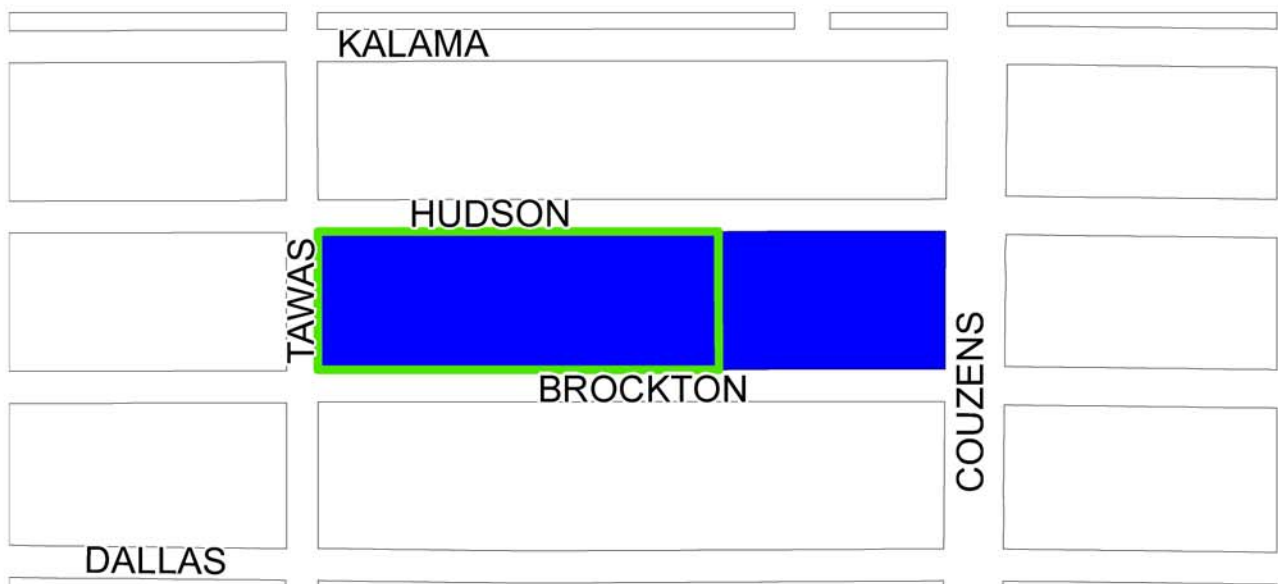
MAP #19



EXISTING



PROPOSED



APPENDIX

City of Madison Heights Parks & Recreation Plan 2006 – 2010