

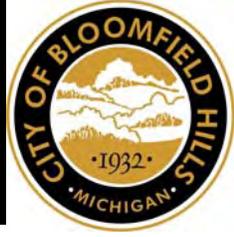
# City of Bloomfield Hills Master Plan



Adopted: May 12, 2009



# Acknowledgements



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The planning process involved the creation of a Master Plan Task Force to assist the Planning Commission in developing this Master Plan. The Task Force supervised and reported on the city-wide survey of residents, arranged public meetings with neighboring communities, governmental agencies, community leaders, and city residents. The Task Force reviewed drafts prepared by the City Planner before submittal to the Planning Commission and City Commission.

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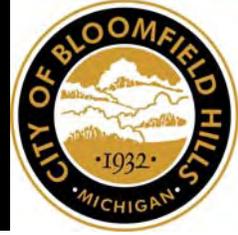
# City of Bloomfield Hills Master Plan



## Table of Contents



# Table of Contents



## 1 Introduction

Welcome to the City of Bloomfield Hills ...1-2  
Timeline of Bloomfield Hills History...1-3  
What is a Master Plan?...1-4  
The Planning Process...1-5

## 2 Bloomfield Hills of Today

Community Assets...2-3  
Population & Housing Characteristics...2-4  
Community Facilities & Services...2-6  
Existing Land Use...2-8  
Transportation ...2-11  
Natural Features...2-12

## 3 The Bloomfield Hills of Tomorrow

Planning Values & Goals...3-2  
Future Land Use & Character...3-3  
Transportation Enhancements...3-13  
Environmental Stewardship...3-19

## 4 How to Get There

Roles and Responsibilities...4-2  
Implementation/Action Plan...4-2

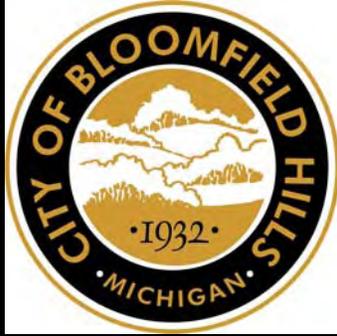
## Appendix

Resident Survey Responses ...A-2

## List of Maps

Map 1: Existing Land Use...following 2-8  
Map 2: Transportation System...following 2-14  
Map 3: Natural Features...following 2-14  
Map 4: Land Use Plan...following 3-4





# City of Bloomfield Hills Master Plan



## Introduction 1



# Introduction

## Welcome to the City of Bloomfield Hills



Bloomfield Hills is located in the heart of Oakland County, Michigan. The City is rich in history, having evolved from a densely-wooded wilderness inhabited by Native Americans, to pastoral farms and orchards worked by early settlers, to today's predominantly residential community with stately homes and diverse neighborhoods. Bloomfield Hills is known for its prestigious educational, religious and cultural institutions. While most of the City is residential, there are several prominent office buildings and a number of small commercial uses, most located near the "City Center" at the intersection of Woodward Avenue and Long Lake Road. Bloomfield Hills is also renowned for its natural features, the rolling hills, streams, woodlots, and majestic tree-lined streets only a few miles from busy expressways and employment centers.

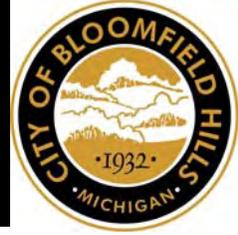


A major challenge facing the City is maintaining residents' existing quality of life while elevating the characteristics that make Bloomfield Hills such an attractive place. A consideration of this master plan is the connection between ongoing development or redevelopment and the City's overall economic stability. This plan seeks to find ways to attract redevelopment while maintaining the significant natural and cultural resources currently enjoyed.



The timeline on the following page identifies selected events in the City's history.

# Introduction



## Historic Timeline for the City of Bloomfield Hills

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>▪ Native Americans used a trail through today’s Bloomfield Hills connecting Detroit with Saginaw Bay and the Straits of Mackinac.</li> </ul>   |  | <p>Pre-1800s</p> <p>1810s</p> <p>1820s &amp; 30's</p> <p>1850s</p> <p>1890s</p> <p>1900s</p> <p>1910s</p> <p>1920s</p> <p>1930s</p> <p>1940s through 1960s</p> <p>1970s to present</p> |
| <ul style="list-style-type: none"> <li>▪ First settlers in the area: John W. Hunter, John Hamilton and Elijah Willets.</li> <li>▪ Settlement surged through the 1820s and 1830s; new roads were built; the first public land sales were held.</li> <li>▪ Bloomfield Township was established (1820).</li> <li>▪ First store opened – Fairbanks Corners – at Long Lake and Kensington (1826).</li> <li>▪ First public school established in a one room schoolhouse (1850).</li> <li>▪ The “Oakland Railway” extended from Detroit to Pontiac along Saginaw Trail with a depot at Bloomfield Centre (1897).</li> <li>▪ Bloomfield Hills Seminary, the first private school, established (1912).</li> <li>▪ Bloomfield Hills Country Club completed (1912).</li> <li>▪ Bloomfield Open Hunt founded (1917).</li> <li>▪ Construction of Woodward Avenue as an 8-lane boulevard connecting Pontiac and Detroit began (1926).</li> <li>▪ Village of Bloomfield Hills incorporated (1927).</li> <li>▪ Stonycroft Hills golf course opened (1928).</li> <li>▪ Bloomfield Hills incorporated as a City (1932). Population edged over 1,000 people. (1932).</li> <li>▪ Cranbrook Academy of Art founded (1932).</li> <li>▪ Bloomfield Hills campus of the Roeper School opened (1946).</li> <li>▪ The Village Club, a recreational and social club, formed (1968).</li> <li>▪ Steady population growth through the 1990’s, peaking at just over 4,200 residents.</li> <li>▪ City Hall renovated and expanded to include Public Safety (2000).</li> <li>▪ Woodward Avenue designated as a National Scenic Byway (2002).</li> </ul> |  |  |

Source: Obtained, in part, from The City of Bloomfield Hills 75<sup>th</sup> Anniversary Celebration, “The City of Bloomfield Hills – A Time Capsule”  
 Written and edited by Vicki Lange



# Introduction

## What is a Master Plan?

### Preparing a Master Plan is a balancing act. A sound Master Plan must reflect:

- The opinions and attitudes of residents and property owners;
- The desires of City officials;
- The limitations and requirements of the State, set forth in the Michigan Planning Enabling Act & Michigan Zoning Enabling Act; and
- The Constitution of the United States.

The purpose of a master plan for Bloomfield Hills is to enumerate the unique elements of the community and guide future development to both strengthen the existing character of the City and meet community goals. A sound master plan for pattern and density of land use, infrastructure investments, and conservation of natural features helps ensure that Bloomfield Hills will remain a highly desirable place in which to live or work. A plan allows residents, business owners and developers to make investments with a reasonable expectation of what might occur in the future. A master plan also helps to guide decisions as conditions and expectations change and to balance the sometimes competing interests of the environment, individual landowners and the community overall.

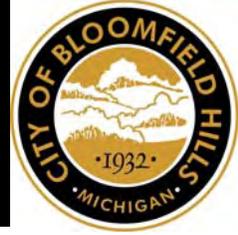
The Master Plan will assist City leaders when considering the long-term implications of their decisions about the environment, community character and the City's fiscal health. Appropriate planning is necessary to avoid mistakes that could be difficult to correct.

### PA 33 of 2008 – the Michigan Planning Enabling Act

- Specifies process to be followed in the creation of a master plan
- Stipulates what matters must be addressed in the master plan
- Provides for a cooperative effort with adjacent communities and the county, as well as public input
- Requires review of the master plan at least every five years to ensure it remains up to date

Community Master Plans are governed by the Michigan Planning Enabling Act (PA 33 of 2008). The Act outlines the process to be followed and areas to be analyzed in the preparation of a Master Plan. A cooperative effort with surrounding communities and the county, as well as public input are important procedural components. Characteristics such as population and land use patterns must be evaluated. The zoning regulations for each community are to be based upon the goals and recommendations of the Plan. The Act necessitates review by the City at least every five years to verify that it remains up to date and consistent with current conditions. Best planning practices suggest the Planning Commission review the Master Plan annually to review goals, identify yearly projects or revise the document if necessary. The Act requires the Planning Commission to submit to the City Commission an annual report detailing the yearly activities and project status. The report must include recommendations for future planning initiatives, which are most appropriately developed during an annual review of the Master Plan.

# Introduction



## The Planning Process

In developing the Master Plan, Bloomfield Hills followed a comprehensive planning process to allow participation from the public, local agencies, public officials, City staff and from experts in various subject areas.

**Process Overview.** This document was prepared in cooperation with the Planning Commission, the Planning Commission Task Force, the City's consultants and the City administrative staff.

- **Kick Off.** In accordance with the Michigan Planning Enabling Act, the City distributed a Notice of Intent in October 2007 to the required agencies and alerted the public through the City's newsletter beginning the process of data collection and analysis.
- **Public Involvement.** Numerous opportunities for public involvement included an opinion survey mailed to residents; focus group sessions with representatives from surrounding communities, local agencies and community and business leaders; and a public workshop. The Internet, City newsletter, local newspapers and cable television programming expanded the outreach efforts for these sessions.
- **Public/Agency Review & Public Hearing.** The process concluded with the State mandated 63-day public and agency review period, followed by a public hearing conducted by the Planning Commission.

### Key Points from Public Involvement Sessions

- Maintain the established low density, predominantly residential character of the City and contain the office/commercial core at Woodward & Long Lake Roads
- Preserve sensitive environmental features and maintain views along key corridors
- Embrace community assets, such as the variety of educational and cultural opportunities available at Cranbrook
- Maintain the already high levels of public safety and responsiveness
- Optimize the efficiency of the street and infrastructure system
- Maintain the high level of neighborhood character
- Encourage use of "green" or environmentally friendly/responsible development and site maintenance techniques
- Improve the City's site design requirements for landscaping, lighting, signs and parking lots
- Explore cooperative partnerships with local agencies & surrounding communities to meet expectations in a cost effective manner



# Introduction

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# City of Bloomfield Hills Master Plan



**Bloomfield Hills of Today 2**



## 2 Bloomfield Hills of Today

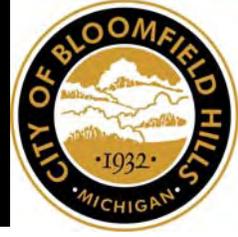
### Chapter 2

This chapter describes the City's existing conditions to provide a framework for the rest of the plan.

A shared frame of reference is needed to understand the direction of the community. This chapter answers the question, “*Where are we now?*” so residents and community leaders can start from the same place in defining their planning values and goals. This chapter is organized as follows:

- A. **Community Assets** – characteristics that make Bloomfield Hills a unique place to live and contribute to the existing high quality of life.
- B. **Population and Housing**– data and trends used to determine potential future demand for land uses and services.
- C. **Community Facilities and Services** – necessary services such as public safety and educational facilities that enhance the quality of life.
- D. **Existing Land Use** – existing patterns of activity which establish a framework for future development.
- E. **Transportation** – streets and transportation that influence land use.
- F. **Natural Features** – topography, waterways, and woodlands that help shape the character of the community.

# 2 Bloomfield Hills of Today



## A. Community Assets

The number and variety of community assets help shape the character of a community and contribute to the established quality of life for its residents. Bloomfield Hills is extremely fortunate to be the home of many well respected institutions. Of particular note is the Cranbrook Educational Community, a National Historic Landmark (1989). Major Cranbrook institutions include the Academy of Art and Museum, the Cranbrook Schools, the Institute of Science and Cranbrook House, all situated on a 300-plus acre campus of hills, woods, lakes, fountains and gardens. Also located within the City are Roeper School, St. Hugo of the Hills, Manresa Jesuit Retreat House, Bloomfield Hills Country Club, Stonycroft Golf Club and Bloomfield Open Hunt. In total, Cranbrook, institutional uses and private recreational facilities account for nearly one-quarter of the land area in the City.

Bloomfield Hills residents live in a small city with large horizons. The City is linked by major roads to a wide variety of cultural, educational and recreational organizations in the metropolitan area of southeast Michigan. Bloomfield Township which “surrounds” the City is home to outstanding public and private schools, sports venues, lakes and rivers, and several major commercial establishments. To the south, the City of Birmingham provides “downtown” atmosphere with high quality shopping, dining and entertainment. To the east, Troy offers the Somerset Collection, a nationally known shopping center boasting hundreds of retail and dining establishments. Bloomfield Hills is within easy driving distance of downtown Detroit.

### Schools

- Academy of the Sacred Heart
- Cranbrook
- Roeper
- St. Hugo of the Hills

### Religious Facilities

- Birmingham Unitarian Church
- Church of Jesus Christ of Latter-day Saints
- Christ Church Cranbrook
- Congregational Church of Birmingham
- Legion of Christ
- Manresa Jesuit Retreat Center
- St. Hugo of the Hills

### Private Recreational Facilities

- Bloomfield Hills Country Club
- Bloomfield Open Hunt
- Stonycroft Golf Club
- The Village Club

### Public Services

- City Hall
- City DPW Yard
- Public Safety
- United States Post Office



## 2 Bloomfield Hills of Today

### B. Population and Housing Characteristics

**Population.** Who are the people of Bloomfield Hills? How many residents call this City home? Will the age composition of the City change and, if so, what implications will that have for future land use and service demands? The answers to these and similar questions establish a framework for future planning in the community.

- The City of Bloomfield Hills began as a small community that grew gradually and then surged beginning in the 1960s.
- The City reached its population peak in 1990 with 4,288 people, as illustrated in Figure A.1. Since then, the population has been in decline due to dwindling household sizes, a characteristic shared with other cities in the region and nationally.
- Southeast Michigan Council of Government (SEMCOG) estimates the City's 2008 population was 3,676.
- The population of Bloomfield Hills is mature. In 2000, the median age was 52, compared to 37 county-wide. This can be explained, in part, by the relatively high housing prices that are affordable to those typically further along in their career.
- Southeast Michigan Council of Governments (SEMCOG) projects the population will continue to mature over the next 20 years. The significant change will be residents 65 years and older increasing from 24% to 32% of the population.
- The continued decline in average household size from 2.45 persons per household in 2008 to a projected 2.08 in 2030 is consistent with regional and national forecasts.
- 'Families without Children' account for more than half of the households in the City. Most of these households are empty-nesters, consistent with the much higher median age of residents.

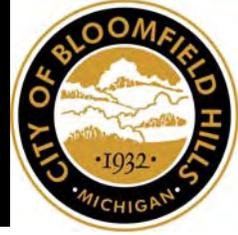
**Figure A.1**

**Population Trends & Comparison Communities**

Community	1960	1970	1980	1990	2000	90-00 % Change	Nov. 2008 Estimate	2035 Projection	00-35 % Change
<b>Bloomfield Hills</b>	2,378	3,672	3,985	4,288	3,940	-8.1%	3,676	3,941	0.03%
<b>Troy</b>	19,402	39,419	67,102	72,884	80,959	11.1%	80,483	86,529	6.44%
<b>West Bloomfield</b>	13,867	28,563	41,962	54,516	64,860	19.0%	65,117	70,617	8.15%
<b>Rochester Hills</b>	--	--	--	61,766	68,825	11.4%	66,181	78,592	12.43%
<b>Bloomfield Twp</b>	22,530	42,788	42,876	42,473	43,023	1.3%	41,134	43,303	0.65%
<b>Birmingham</b>	25,525	26,170	21,689	19,997	19,291	-3.5%	19,298	21,362	9.69%
<b>Oakland Co.</b>	690,259	907,871	1,011,793	1,083,592	1,194,156	-8.1%	1,203,847	1,336,761	10.67%

Source: U.S. Census and SEMCOG

# 2 Bloomfield Hills of Today



## Education and Employment

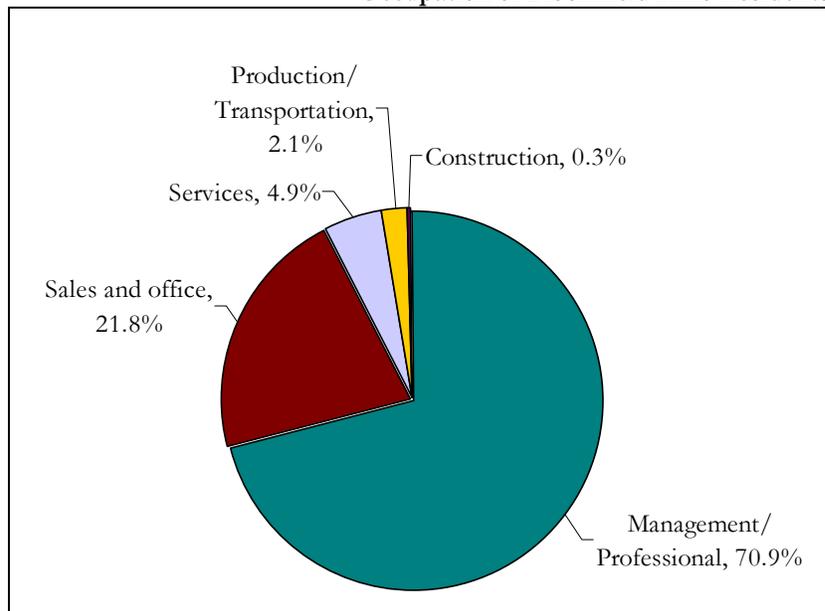
- Residents of Bloomfield Hills are highly educated in comparison with state averages. The higher than normal educational attainment correlates with the higher income levels and high home values seen in the City.
- As noted in Figure A.4, more than 70% of City residents reported employment in management and the professions.

**Figure A.3**  
**Educational Attainment 2000**

Highest Level of Education Attained	Bloomfield Hills	Oakland County
Did not Graduate High School	5%	11%
High School	10%	22%
Some College, No Degree	16%	22%
Associate Degree	3%	7%
Bachelor's Degree	30%	23%
Graduate or Professional Degree	36%	15%

Source: U.S. Census

**Figure A.4**  
**Occupation of Bloomfield Hills Residents**



Source: 2000 U.S. Census



## 2 Bloomfield Hills of Today

### Housing

- As noted in the population section, significant housing growth occurred in the 1950s and 60s. New home construction tapered off in the 70s and 80s and slowed to a near halt beginning in the early 1990s. This trend has more to do with the exhaustion of the City's available raw land than a decline in interest. Most of the newer homes have been built on isolated vacant lots scattered throughout the City or on occupied lots as tear-down and re-builds.
- The U.S. Census reported 1,645 housing units in 1990 and in 2008 SEMCOG estimated there were 1,656 housing units, or about one new home per year.
- Nearly three-quarters of the housing stock is detached single family homes. Most of the multiple family housing units are located along Woodward Avenue.
- The most common housing development activity in the City is demolition of existing single family homes and construction of new homes in their place. The tear-down trend is expected to continue. There are, however, two newer subdivisions – Hunt Club Estates and Barton Hills – that will allow for the development of new homes on vacant lots.
- While the population is projected to remain steady over the next 20 years, SEMCOG projects the number of households will increase by roughly 100 homes through 2035, or about 5 per year.

Figure A.2  
Age of Housing

Year Constructed	Percent
1999 to March 2000	0.6%
1995 to 1998	6.0%
1990 to 1994	5.1%
1980 to 1989	17.4%
1970 to 1979	15.4%
1960 to 1969	23.8%
1940 to 1959	18.8%
1939 to earlier	13.0%

Source: U.S. Census

## C. Community Facilities and Services

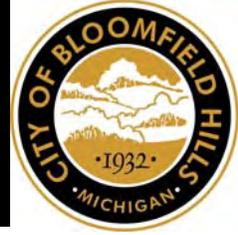
### City Services

City Hall, on Long Lake just east of Woodward, houses the administration and public safety (police and fire protection) offices. Bloomfield Hills maintains a professional staff of administrators and public safety officers. Administrative Staff includes a City Manager, Finance Director, City Clerk, Building Official and support staff.

All roadways within the city are the responsibility of and maintained by the City except for Woodward Avenue (Michigan Department of Transportation), Long Lake Road (Road Commission for Oakland County) and private roadways such as those internal to the Cranbrook campus. The Department of Public Works (DPW) is located on Kensington Road. City



## 2 Bloomfield Hills of Today



Hall and the DPW building and storage yard are shown on Map 1, *Existing Land Use*.

### Schools

Except for a small portion located in the southeast corner, the City is served by the Bloomfield Hills School District. It operates fifteen schools, none of which is located within the City limits. There are private schools in the City to serve students including the Academy of the Sacred Heart, Cranbrook Schools, Roper School and St. Hugo of the Hills School. These schools can be found on Map 1.



A number of other private schools are located within close proximity to the City including International Academy, Brother Rice High School, Detroit Country Day, Marian High School, Sacred Heart School and St Regis Elementary School.

### Library

The City of Bloomfield Hills has no library of its own. However, since 1964, when the Bloomfield Township Library opened, the City has had a fee agreement which allowed residents to borrow books. That agreement ended November 2003 when the fee for renewing the three-year agreement was doubled by the library to \$1,400,000.

As an alternative the City arranged a book borrowing fee agreement with the Troy Public library. The cost of an annual library card is \$200 per family, which is reimbursed by the City. Reimbursements paid to City residents from November 2003 to January 2009 total \$98,500.

A significant number of city residents have expressed their desire for book borrowing privileges. The City representatives will continue to investigate all options. (See survey in appendix for residents' opinions of costs and other issues).

### Infrastructure

The City has a comprehensive water system master plan and hydraulic model. The system is built out and by 2010 all significant capital improvements will have been made except for the potential water storage facility. The City plans to replace undersized water mains during paving projects. The system is approaching its useful life and additional maintenance and replacement expenses are expected.



## 2 Bloomfield Hills of Today

The City has a sanitary sewer system that it inspects and rehabilitates as required under Federal and State mandates. The system is built out with only a few local improvements needed which will be coordinated with future road projects. The system is approaching its useful life and additional maintenance and replacement expenses are expected. To meet these expenses, it may be necessary to participate in regional efforts or undertake local capital improvements to meet the City’s contractual outlet capacity.

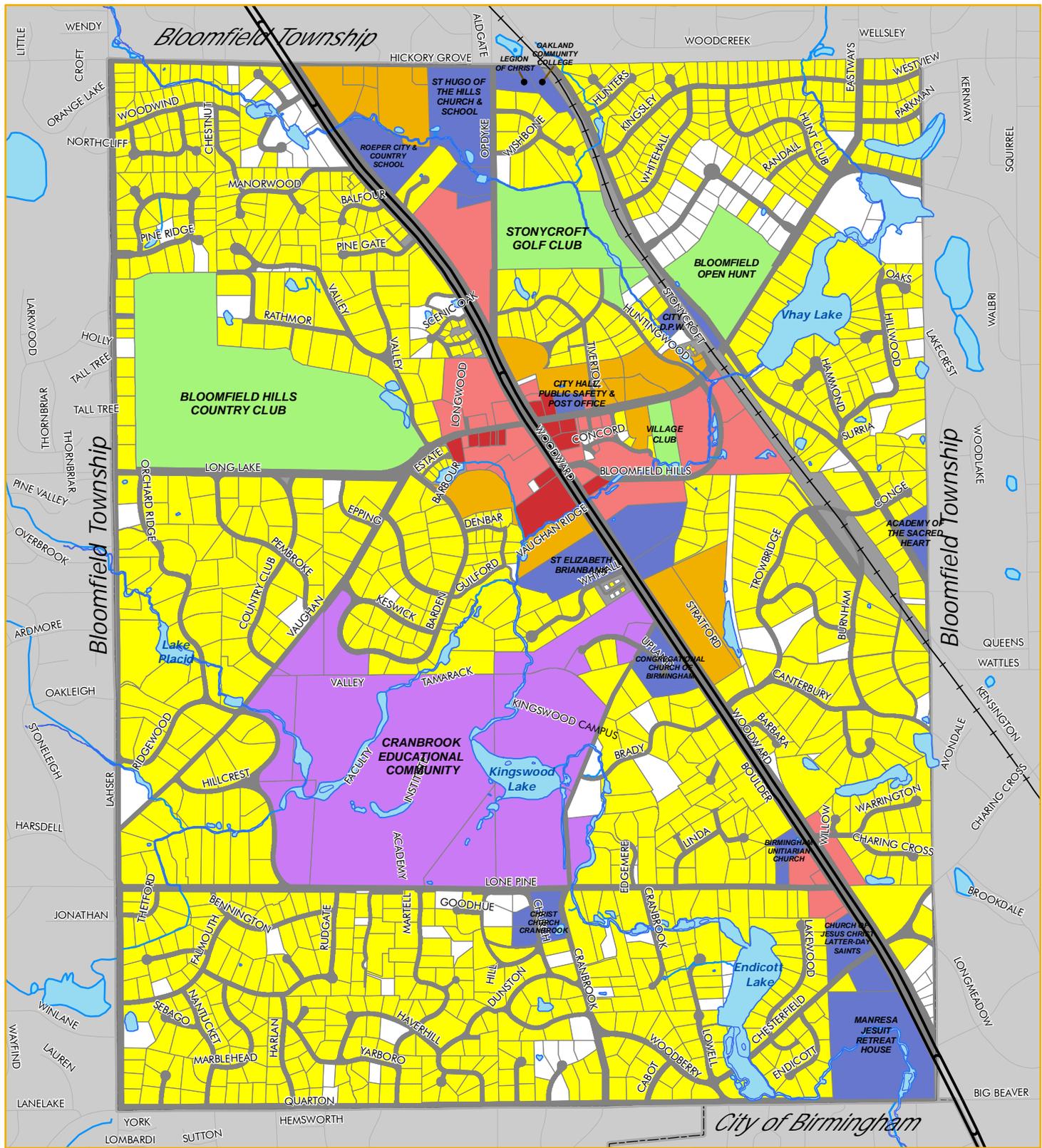
Only a few water courses within the City under the jurisdiction of the Oakland County Drain Commissioner’s office. Therefore, most drainage courses are on private property and are the responsibility of the adjacent property owner(s) subject to all local, county and State regulations pertaining to lakes, rivers, streams, ponds, wetlands, etc. When problems arise, the City assists the property owner(s) whenever possible. The City also assists in making necessary improvements pursuant to a valid voluntary petition to establish a Special Assessment District (SAD).

### D. Existing Land Use

Land use influences the City’s tax base, services offered, quality of life, traffic flow and utility and infrastructure needs. The existing land use pattern provides a basis to evaluate key issues and strategies related to future land and development character.

An inventory of land use by type was conducted to provide a “snap shot” of the City’s existing land use pattern shown on Map 1, *Existing Land Use*. It is important to emphasize the phrase “snap shot” since existing land use is continuously undergoing change. The map was prepared using the City’s geographic information system mapping and database, aerial photography and a windshield survey of the City. Figure A.5 compares the relative land use composition within the City.

Category	Acres	Percent
Single Family Residential (lot size variation from ¾ acre to more than 2 acres)	1,752.58	61.6%
Multiple Family Residential	103.62	3.6%
Commercial	133.99	4.7%
Private Recreation	212.09	7.5%
Institutional	155.80	5.5%
Cranbrook	287.68	10.1%
Vacant	201.04	7.1%
Source: LSL Planning		



- |   |                             |   |                |
|---|-----------------------------|---|----------------|
|  | Single Family Residential   |  | Institutional  |
|  | Multiple Family Residential |  | Cranbrook      |
|  | Office                      |  | Vacant         |
|  | Commercial                  |  | Transportation |
|  | Private Recreation          |  | Water          |



Sources:  
 City of Bloomfield Hills, SEMCOG,  
 MCGI, LSL Planning



## Map 1

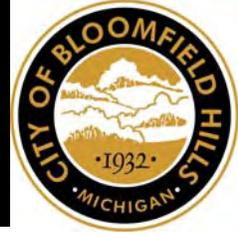
# Existing Land Use

City of Bloomfield Hills  
 Oakland County, MI





# 2 Bloomfield Hills of Today



## Single Family Residential

- Single family residential is the dominant land use in the City and includes all detached single family homes on individual lots.
- Single family lots are relatively large, creating a low density development pattern. Minimum lot sizes in the Zoning Code range from  $\frac{3}{4}$  acre to 2 acres.
- The housing stock is widely diverse and exhibits high standards for architectural styles and landscaping.
- The popularity of neighborhoods in Bloomfield Hills has been strong and is shown by the reinvestment in these neighborhoods, such as renovations and expansions, development of the few remaining vacant lots, and occasional replacement of older homes with newer ones.

## Multiple Family Residential

- Multiple family uses (two or more dwellings per structure) within the City are generally concentrated along Woodward Avenue with some developments on Long Lake Road between Woodward and the railroad and off of Barden Road.
- Multiple family residential includes attached single family units that share only one common wall. These homes are typically desirable for empty-nesters due to their reduced maintenance costs and needs.
- In keeping with the City's low density character, multiple family uses generally contain no more than 4.5 units per acre, which is relatively low in comparison with multiple family developments in other communities.

## Commercial & Office

- The City contains limited commercial services such as small businesses.
- Office uses include professional, medical, financial and administrative.
- Development is mixed between smaller stand-alone buildings with limited landscaping and visible parking and large campus-like office complexes with an abundance of landscaping and parking that is screened from public streets.
- Business uses are located only along Woodward Avenue and Long Lake Road.



## 2 Bloomfield Hills of Today



### Private Recreation

- Four sites provide opportunities for recreation and social activities: Bloomfield Hills Country Club, Bloomfield Open Hunt, Stonycroft Golf Club, and the Village Club. Since these are privately owned, residents often travel outside of the City for recreational needs.

### Institutional

- Institutional uses include schools, churches, convalescent homes, and City facilities. Since Cranbrook Educational Community is a significant land use with varied facilities, it has been specifically separated on the map as its own category.



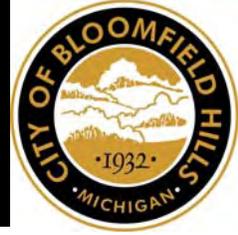
### Cranbrook Educational Community

- A National Historic Landmark campus, Cranbrook offers a historic home, extensive gardens, an art museum, a private PK-12 school, an academy of art featuring advanced degrees in architecture, fine arts and design and an institute of science.

### Vacant

- These are sites that have no structures and are not devoted to any of the above activities. In some cases this category may encompass lots being used as lawn areas and under common ownership with contiguous developed lots. Nonetheless, since such properties are separate and a new home may be permitted by the Zoning Code, each is shown as vacant.

## 2 Bloomfield Hills of Today



### E. Transportation

Streets form the backbone of the City, influencing both the public perception of the City and pattern of development. Bloomfield Hills' strategic location and accessibility are among the reasons residents choose to live here and businesses choose to locate in the City. The character of the buildings and landscape along the streets creates a distinctive environment, setting Bloomfield Hills apart from other communities. Tree lined streets, generous setbacks, lush landscaping, and discrete signage are hallmarks of the Bloomfield Hills experience for residents, visitors, and commuters.

Convenient transportation has been a major factor in the City's historic growth. Woodward Avenue and other "arterial" streets provide a link to the expressway system between the City and the region. Arterial streets are under the jurisdiction of the Michigan Department of Transportation (MDOT) or the Road Commission for Oakland County (RCOC). Coordination with those agencies and adjoining communities is important. (See sidebar).

The majority of the City's streets are classified as "local" streets with the City responsible for maintenance.

#### Key Transportation Data

- Lahser Rd, Quarton, Eastways, Charing Cross and Long Lake Rd. are under the jurisdiction of RCOC.
- Woodward Avenue, under the jurisdiction of MDOT, is the most heavily traveled road with over 60,000 vehicles per day. Other roads with more than 5,000 vehicles per day are Long Lake, Quarton, and Lahser. Please refer to the *Transportation Map* for specific traffic counts.
- In terms of a regional perspective the number of crashes in the City is relatively low. (Please refer to the *Transportation Map* for specific crash data.)
- Most of the high crash locations occur along Woodward Avenue.
- There are a small number of pathways or sidewalks in the City.
- The City does not currently contract for transit services offered by SMART (Suburban Mobility Authority for Regional Transportation).

#### National Functional Classification (NFC)

NFC is a planning tool which federal, state and local transportation agencies have used since the late 1960's. The Federal Highway Administration (FHWA) developed this system of classifying all roads and highways according to their function. Functional classifications in Bloomfield Hills are illustrated on Map 2, *Transportation* and include:

- **Principal Arterials.** Principal arterials generally carry long distance, through-travel movements. Woodward Avenue and Long Lake Road are principal arterials in the City.
- **Minor Arterials.** Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. Minor arterials in the City are Lahser, Opdyke and Quarton Roads.
- **Collectors.** Collectors tend to provide more access to property than do arterials. Collectors also funnel traffic from residential areas to arterials. Roads in the City that are classified as collectors include Lone Pine, Hickory Grove, and Kensington Roads.



## 2 Bloomfield Hills of Today

### F. Natural Features

Natural features, such as rolling topography, trees, and water features contribute to the City's character. Although the City is largely built-out, conservation of those natural features is important to Bloomfield Hills' quality of life. Residents who responded to the survey and attended workshops overwhelmingly supported efforts to enhance the natural environment. Some of the key natural features are shown on Map 3, *Natural Features* are described below.

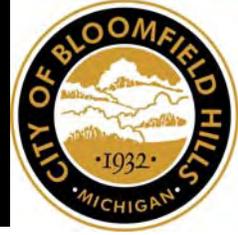
**Topography** – Gently rolling hills and vistas along the roadways are notable in the City. The varying topography influenced construction of the meandering streets and placement of buildings, which helped create the diverse built environment in the City. While the value of the topography is apparent, it does complicate design for stormwater management.

**Water Resources** – Water features are not only important for their aesthetic benefits, but also for their important ecological roles. The City has four named lakes: Lake Placid, Endicott, Kingswood and Vhay Lakes. Less visible features like watersheds, wetlands, and floodplains are also very important. The City currently enforces a wetlands preservation ordinance, a natural features setback regulation and floodplain protection provisions to help protect wetlands from the impacts of development. A general description of those features follows.



1. Bloomfield Hills lies within the “Main” Rouge River Watershed. In 2009, the Alliance of Rouge Communities updated the Watershed Management Plan that includes a number of recommendations to help protect the Rouge River and the entire watershed from adverse impacts.
2. Wetlands, found throughout the City, are areas of land where water is found on the surface or close to the surface, either permanently or seasonally. They serve as a storage area for excess surface water, decreasing the severity of floods, and are often habitats for fish, fowl and other wildlife. Certain larger wetlands and those connected to water bodies are regulated by the state. Exact boundaries of wetlands require a specific site study, but general locations according to the U.S. Fish and Wildlife Service are illustrated on Map 3, *Natural Features*.
3. Floodplains are areas of land adjacent to a river, stream, drain or lake where excess water flows and is stored when the normal

## 2 Bloomfield Hills of Today



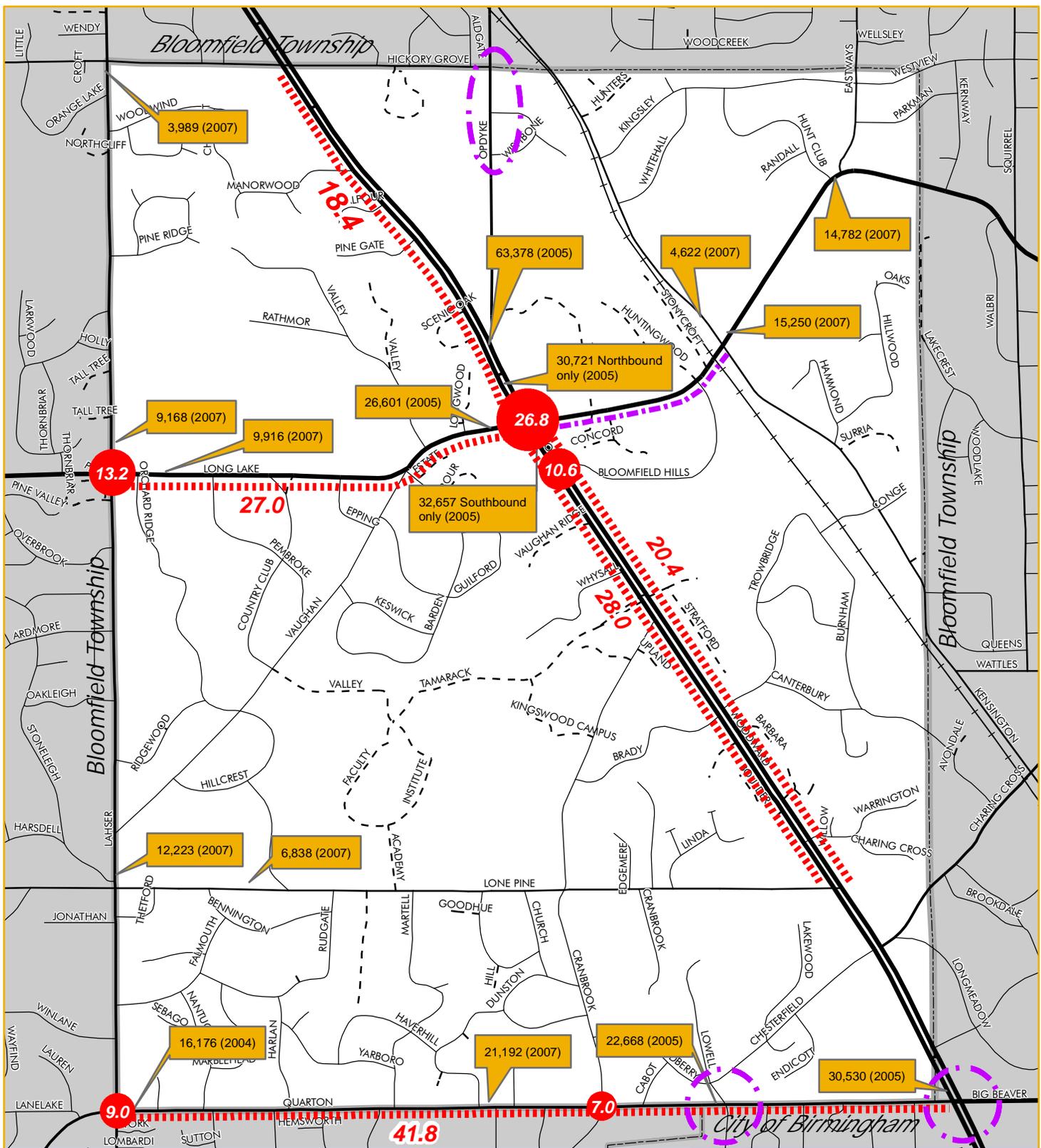
capacity of the channel is exceeded. Development in floodplains is heavily regulated to help prevent property damage caused by flooding and to mitigate its effect on increasing flood elevations of downstream properties.

**Woodlands** - Woodlands and woodlots are often found in conjunction with other natural features. Most development in the City is abundantly landscaped with trees and shrubs. This landscape is a visual asset and supports the City's wildlife. But the abundant habitat and lack of predators has led to overpopulation of some species, especially deer. An excessive deer population causes damage to landscapes, is a nuisance and increases the potential for collision with automobiles.



## 2 Bloomfield Hills of Today

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- Principal Arterial
- Minor Arterial
- Collector
- Local Road
- Private Road
- Railroad
- 24-hour traffic volumes (year count taken)
- Top 5 Crash Intersections (yearly average)
- High Crash Road Segments (yearly average)
- Peak Congestion Areas



Sources:  
 City of Bloomfield Hills, SEMCOG,  
 MCGI, LSL Planning



*Map 2*

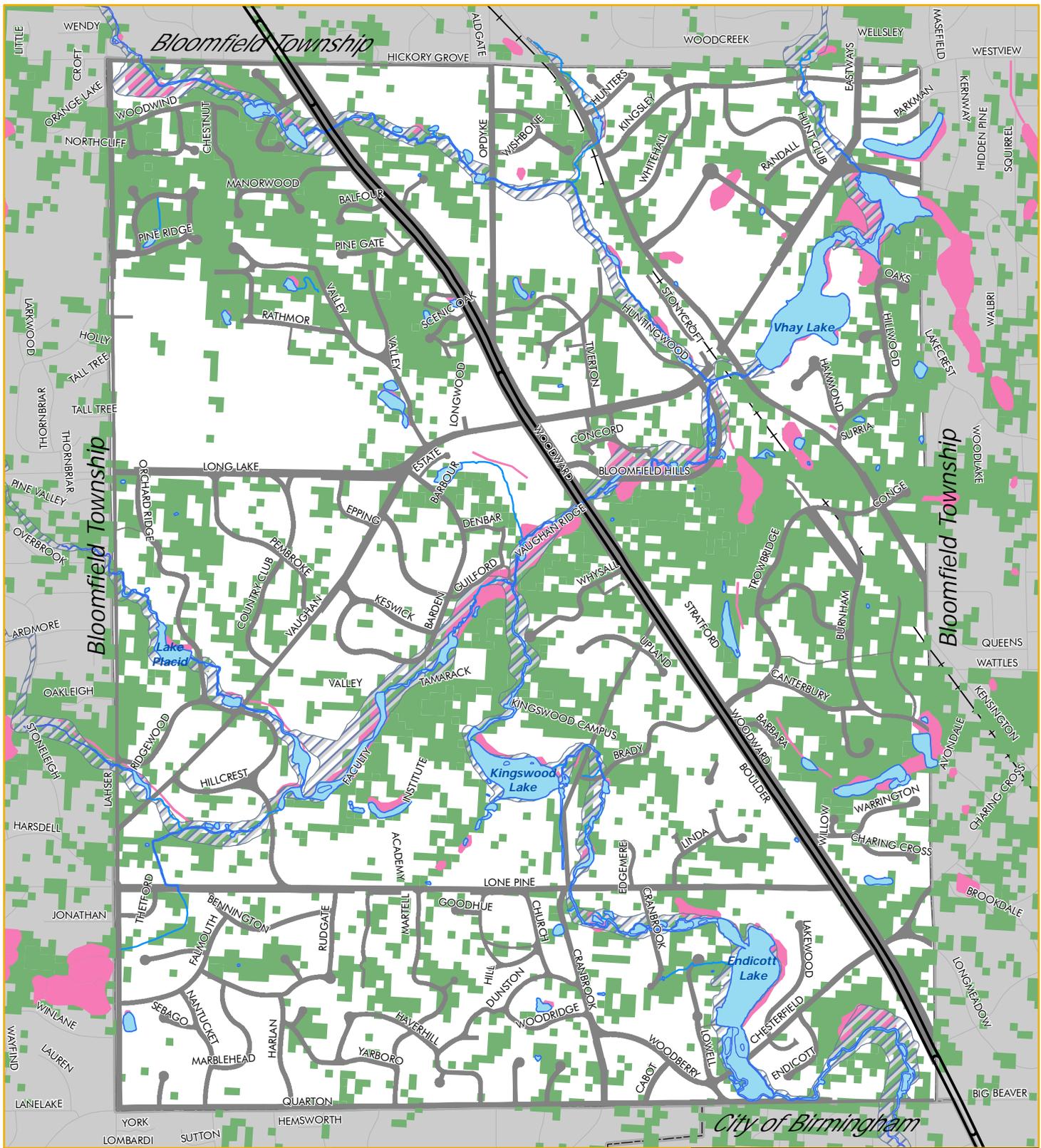
## Transportation

*City of Bloomfield Hills  
 Oakland County, MI*




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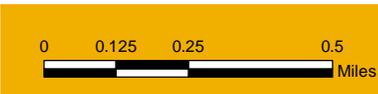
-  100 Year Floodplain
-  Wetlands (All Palustrine)
-  Woodlands

Entire area in the Main 1-2 Rouge River SubWatershed

*NOTE: This map is intended to depict the general location of natural features and to serve as a guide for community-wide planning. This map does not create any legally enforceable presumptions regarding whether property that is or is not included on this map is in fact a regulated wetland or floodplain. There may be areas not shown on this map that are subject to regulation. This map should not be considered a substitute for on-site field inspections conducted by certified professionals which is necessary to delineate the precise boundaries of protected natural features.*

# Map 3 Natural Features

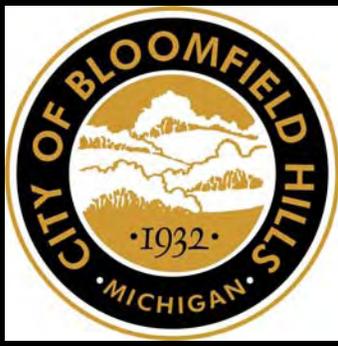
City of Bloomfield Hills  
Oakland County, MI



Sources:  
City of Bloomfield Hills, SEMCOG,  
MCGI, LSL Planning







# City of Bloomfield Hills Master Plan



**The Bloomfield Hills of Tomorrow 3**



## 3 The Bloomfield Hills of Tomorrow

By preserving what the City already has and enhancing those items that could be improved, Bloomfield Hills can continue to be a distinctive community that retains its stature for many years to come.

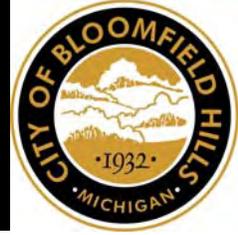
### Planning Values & Goals

City officials, residents and property owners volunteered many hours as this plan was prepared. Through a series of workshops, meetings and hearings, individuals came to a general consensus on major goals for the City. As conditions change and new opportunities arise, debates will continue. However, all agree that the Plan must be based on fact, be flexible enough to adapt to changing circumstances and, most important, have strong support from residents.

The planning values listed below will be used to create defined goals which, in turn, will be used to set priorities, plan recommendations and identify potential changes to city regulations.

1. **Remain a great place to live, learn, work and play.**
  - a. Preserve the integrity of the established land use pattern.
  - b. Retain the current residential density levels.
  - c. Offer premier residential neighborhoods and a high quality of life.
  - d. Provide for a vibrant business community confined to the areas where it currently exists.
  - e. Support the continued reinvestment of cultural and educational institutions compatible with their surroundings.
2. **Maintain status as a readily identifiable and distinctive metro Detroit city.**
  - a. Maintain the character of residential neighborhoods particularly the sizes of homes and extent of accessory structures.
  - b. Remain aesthetically pleasing with pristine landscaping and abundant natural features.
  - c. Ensure that site design requirements for signs, landscaping, lighting, parking, building design and materials result in high quality building and site development.
  - d. Retain the attractive vistas along the major corridors through the City.
  - e. Promote a City-wide beautification effort and continue to enforce codes.
3. **Be environmentally and fiscally responsible.**
  - a. Provide leadership in environmental regulation and oversight of best industry practices.
  - b. Encourage the use of “green” building practices.

# 3 The Bloomfield Hills of Tomorrow



- c. Maintain the current high standards of road and infrastructure improvements.
  - d. Facilitate public awareness about environmental issues and individual actions that can minimize impacts.
  - e. Continue established cooperative efforts and investigate new opportunities for shared projects with local agencies and surrounding communities.
  - f. Preserve and protect sensitive natural features and corridors.
4. **Be safe, clean, and friendly**
- a. Provide a transparent, forward thinking and responsive government.
  - b. Maintain the current high standards of public safety.
5. **Lead by example applying these planning values and goals to public property and projects.**

## Future Land Use & Character

Much of the Master Plan focuses on land use. The public hearings and focus groups brought forth important information about the opinions and concerns of a cross-section of residents and priority owners. Factors affecting land use and future development that were taken into consideration include the following:

- Existing land use and zoning
- Land use patterns in surrounding communities
- Trends and emerging “best practices”
- Results of the resident survey
- Demographic data
- Planning values and principles
- Michigan Planning Enabling Act and other applicable State laws

While Map 4, *Land Use Plan* could be and often is considered to be “The Plan”, it is in fact a representation of only some of the goals, policies and philosophies of the Master Plan itself. The map is, however, a key component in that it illustrates the recommendations for future land use and the preservation of the community character.

As a well established community, Bloomfield Hills neither foresees nor desires significant change from the land use pattern or community character that exists today. The following descriptions accompany the designations



# 3 The Bloomfield Hills of Tomorrow

on the Map 4, *Land Use Plan*. Each designation includes a comparison to current zoning designations. This information is required by the Michigan Planning Enabling Act and will help to implement recommended changes to the Zoning Code.

Bloomfield Hills is a built-out, low density residential community. Preserving this character is of the utmost importance to residents and officials alike. Defining characteristics should be preserved and protected where they are established. In general, characteristics such as single-family residential on one acre or larger lots on quiet, tree-lined streets, surrounded by ample vegetation and natural features, should be preserved throughout the City. The City's central core of offices, businesses and City Hall centered on Woodward Avenue and Long Lake Road should retain its prominence as the City's business node. A review of the various land use categories and recommendations for each are listed below.

## Single-Family Residential Uses

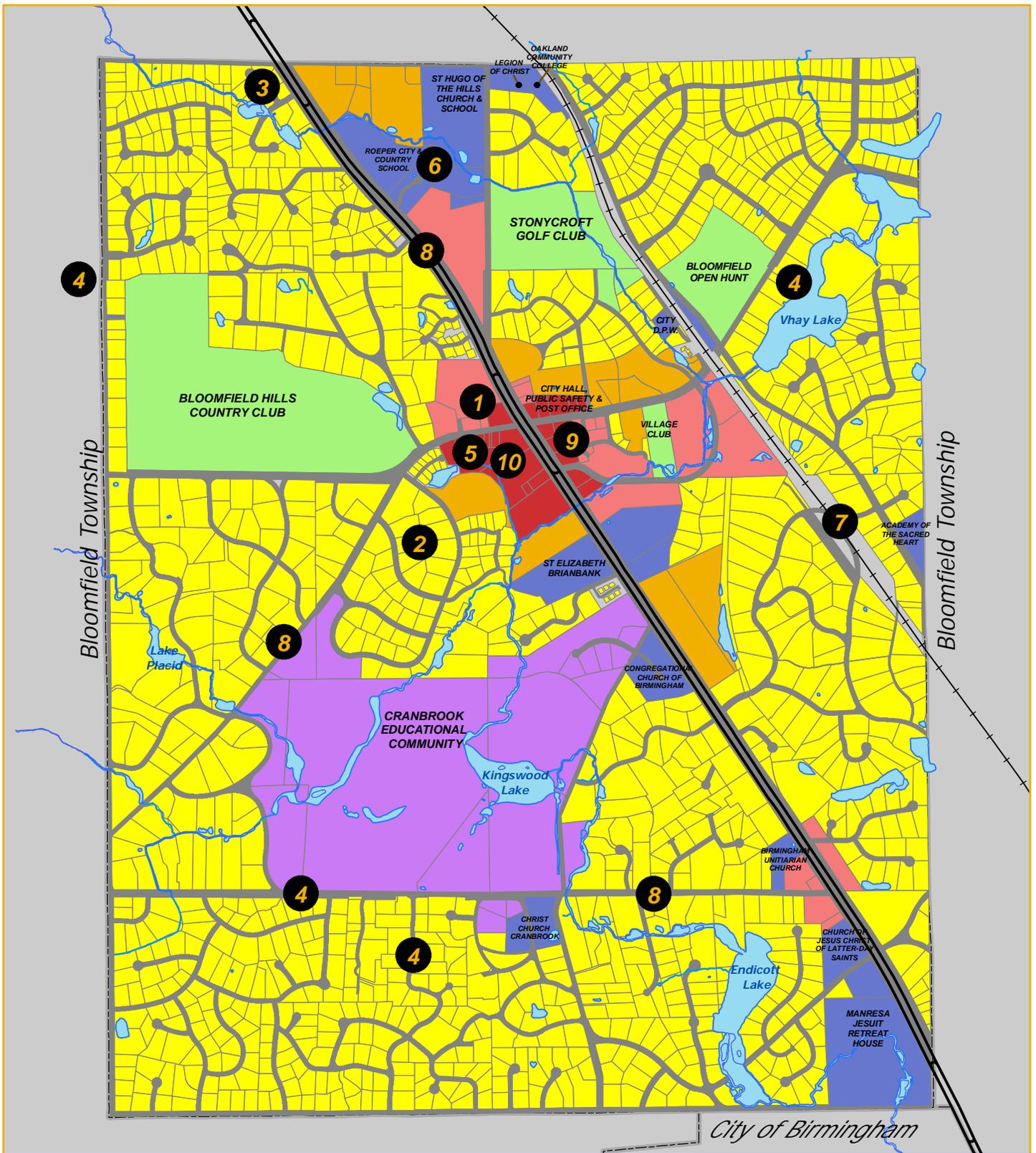
The Single Family Residential category promotes detached single family neighborhoods consistent with the established low density pattern. Lot sizes vary from three-quarters of an acre for neighborhoods at the north end of the City up to two-plus acres for those in the east and west central portions of the City. The area south of Lone Pine Road is predominantly developed with minimum one acre lots. Established neighborhood densities should be retained. Single family detached housing is the primary use envisioned, though compatible and supportive ancillary uses such as family child care homes, churches, and municipal facilities may also be found here.

In some instances, attached units may be allowed as part of a clustered development. Such development maintains the overall allowable density, but permits development on a limited portion of the property. The remaining land is preserved as either recreational open space or as natural area. This type of development contrasts with a more sprawling pattern and can reduce infrastructure costs, while also protecting additional land and preserving meaningful open space.

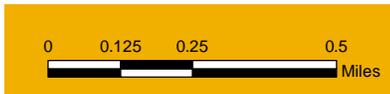
**1 See Map 4: Land Use Plan**

- Residential Recommendations**
- A. Zoning Changes to Select Nonconforming Neighborhoods
  - B. Review Lots with Split-Zoning
  - C. Revise Subdivision Regulations to Ensure Sufficient Access
  - D. Residential Design Issues

- How Single-Family Residential corresponds to the Zoning Code**
- A-1 through A-4 One-Family Dwelling District
  - A-5 One-Family Detached District
  - A-6 One-Family Attached District



- Single Family Residential
- Multiple Family Residential
- Office
- City Center
- Private Recreation
- Institutional
- Cranbrook
- 2 Plan Item (see Chapter 3)



Sources:  
 City of Bloomfield Hills, SEMCOG,  
 MCGI, LSL Planning



*Map 4*

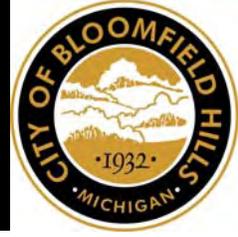
## Land Use Plan

*City of Bloomfield Hills  
 Oakland County, MI*

Community Planning Consultants



# 3 The Bloomfield Hills of Tomorrow



## Multiple-Family Residential Uses

This category represents properties that are generally developed with attached single-family dwellings at a slightly higher density than the Single Family category. Multiple-Family Residential is intended to permit density of up to 4.5 units per acre, consistent with the established development pattern. This designation is provided primarily for existing condominium developments and corresponds with the B-1 Multiple Family zoning district.

**How Multiple-Family Residential corresponds to the Zoning Code**

- B-1 Multiple Family District

## Residential Recommendations

### A. Zoning Changes to Select Nonconforming Neighborhoods

In keeping with the City's Planning Values and Goals, increases in density generally should not be allowed within residential areas via rezoning or incompatible land divisions. As with most communities, however, there are certain areas where development occurred prior to the establishment of zoning and lots do not meet current area standards. Such properties are referred to as nonconforming and redevelopment or reinvestment may be more difficult as a result of this zoning restriction. A rezoning to a district that more closely matches what actually exists may be appropriate. For example, the block surrounded by Vaughan, Guilford and Barden contains 11 single family residential properties, 8 of which do not meet zoning standards for lot area. Rezoning this block to A-2 would bring each lot into conformance making reinvestment easier for property owners without harming the overall character of the area.

**2 See Map 4: Land Use Plan**

#### **Goal 1.a:**

Preserve the integrity of the established land use pattern.

### B. Review Lots with Split Zoning

There are areas in the City containing properties with split zoning. Split zoning occurs when a lot is situated in multiple zoning districts. This often leads to interpretation issues as to which district regulations apply. The largest such area is within the Barrington Park development on the west side of Woodward, just south of Hickory Grove. Such situations should be reviewed and corrected.

**3 See Map 4: Land Use Plan**

### C. Revise Subdivision Regulations to Ensure Sufficient Access

Improved land division standards in the City Subdivision Regulations could also help uphold the goal to preserve the low density character of the City. Specifically, the division of a lot without frontage on a dedicated public or private roadway could be prohibited. Past practice has left the City with a number of residential lots that are land-locked with access only via another property through an easement.

#### **Goal 1.b:**

Retain the current residential density levels.



## 3 The Bloomfield Hills of Tomorrow

### Goal 1.c:

Offer premier residential neighborhoods and a high quality of life.

### Goal 2.a:

Maintain the character of residential neighborhoods particularly the sizes of homes and extent of accessory structures.

4 See Map 4: Land Use Plan

### D. Residential Design Issues

Diversity in the architectural style of homes and landscape helps sustain the City's prestige as a great place to live. Attractive architectural walls and driveway entrance features often contribute to that visual character, but the increasing number of requests for larger house size, auxiliary structures, gates, etc. has led to mixed reactions from the public and officials. As these requests are considered by the City, impact on neighborhood character is used as a principal criterion.

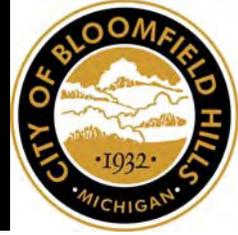
1. *Home Size and Lot Coverage.* Larger homes sizes have been a recent trend seen in the City, including major expansions and tear down/rebuilds. Some residents have noted that this alters the desired character of established neighborhoods. Current City zoning regulations are based only upon setbacks (house distance from the front, side and rear lot lines), height and control over the total area of the lot buildings and structures can occupy.

2. *Design Review.* House design must comply with Building Codes in terms of construction, but there is no review of the architectural design. If desired, the City could establish Design Review committee.

3. *Gates and Walls.* Decorative walls and fences, primarily in front yards, are common in certain residential portions of the City, such as along Lone Pine, Martell Drive and the borders of Cranbrook. Many of these date from the early, rural days of the City. As the City develops, some residents believe that gates and walls enhance their property or increase the security of their investment. Others believe that widespread use of gates and walls would detract from the established character of the City and give the impression that it is closed off and uninviting.

Gated driveways and decorative front yard walls and fences should be permitted only in neighborhoods where they currently exist, thus maintaining the established character of the neighborhood. Gated driveways and decorative front yard walls may be appropriate for residences accessing busy roadways such as some segments of Long Lake and Lahser. Since visibly gated driveways (security gates) can alter the feel of a residential street, they should generally be avoided or their impact mitigated by design, setback, and screening.

# 3 The Bloomfield Hills of Tomorrow



4. *Tree Protection.* Another concern with the trend to larger houses is the need to remove mature trees to accommodate expansions and the addition of accessory structures, such as garages, pools and sport courts. The cumulative impact of such activities can visibly impact neighborhoods and have a detrimental effect on the environment. As noted later in this chapter, some form of tree removal, woodland protection or replanting ordinance may be appropriate to alleviate these concerns.

5. *Additional Environmental Protection.* Bloomfield Hills currently has a 25 foot natural features buffer to prevent intrusion of activities that can negatively impact wetlands and streams. A series of regulations are also enforced to help limit problems with stormwater runoff and soil erosion, especially with new construction. The resident surveys and discussions during the Master Plan process identified support to “take environmental protection to the next level”. This might include regulations of important wetlands that are too small to be monitored by the state. Another option would be incentives or promotion of construction practices that limit pervious (paved) surfaces, such as the use of pervious pavers or pavement, to help reduce the impacts of structures built on single family lots. Finally, a continued campaign of public education and awareness can help promote practices by homeowners that reduce environmental impacts on the watershed.

## City Center Uses

The intersection of Woodward and Long Lake is both the geographic and functional core of the City. The City Center land use classification corresponds with the established commercial and office development primarily centered at this intersection. Home to a mixture of office, commercial and public uses the City Center is a focal point for residents, workers and passers-by. Current uses are predominantly office with some internal small scale accessory commercial uses, a few personal service establishments, a hotel, gas station, and restaurants. Municipal uses and public buildings are also present. Consistent with the resident survey results to limit commercial and office uses to what currently exists (please see Appendix A), the intent is for the City Center to retain its current character of primarily office with some limited supporting commercial to meet the convenience needs of residents and office employees within a 1 to 2 mile radius. Larger scale or regional commercial needs are met at numerous locations in nearby communities.

The City Center land use classification encompasses several zoning districts, including C-1 Commercial, as well as the O-1 and O-2 Office Districts, which are intended to support the retail, service and employment base of the City. This category also encompasses the P-1 Vehicular Parking

### Goal 2.b:

Remain aesthetically pleasing with pristine landscaping and abundant natural features.

### Goal 3.a:

Provide leadership in environmental regulation and oversight of best industry practices.

## City Center Recommendations

- A. Upgrade Site Design Standards
- B. Determine Parking Location
- C. Evaluate Need for Parking District
- D. Reduce Parking Requirements
- E. Bury Overhead Utilities

## How City Center corresponds to the Zoning Code

- C-1 Commercial District
- O-1 & O-2 Office Districts
- P-1 Vehicular Parking District



## 3 The Bloomfield Hills of Tomorrow

District, which is located behind the commercial and office development southwest of the Woodward/Long Lake intersection.

### City Center Recommendations

#### Goal 1.d:

Provide for a vibrant business community confined to the areas where it currently exists.

#### Goal 2.c:

Ensure that site design requirements for signs, landscaping, lighting, parking, building design and materials result in high quality building and site development.

#### A. Upgrade Site Design Standards

Redevelopment considerations in the City Center must be carefully evaluated to ensure consistency with the overall goals and character of the community. Non-residential development in the City has been held to a relatively high standard; however, in most instances it has been done voluntarily as the City currently lacks comprehensive site design requirements in its Zoning Code. Elements such as building design, materials and architecture, landscaping, lighting, signage and parking lot layout are all important site design considerations, but the City does not have detailed requirements. The need to modernize the Zoning Code with respect to these matters is of immediate importance to ensure that future development and redevelopment are held to high standards.

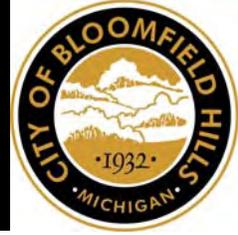
Design guidelines such as the following should be developed to meet the desired standards.

- Buildings should be constructed of quality, durable materials such as brick and stone. Synthetic finishes, such as Exterior Installation Finishing System (EIFS), should be limited to building accents.
- Site design elements including signage, landscaping, lighting, and parking layout should respect the natural character of the site and surrounding properties and complement the design of the buildings.
- Lighting standards should include the use of cutoff fixtures with a maximum intensity limitation and a prohibition on spill-over onto other properties or rights-of-way. The use of energy efficient lighting is also encouraged as a “green” practice.
- Landscaping requirements should be updated to include greenbelt, parking lot and buffer zone plantings. On-going maintenance should also be required with City oversight to ensure that dead or diseased plantings are replaced.
- Development should utilize context sensitive sustainable design standards with emphasis on environmentally sensitive design solutions.

#### B. Parking Location

Accessory parking should be located either behind the buildings or be well screened with landscaping and grading. As currently developed, there are some properties that do not match the desired character of this area since they contain limited landscaping and several have visible parking in the

# 3 The Bloomfield Hills of Tomorrow



front yard. Expansion or redevelopment of these sites should ultimately require upgrades to correct deficiencies.

### C. Evaluate Need for Parking District

Parking districts are often used to buffer residential uses from commercial development. However, there may be better methods to accomplish this. It is suggested that the City evaluate the need for a separate and distinct parking district in the Zoning Ordinance. For example, part of the parking area behind offices at the southwest corner of Woodward Avenue and Long Lake Road may be ripe for redevelopment or wetland reclamation as it is only seldom used. If such redevelopment were to occur, it should be consistent with the existing development in this area and should create a campus-like environment that complements the site, open space, landscaping and building design features. If this is to occur, the City must evaluate its current parking regulations to ensure adequate parking is available for both existing and future uses.

**5 See Map 4: Land Use Plan**

### D. Reduce Parking Requirements

Construction of excessive, seldom used parking is expensive and not good for the environment. Current City zoning requirements are outdated, with requirements for some uses well above the modern standard. Parking requirements could be “downsized” with provisions made for this open space to be used for natural areas, additional landscaping and/or stormwater facilities. In cases where there is concern the use may change with a subsequent increase in parking needed (such as general office conversion to medical office) an area could be “banked” to be used for future parking only if needed.

### E. Bury Overhead Utility Lines

Currently, the City Center is visually burdened by an abundance of overhead utility lines that detract from the desired character of the area. It is recommended that such utility lines be buried when and where practical. Although this may be an expensive undertaking, over time it would enhance the character of the City. This long term initiative would require a cooperative effort between the City, property owners, developers, and utility providers.

## Office Uses

Outside of the City Center, there are a number of office uses on Woodward and Long Lake that include both large complexes and small, individual office buildings. Many of the properties within this category abut or lie across the street from residential uses. As such, the intensity of use, size of buildings and site design elements must be sensitive to nearby uses. Site design elements are expected to be similar to those described within the

**How Office corresponds to the Zoning Code**

- O-1 Office District
- O-2 Office District



## 3 The Bloomfield Hills of Tomorrow

### Goal 2.c:

Ensure that site design requirements for signs, landscaping, lighting, parking, building design and materials result in high quality building and site development.

### How Private Recreational corresponds to the Zoning Code

- A-1, A-2 & A-3 One-Family Dwelling District

### Goal 1.e:

Support the continued reinvestment of cultural and educational institutions compatible with surroundings.

### How Institutional corresponds to the Zoning Code

- I-1 Institutional District

City Center Recommendations: the use of quality materials, architectural features, ample landscaping, decorative lighting and parking lots that are appropriately designed and located (side yard, rear yard, or such that they do not adversely impact nearby residential uses). Larger complexes should provide a campus-like setting with a common architectural or design theme, ample landscaping and significant open space.

The Office category includes the O-1 and O-2 Office zoning districts. Although uses are similar, the O-2 district allows for slightly larger buildings and should be applied only where impacts can be reasonably mitigated or where adjacent uses will not be impacted.

### Private Recreational

This designation includes the four existing recreational facilities in the City: Bloomfield Hills Country Club, Stonycroft Golf Club, Bloomfield Open Hunt, and the Village Club. Each is distinctive and offers a unique recreational resource and attractive open space.

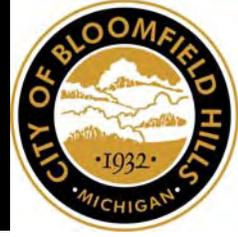
Recreation areas are currently zoned A-1, A-2 and A-3 One-Family Dwelling District, respectively, to match the established density pattern of adjacent and surrounding neighborhoods. This Master Plan anticipates their long term continuation and enhancement, but if any of the sites is proposed for redevelopment in the future, the existing zoning and density must be respected so as to not adversely impact established neighborhoods. Infrastructure capacity must also be evaluated in such a situation to avoid overburdening the City water, sanitary or roadway systems.

Any redevelopment of the private recreational areas should also be environmentally sensitive. Options include cluster housing development, low impact design (LID) standards for stormwater management, and Leadership in Energy and Environmental Design (LEED) design standards. LID and LEED are discussed in greater detail under the Environmental Stewardship section of this chapter.

### Institutional

This designation accommodates facilities that support public needs and contribute to the fabric of the community – places of worship, private education, social gathering places, convalescent homes and municipal or public uses. Among these uses are St. Hugo of the Hills, Roeper School, Manresa Jesuit Retreat, several other religious facilities, City Hall and the

# 3 The Bloomfield Hills of Tomorrow



Post Office. Much like the private recreational category, these uses are viewed as important assets that help shape the overall character of the City.

These uses are consistent with the I-1 Institutional District and, other than City Hall and the Post Office, are generally described by larger tracts of land with limited development. Some of these uses may provide similar opportunities as the private recreational sites to expand, add uses, or possibly redevelop. If such activity is considered, the use and design should be similar to current use or compatible with the surrounding area in terms of density and character. Sufficient street and infrastructure capacity must also be available to support any development or change in use. One particular property on Woodward Avenue, just south of the Roeper School, is identified on Map 4, *Land Use Plan* as a possible institutional use based on direct access to Woodward Avenue and on the surrounding land use.

## Cranbrook Educational Community

Since Cranbrook is such a unique campus, with its mix of residential, educational and recreational facilities, it has been distinguished as its own land use category. Zoned I-1, this 300-plus acre property contains a variety of educational, cultural, recreational and residential uses.

Cranbrook is viewed as a jewel in the City, with its historic designation and the national recognition achieved for its educational programs and facilities. The campus setting also respects the wide array of sensitive natural features, including lakes, streams, wetlands and woodlands. The City should continue to work closely with Cranbrook to ensure that any future expansion and redevelopment continues to be accomplished in harmony with the natural character of the property.

## Transportation

Roadway and railroad rights-of-way are designated in the Plan as Transportation. As noted previously, multiple agencies (County Road Commission, Michigan Department of Transportation, the City and the CN North America Railroad) have jurisdiction within particular rights-of-way. The presence of the railroad within the City may present a future opportunity for transit. The City should investigate this potential in conjunction with the Metro Detroit Regional Transit Coordinating Council.

The railroad is currently zoned RR Railroad District, which permits only uses and buildings associated with the operation of the railway. As railways have certain rights to use of their rights-of-way granted by federal

### Goal 1.e:

Support the continued reinvestment of cultural and educational institutions compatible with their surroundings.

**6** See Map 4: Land Use Plan

### How Cranbrook corresponds to the Zoning Code

- I-1 Institutional District

### Goal 1.e:

Support the continued reinvestment of cultural and educational institutions compatible with their surroundings.

### How Transportation corresponds to the Zoning Code

- RR Railroad District

**7** See Map 4: Land Use Plan



## 3 The Bloomfield Hills of Tomorrow

legislation, the City should evaluate the provisions of the RR District to determine if they should be expanded.

### Street Corridors and Gateways

Woodward Avenue provides a gateway to the City from the north and south. Its generous building setbacks and ample landscape elements establish a character unique to Bloomfield Hills. Entryway landscaping and signage that is in harmony with these qualities accentuate this impression. The City intends to retain the distinctive look and feel of this major artery by enacting ordinances necessary to retain these characteristics, and by beautifying public property through landscaping and maintenance programs. In addition, there are other public corridors and areas where beautification techniques may be equally appropriate to help improve City vistas.

The inclusion of streetscape elements such as lighting, signage, landscaping and decorative structural features can provide a unifying element in the City to define Bloomfield Hills as a special place. Consistent application of this approach throughout the City can also create and solidify the identity the City desires.

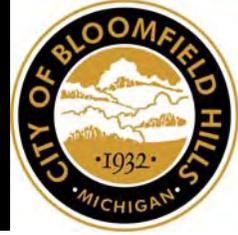
Arterial roadways, carrying traffic through the City, should be considered for streetscape improvements. Existing woodlands along collector roads and residential streets need to be preserved to maintain the residential atmosphere. Commercial character can be enhanced through the addition of landscape greenbelts along the property frontage. All new non-residential development should be required to provide a landscape greenbelt with a mixture of canopy trees and shrubs to help enhance views from the roadway and screen parking.

8 See Map 4: Land Use Plan

### Planned Unit Development (PUD)

A tool recently implemented in the City Zoning Code, the PUD option is intended for projects planned as a single development that may include a mixture of different land uses and are often constructed in a series of phases. PUDs must establish a public benefit that justifies dimensional or other deviations from conventional zoning standards, thus giving the City more design control in exchange for granting an applicant additional flexibility. Map 4, *Land Use Plan* does not designate any areas as PUD, but it may be an appropriate tool for future development or redevelopment provided appropriate public benefit is demonstrated. The design and character of such projects is of the utmost importance and they must

# 3 The Bloomfield Hills of Tomorrow



incorporate the various recommendations of this Plan to show support. It is recommended the PUD language in the Zoning Code be evaluated to determine if it should be retained and if so, to revise design standards and ensure clear demonstration of a public benefit in contrast to development under conventional zoning.

## Transportation Enhancements

Transportation will continue to play a major role in the City’s future. With limited funding available for street and right-of-way improvements, the focus will be on enhancements that benefit safety or restore capacity where appropriate. Such capacity management methods include control over the number and location of access points that disrupt traffic flow, coordinated signal timing, traffic calming measures, and technology (such as in-vehicle alerts or routing information to avoid construction or accident locations). In addition to accommodation for vehicles, there is renewed regional interest to enhance public transit along Woodward Avenue, possibly bus rapid transit or light rail. Either could impact the convenience of a commute from Bloomfield Hills in the future, especially as an alternative to a single occupant automobile. Finally, the potential for some level of safety path (sidewalk) system has been contemplated to provide a travel alternative for short trips, to allow transit users to walk to transit stops, and to provide general recreational/health benefits.

The City Zoning Code currently provides little guidance with respect to transportation related regulations. So, instead of Planning Commission input, decisions are left to the road agencies and engineers. While both have been excellent stewards of the street system, there are tools available to the City to help support the efficiency and safety of the transportation system. These approaches also can help ensure that the transportation system complements the City’s character.

The following techniques are recommended, either as policy initiatives or for inclusion in an overall update of the Zoning Code:

- Protection of Wooded/Natural Corridors
- Traffic Impact Analysis
- Access Management
- Number of Access Points
- Driveway Spacing
- Traffic Calming

### Goal 3.c:

Maintain the current high standards of road and infrastructure improvements





## 3 The Bloomfield Hills of Tomorrow

### Goal 3.f:

Preserve and protect sensitive natural features and corridors.

### Goal 3.d:

Facilitate public awareness about environmental issues and individual actions that can minimize impacts.



### Protection of Wooded & Tree Lined Corridors

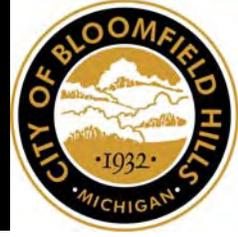
Many roads in Bloomfield Hills have been carefully placed to offer a pleasant, experience as one travels through the City. With a few exceptions or gaps, most major streets are framed by relatively dense wooded areas. This is a distinct contrast to the busy streets lined with driveways, parking lots and minimal green space prevalent in many other communities. These green corridors were frequently noted during public involvement sessions as one of the City's unique assets. There is public support to protect these visual corridors both when development occurs and when roadway and infrastructure improvements are made. Several actions could protect this asset:

1. Establish a protection policy for rights-of-way under City jurisdiction to ensure consideration of these areas during engineering and design.
2. Approach the Michigan Department of Transportation (MDOT) and the Road Commission for cooperation in preserving natural features during design and construction for those rights-of-way not under City jurisdiction. (This technique is often referred to as "context sensitive solution" in transportation jargon.)
3. Fill in gaps along roadways by amending the Zoning Code to require greenbelt plantings. A tree preservation ordinance and landscape renewal programs would help to maintain the desired natural feel and continuity.
4. Consider a special designation of scenic road corridors to provide additional assurances such features are treated with importance by road agencies.
5. Encourage appropriate and varied plantings on City and private properties.

### Traffic Impact Studies

One method to help ensure new development does not overly burden streets is to require a Traffic Impact Study. Typically traffic impact studies are required with land use applications for rezoning or projects expected to generate traffic above 50 or more directional (one-way) trips in the peak hour or 500 trips expected in an average day. Such studies should be prepared consistent with the guidelines established in the Institute of Transportation Engineers (ITE) Trip Generation Manual or "Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities" handbook.

# 3 The Bloomfield Hills of Tomorrow



Traffic analysis should offer options to mitigate traffic impacts, such as changes to access, improvements to the roadway, or changes to the development. In some cases, the developer can assist in funding improvements to help offset the impacts of the project. Design elements that are more “transit friendly” could be included for projects along Woodward Avenue.

## Access Management

The number, spacing and design of access points along a roadway influence traffic flow and the potential for crashes. One reason traffic flows relatively well through the City is because access points are generally fairly well spaced. However, there are still some situations where driveways are too closely spaced, too close to intersections or not well located in relation to Woodward Avenue median crossovers. As change in use, expansion or redevelopment occurs along arterial roadways, access management improvements should be considered including:

- Limitation of the number of access points.
- Minimum driveway spacing from intersections and median crossovers.
- Minimum driveway spacing from other driveways.

It is important to note that implementation of any of these strategies will require cooperation and coordination with MDOT and the Road Commission for Oakland County.

## Traffic Calming

Residents expect low volumes of traffic and low speeds within neighborhoods. The City occasionally receives complaints about cut-through or traffic or excessive speeds on local or residential streets. Although the Public Safety Department monitors speeds, in some instances the road design itself may be contributing to the problem. Traffic calming is a way to visually and physically impede speeding in residential areas and cause drivers to slow-down and be more attentive. The physical change in the road parameters and the psychological change in the “feel” of the road reduce the speed of vehicles. The City could establish a traffic calming program whereby Public Safety would work with neighborhoods to determine if the problem is real or perceived, and if real, determine if changes to road design could help to reduce vehicle speeds or discourage cut through traffic.

**9** See Map 4: Land Use Plan



**Goal 4.b:**  
Maintain the current high standards of public safety.



## 3 The Bloomfield Hills of Tomorrow

### Road Improvement Program

The City of Bloomfield Hills has approximately 33 miles of roads, including five miles of gravel roads, under its jurisdiction. The City is responsible for the maintenance of these roads, removing snow, salting, and replacing the roads (in kind) when their condition warrants.

#### Goal 3.c:

Maintain the current high standards of road and infrastructure improvements

In 2007, the City of Bloomfield Hills began a significant annual road improvement program. The intent of this program is to rehabilitate paved roads, pave gravel roads where appropriate, and make other necessary improvements within the public road rights-of-way. In particular, grading and maintenance practices can influence both the amount and quality of runoff. Critical to this program is addressing other utility (water, sanitary sewer, storm sewer) issues within the public road rights-of-way before, or concurrent with, the road projects to avoid costly project overlaps and redundant inconveniences to the adjacent citizens.

The City intends to fund this initiative through the use of existing State Gas Tax revenues, selling dedicated road improvement bonds, using funding from Oakland County, and maintaining regular general fund contributions. The City anticipates spending approximately \$10 million over the next 10 years with little, to no, impact on the City's projected tax rate. Related water and sanitary sewer work will be funded through the City's restricted Water and Sewer Fund.

### Non-Motorized Transportation

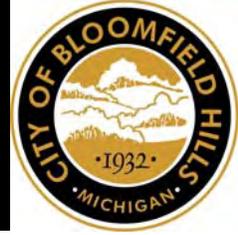
Safety Paths refer to sidewalks and pathways that are to be used exclusively for walking, biking, rollerblading, and other modes of non-motorized travel.

Historically, Bloomfield Hills developed as a suburban community with very few sidewalks. More recently, sidewalks and non-motorized pathways have become a topic of debate in the City. Proponents cite that "safety paths" provide health benefits, an additional mode of transportation, recreational opportunities and help link certain areas in the City.

In response to the initial discussions, the City's engineers, HRC, prepared a Safety Path Master Plan in 2006. The process was intended to determine community interest in pathways, explore some of the construction issues, and identify some preliminary costs.

The resident survey conducted as part of the Master Plan process revealed that a comprehensive city-wide sidewalk or pathway system is not desired (Please see survey results in Appendix A). During focus group sessions and the public workshop, opponents noted the sidewalks' potential conflict with the natural character of much of the City, the need to remove mature vegetation and historic walls, complex engineering over varied terrains,

# 3 The Bloomfield Hills of Tomorrow



perceived safety concerns at crossings, construction and maintenance costs, and liability concerns.

While the debate continues, the City should focus on the core business district and continue to evaluate both the desire and need for sidewalks. When supported by residents and business owners, a system of paths in the City Center could benefit businesses and provide links with potential public transit routes.

### Public Transit

SMART (Suburban Mobility Authority for Regional Transportation) currently provides fixed route bus service along Woodward Avenue, Telegraph Road and Maple Road but does not stop in the City. The City may wish to explore the possibility of accommodating SMART bus service with stops along Woodward. This would require an allocation of City tax dollars that would come from either existing tax revenue or a new millage. If transit is to be funded by a new millage, it will require a vote of the residents. Opting in for SMART service will cost the City .59 mils.

The Metro Detroit Regional Transit Coordinating Council unanimously approved a long-range transportation plan in December 2008. This Plan calls for arterial bus rapid transit along Woodward by 2015 with the development of streetcar or light rail transit over the next 25 years. Regional bus and rail transit will enhance the City’s connections to its neighbors, may help relieve traffic congestion, help reduce reliance on automobiles, and reduce environmental impacts. Another transit project contemplated as this plan was prepared is the Troy/Birmingham transit center. This project entails a commuter rail line and streetcar service between different areas of each community, such as Somerset in Troy and the Triangle District in Birmingham. The City will support regional transit efforts as the demand is evaluated over time. If the City adds SMART service and rapid transit stops, the need for safety paths or sidewalks in the vicinity should be evaluated to improve convenience and safety for users.

### Capital Improvement Plan (CIP)

In addition to the long range view (20 years out) of the Master Plan, the City also conducts an annual CIP, which is a multi-year program listing recommended improvements, timing, estimated costs and funding for infrastructure (streets, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects should be identified and constructed in a manner that helps support and promote desired development and that meets the

**10** See Map 4: Land Use Plan



Bus Rapid Transit (BRT)



Light Rail



Streetcar



## 3 The Bloomfield Hills of Tomorrow

### Goal 4.a:

Provide a transparent and forward thinking and responsive government.

### Goal 4.c:

The city will lead by example by reflecting goals on city property and with city projects.

needs of residents and businesses already in the City. The number of projects and their timing is influenced by several factors, in particular the cost, need for approval by other agencies and funds available. For example, the amount of funding available from outside sources varies as new programs are developed. Funding is also influenced by the timing of development (i.e. tax revenue) and other changes to the anticipated tax base.

### Other City Infrastructure

#### Drinking Water and Sanitary Sewer

The City's internal water and sanitary sewer systems are designed to service the current user base and zoning with a reasonable capacity for peak demand fluctuations and minor changes in use. Dramatic changes in property use or density may require upgrades and/or modifications to these systems. These are relatively straightforward and can be justified without a major undertaking or expense. The City believes it is the responsibility of the applicant or property owner wishing to change use or density to provide the study, pay any costs to review the project in this regard and fund all necessary improvements. The City can then review the material and render recommendations for acceptance or counter with additional items for consideration. The City's water and sanitary system has capacity limits and is always considered in any new development review.

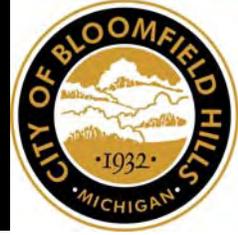
#### Drainage

The City already has storm water quantity and quality standards that are applied to all new developments and include provisions for changes in use and/or density. There is a growing movement and some draft state legislation to make it easier for a community to create a Storm Water Utility and assess property owners for their discharge of run off to a designated storm water course. Over the years, the City has been tracking storm water complaints and concerns. If legislation passes, it is likely that the City would study this issue in more depth and possibly develop a Storm Water Utility whereby the City would be subdivided into smaller areas or districts and any funds generated by that district could be used to fund projects within the district on a priority basis and as easements become available.

### Special Assessment Districts (SAD)

Special assessments are compulsory contributions collected from the owners of property benefited by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the properties affected. Special assessment funding can prove useful to implement roadway paving and streetscape improvements as necessary and appropriate. These programs are particularly helpful for improving and

# 3 The Bloomfield Hills of Tomorrow



upgrading older local or residential roads. The City currently utilizes this option for many of its roadway improvements and should continue to investigate use of this option where appropriate.

## Environmental Stewardship

One of the more important reactions discovered during the public involvement process was the desire for added protection of sensitive environmental features in the City. The City is home to several lakes, streams and a branch of the River Rouge, in addition to large wetland and woodland areas. To some degree, certain areas are protected at the State level by the Michigan Department of Environmental Quality (MDEQ). Any disturbance in areas such as floodplains or regulated wetlands requires the review and approval of MDEQ before any activity can take place.

### Increased Regulations and Awareness

The City currently has regulations on wetland and floodplain disturbance, as well as a natural feature setback prohibiting development within 25 feet of a waterway or wetland, including dredging. Despite these provisions, the City does not currently regulate impacts to woodlands. One option could be a Woodland Preservation Ordinance that would help to protect “landmark” trees or tress in a front yard. Typically, such ordinances require a special approval to remove such trees and applicants are then required to plant replacement trees to help offset the impacts. The City could also establish a replanting program to replace dead/diseased trees, especially for elm and ash trees. Insensitive development practices that are not currently regulated, such as clear-cutting, could also be prohibited.

Resident education is another way to increase and improve awareness of ways to protect these natural features. The City has a stringent Stormwater Management Ordinance, requiring not only containment, but also treatment of stormwater before it is discharged into the public system.

Other techniques like Low Impact Design (LID) can prove beneficial even on a property by property basis. LID mimics a site’s pre-settlement hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain stormwater runoff close to its source. This Plan is supportive of efforts to allow for the use of LID techniques to:

1. Protect the land’s natural ability to absorb, clean, and store stormwater.

### Goal 3.a:

Provide leadership in environmental regulation and oversight of best industry practices.

### Goal 3.d:

Facilitate public awareness about environmental issues and individual actions that can minimize impacts.

### Goal 2.e:

Promote a City-wide beautification effort and continued to enforce codes.



## 3 The Bloomfield Hills of Tomorrow

2. Encourage property owners to maintain and “grow” topsoil and mulch.
3. Minimize impervious surfaces in new construction and redevelopment projects to reduce the amount of stormwater runoff
4. Use Best Management Practices throughout the community to reduce the impacts of stormwater
5. Protect residents’ health, safety, and welfare by improving and protecting water quality through proper stormwater management

The following Goals and policies are taken from the Southeast Michigan Council of Government’s (SEMCOG) Low Impact Development Manual and should be used, to the greatest extent possible, in the City:

- Preserve existing natural features that perform stormwater management functions, such as wetlands, floodplains, riparian vegetation, and woodlands to the greatest extent possible.
  - Integrate natural areas, the greatest extent possible, in the project design during the site plan review process
  - Integrate and coordinate natural area preservation with other community plans such as greenway, recreation, and watershed plans
- Minimize impervious surfaces in the site designs. Minimize the use of enclosed storm sewer systems and eliminate impervious surfaces that are directly connected to surface waters where possible.
  - Encourage the use of cluster development, vegetated swales, downspout disconnection, and other practices that reduce impervious surfaces and increase stormwater infiltration.
- Use Best Management Practices to minimize, convey, pre-treat, and reduce the volume of stormwater runoff generated by development.
  - Where site conditions allow, use infiltration practices to reduce the volume of stormwater runoff.

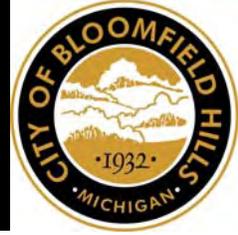
### Commitment to Sustainability

Sustainable design and “green” building practices (a prominent and recurring theme throughout the planning process), should be promoted in new development. Standards for sustainable design seek to

- Reduce the energy required for lighting, heating and cooling of structures.
- Reduce the energy required for transportation.
- Encourage design that promotes non-motorized transportation alternatives like walking and biking in the City center and near any transit stops.



# 3 The Bloomfield Hills of Tomorrow



- Reduce on-site water usage.
- Reduce the off-site runoff of stormwater.
- Protect existing trees and vegetation.
- Promote higher density infill development where the infrastructure capacity exists.

The United States Green Building Council’s Leadership in Energy and Environmental Design (LEED) provides the benchmark for the design, construction and operation of high performance green buildings and site design. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. New and infill development can be LEED-certified, based on qualifying guidelines. It has been demonstrated that LEED-certified buildings have lower operating costs, promote healthier neighborhoods and conserve energy and natural resources that lead to development that is sustainable over the long term.

### Goal 3.b:

Encourage the use of “green” building practices.

The use of LEED-designed buildings should be encouraged in Bloomfield Hills. Incentives could be granted in exchange for buildings that become LEED certified.

To achieve the maximum benefits of environmental sustainability, the following should be considered:

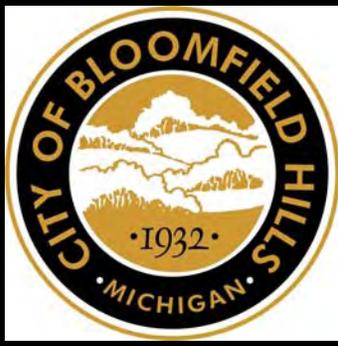
- The use of general guidelines of LEED certification programs, including the Neighborhood Development Rating System for Site Design Existing Buildings and New Construction Rating System.
- Placing, orienting and configuring buildings on site to minimize energy use by means of day light, solar heating, natural ventilation, green roofs, and shading from vegetation or other buildings.
- Use of pervious pavers in surface parking lots along with sustainable design concepts like rain gardens in open spaces and landscaped areas to improve storm water quality and reduce storm water quantity.
- Implement a streetscape enhancement program with a focus on use of shade trees and native-landscaped areas.
- Work with residents and business owners to implement “green” operating practices such as installing compact fluorescent light bulbs and/or lights with motion sensors, developing restrooms with low flow fixtures, promoting recycling, and adjusting thermostats to reduce usage, etc.
- Encourage the minimization of site disturbance during development.





### 3 The Bloomfield Hills of Tomorrow

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# City of Bloomfield Hills Master Plan



**How to Get There 4**



## 4 How to Get There

### Roles and Responsibilities

Implementation of the recommendations found in this Master Plan will ultimately require the effort of several groups and individuals, such as the Planning Commission, City Commission, Zoning Board of Appeals, City Manager, City Staff, as well as the City's Planning, Engineering and Legal Consultants. The residents, businesses and institutional facilities of the City can also participate through use, development and maintenance of their properties in a manner consistent with this Plan and City Ordinances.

Many of the recommendations require amendment to the City's Zoning Code and other Ordinances. Such tasks will require preparation of amendments by the Planning and Legal Consultants with input from the City Manager, staff and the Planning Commission. Ultimately, the City Commission has the final adoption authority for all Ordinance amendments following review and recommendation by the Planning Commission.

The Zoning Code also provides several review requirements to ensure project consistency with the adopted Master Plan. As such, the Planning Commission, City Commission, and Zoning Board of Appeals must evaluate individual project requests based upon this Master Plan.

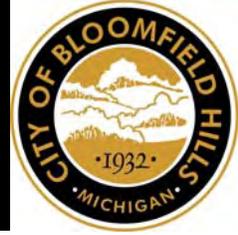
On-going recommendations will require involvement of the City Manager, City Staff, and the City's Consultants on a day to day basis.

### Implementation/Action Plan

This Plan provides guidance in the decision-making process for future amendments to the planning and zoning related components of the Municipal Code. The Plan will also be used in consideration of development proposals, rezoning requests, variance requests and other planning and development matters that come before the Planning Commission, City Commission, and Zoning Board of Appeals.

Implementation requires the orchestration of multiple activities to assure consistency with the intent of the Plan. The actions listed in the table below will help guide Bloomfield Hills with implementation of this Plan. For ease of use the implementation/action strategies are organized in a table format. Each section of the table is divided into three categories: Action, Priority and Responsibility to help focus attention on the most

# 4 How to Get There



important and most effective strategies. Although successful implementation will involve effort from the entire community, the third column identifies the primary group or individual responsible for the task.

With respect to the Priority column, *Short term* is used to assign a sense of immediacy and assumes action within 12 to 18 months. *Midterm* is assigned to those actions occurring in one to five years. *Long term* assumes a timeframe in excess of five years. *Ongoing* actions require regular monitoring or updating.

Implementation/Action Strategies					
Action	Priority				Responsibility
	Short	Mid	Long	Ongoing	
<b>Zoning and Land Use</b>					
Evaluate the Zoning Code to identify changes needed to improve organization and update standards (beyond those specific items listed below) in accordance with the Master Plan and the Michigan Zoning Enabling Act.	X				City Planner / City Attorney
Based on the above, determine changes needed and priorities.	X				PC→CC
Add standards for non-residential building design and materials to the Zoning Code.	X				PC→CC
Evaluate the need for the P-1 Parking District in the Zoning Code and amend or remove accordingly.	X				PC→CC
Evaluate current parking requirements and update as needed.	X				PC→CC
Develop site sensitive landscape regulations to enhance the quality and quantity of landscaping.	X				PC→CC
Create a Lighting Ordinance to ensure lighting solutions are appropriate to their context and minimize light pollution.	X				PC→CC
Update the RR Railroad District in the Zoning Code.	X				PC→CC
Provide incentives in the Zoning Code for LEED buildings or site design (ie parking reductions).	X				PC→CC
Review Sign Ordinance and outline potential changes per case law and master plan	X				City Planner / City Attorney
Update the Sign Ordinance based on the above.	X				CC
Rezone non-conforming subdivisions into a category that closely matches their built condition.		X			PC
Correct split-zoning where lots are situated in multiple zoning districts.		X			PC
Improve land division standards to ensure all subdivided lots have appropriate frontage on public or private roadways consistent with state law.		X			CC
Create a Woodland Preservation Ordinance to preserve wooded areas along streets and mature trees on private lots.	X				CC
Establish a replanting program for dead/diseased trees.	X				CM
Coordinate the burying of overhead utility lines in the City Center.			X		CM
Provide public education on low-impact design and Leadership in Energy and Environmental Design (LEED) standards to encourage environmentally-sensitive building and site design.				X	CM

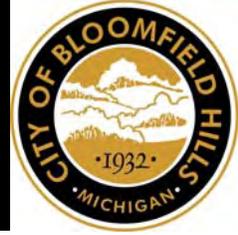
PC= Planning Commission, CC=City Commission, CM=City Manager, PS=Public Safety, DPW=Dept. Public Works



# 4 How to Get There

Action	Priority				Responsibility
	Short	Mid	Long	Ongoing	
<b>Transportation</b>					
Incorporate access management standards into the Zoning Code.	X				PC
Require a traffic impact study for any project expected to generate traffic above a specified threshold.	X				PC
Evaluate the need to opt-in for SMART service.	X				CC
Coordinate with other groups to advocate bus rapid transit or light rail along Woodward Avenue.				X	CC
Work cooperatively with Woodward Avenue organizations to assure implementation of the City's desired character along that roadway.				X	CC
Establish a traffic calming response program for complaints about inappropriate speeds along neighborhood streets.		X			PS
Evaluate cost-benefit of a pathway system in the city center to improve walking, safety, and support potential transit stops.				X	CC
Address peak congestion areas (as noted on <i>Transportation Map</i> ) with respect to the north portion of Opdyke, Long Lake between Kensington and Woodward, Chesterfield and Quarton, and a right turn lane for eastbound Quarton at Woodward.		X			CM
Pursue beautification efforts & stronger entryway images for main corridors to/from the City and seek private sector donations or grant funding opportunities.				X	CC
Consider scenic road corridor designations.			X		CC
Continue to coordinate with local agencies for roadway improvements.				X	CC
Annually update the city's capital improvement plan for street, infrastructure and other "capital" improvements based on monitoring of conditions, priorities and pursuit of available funding.				X	CM
<b>PC= Planning Commission, CC=City Commission, CM=City Manager, PS=Public Safety, DPW=Dept. Public Works</b>					

# 4 How to Get There

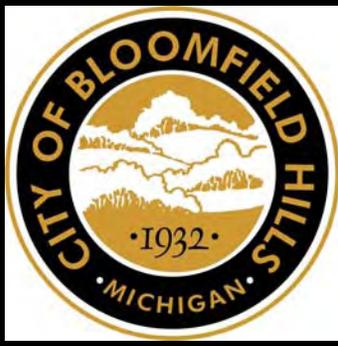


Action	Priority				Responsibility
	Short	Mid	Long	Ongoing	
<b>Community Services and Communications</b>					
Continue to evaluate library sharing opportunities with surrounding communities.				X	CC
Continue cooperative efforts and investigate new opportunities for shared projects with local agencies and surrounding communities.				X	CM
Maintain the established level of public safety.				X	PS
Continue to monitor water and sanitary systems and upgrade when needed.				X	DPW
Evaluate the need to establish separate stormwater districts in the City.		X			CC
Regularly update city webpage.				X	CM
Use the Newsletter to update residents on planning and zoning related issues and projects.				X	CM
Designate a City Commission or Planning Commission liaison to each adjacent community to coordinate activities.			X		CC
Conduct annual town meeting for residents.		X			CC
<b>PC= Planning Commission, CC=City Commission, CM=City Manager, PS=Public Safety, DPW=Dept. Public Works</b>					



## 4 How to Get There

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# City of Bloomfield Hills Master Plan



**Appendix**



# Public Involvement

## Resident Survey Responses

Based upon 430 responses out of 1,361 mailed surveys:

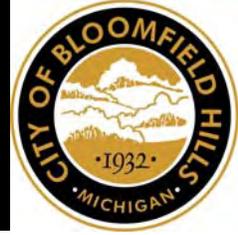
### LAND USE AND DEVELOPMENT IN BLOOMFIELD HILLS

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
<b>1. Our city has a low-density residential land use pattern with large single-family detached homes on lots mostly one acre or larger.</b>					
Maintain existing low density .....	78.7%	13.7%	4.9%	1.7%	1%
Allow lots larger than 1½ acres to be split into 2 or more residential sites. .	4.8%	13.4%	23.8%	57.2%	0.8%
Allow a larger variety of residential sites by permitting smaller lots and mixed-use residential sites such as condominiums and townhouses ....	4.4%	8.5%	21.8%	63.9%	1.4%
<b>2. Our city currently allows commercial and office uses along Woodward Avenue and Long Lake Road.</b>					
Limit commercial and office uses to what exists. ....	61.8%	19.5%	12.2%	3.9%	2.6%
Allow additional commercial and office use along Woodward & Long Lake .	9.7%	24.7%	24.4%	38.6%	2.7%
Allow commercial and office use to expand to other areas of the city. ....	2.8%	5.3%	22.2%	65.6%	4.2%
<b>3. Our city does not have public parks or recreation facilities.</b>					
Pursue opportunities for public parks and recreation facilities. ....	23.1%	23.8%	20.1%	27.8%	5.3%
Encourage private operation of parks and recreation facilities. ....	13.1%	21.2%	22.5%	29.1%	14.1%
<b>4. Our city has a history of gates and walls in our residential areas. There have been requests for additional gates, walls and fences.</b>					
Allow front yard fences, walls and gated driveways to provide privacy and security. ....	22.7%	28.9%	25.9%	17.4%	5.1%
Allow front yard fences, walls and gated driveways if designed to blend with the natural landscape, with the architectural features of the residence, or both. ....	36%	37.5%	13%	10.5%	3%
Discourage front yard fences, walls and gated driveways. ....	22%	19.8%	29.8%	20.1%	8.4%

### NATURAL FEATURES IN BLOOMFIELD HILLS

<b>1. Our city is largely defined by the abundance and quality of its natural features.</b>					
Encourage public and private planting and preservation of long-lived trees .	72.6%	24%	1.5%	0.5%	1.5%
Encourage public and private planting and preservation of quality woodlands and plants such as shrub borders and specimen trees. ....	68.3%	27.7%	1.5%	0.5%	2%
Preserve any wetlands not regulated by other governmental agencies . .	56.6%	25.2%	8.5%	4%	5.7%
Limit development density adjacent to lakes, rivers and wetlands. ....	58.8%	30%	4.8%	2%	4.5%
Protect natural features along roadways to preserve views of natural habitat such as trees, streams, shrubs and similar plantings. ....	64.5%	30.1%	1.7%	0.5%	3.2%
<b>2. Our city is affected by the national trend to encourage long-term vitality by promoting what is called sustainable development, which is defined as the efficient consumption of land and resources for new development and redevelopment. When reviewing plans for new development or redevelopment, how active should our city be in requiring use of sustainable design features such as porous paving surfaces and use of alternative energy sources?</b>					
Encourage sustainable development for all new development and redevelopment .....	36.9%	41.5%	7.5%	4.4%	9.8%
Require sustainable development for new development and redevelopment over a certain size. ....	24.1%	33.2%	20.3%	10%	12.4%
Require for all new development and redevelopment regardless of size .	19.2%	26%	27.1%	13.7%	14%
Do not require for any development. ....	8.8%	17.3%	24.8%	31.5%	17.6%

# Public Involvement



Based upon 430 responses out of 1,361 mailed surveys:

## TRANSPORTATION IN BLOOMFIELD HILLS

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
<b>1. Our city does not have non-motorized safety paths for pedestrian use, including skateboarders and cyclists. Other neighboring communities do.</b>					
Develop a citywide safety path system .....	26.4%	11.3%	16.2%	42.8%	3.3%
Develop a safety path system along Woodward and Long Lake only.....	10.2%	18%	25.2%	41.6%	5%
Develop safety path systems in commercial and office areas only .....	6%	19.7%	29.8%	33.6%	10.9%
Develop safety path systems to help reduce vehicular traffic .....	10.7%	19%	20.7%	35.2%	14.4%
Do not develop safety path systems anywhere .....	31.9%	9.9%	17%	33.9%	7.3%
Need more information about how the safety paths would be paid for and who would be responsible to maintain them.....	35.2%	34.5%	7.3%	12.4%	10.6%
<b>2. Our city transportation system is coordinated with regional transportation systems and land use.</b>					
Work with other agencies to reduce traffic congestion on our main roads .	39.1%	46.4%	6.4%	3.5%	4.6%
Work to improve the condition of our roads and intersections.....	50.9%	43.9%	1.6%	1.8%	1.8%
Work with other agencies to coordinate traffic signals to reduce delays .	46.4%	43.8%	3.3%	1.5%	4.9%
Use road narrowing and other design techniques to reduce traffic speed	20.9%	24.7%	31.5%	10.3%	12.5%
Work to improve transportation by using designated traffic lanes and alternative transportation modes such as passenger train and bus service .	20.8%	27.1%	21.3%	20%	10.8%

## LIBRARY SERVICES

<b>1. Our city residents, like all Michigan residents, can enter, browse and use the facilities of any Michigan Public Library whether they pay local taxes to support the library or not, but book borrowing is up to each library. In November 2003 the Bloomfield Township Public Library stopped city residents from borrowing books when the city rejected the library's request for \$1,400,000 for a three-year contract. The city contracted with the Troy Public Library instead and reimburses city residents for what they pay for a library card to borrow books from the Troy library. Over that same three period the city paid less than \$70,000 to reimburse its residents.</b>					
The city should negotiate with the Bloomfield Township library to allow city residents to borrow its books.....	42.2%	21.1%	14.2%	15.3%	7.1%
City residents should vote whether to increase their millage to pay taxes to the township library to allow city residents to borrow books .....	29.7%	24.5%	18.8%	21.4%	5.7%
The city should not negotiate with the township library to borrow books or vote to pay taxes to the township library to borrow books unless the library allows the city to verify what it actually costs the library to lend books to city residents.....	40%	24.2%	11.8%	13.9%	10%
The city should continue the agreement with the Troy public library to allow city residents to borrow its books.....	32.6%	30%	10.9%	11.7%	14.8%

## HISTORIC DISTRICTS

<b>1. Our city can use state law to create a Historical Commission with authority to issue revenue bonds to finance historical activities and projects, which might include the relocation and maintenance of the Barton house. State law also authorizes our city to establish historic districts to preserve buildings that reflect our history. Preservation is accomplished by ordinances designed to regulate various activities affecting any building within the historic district, such as construction, alterations, repairs, moving and demolition.</b>					
Establish a Historical Commission to identify and provide funding for activities and projects that have historical value to our city.....	19.7%	34.3%	22%	13.6%	10.5%
Establish historical districts that reflect and preserve our city's history and culture .....	18.3%	35.9%	22.2%	11.9%	11.6%
Do not establish a Historical Commission or historical districts .....	21.3%	17.9%	28.4%	15.3%	17%



# Public Involvement

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