

November 4, 2008

Commissioner David Potts, Chairperson
Oakland County Coordinating Zoning Committee
1200 North Telegraph Road
Pontiac, MI 48341

SUBJECT: County Code No. MP 08-13, Planning & Economic Development Services' review of the Milford Community Master Plan (Draft dated July 3, 2008)

Dear Chairperson Potts and Committee Members:

The Village of Milford and the Charter Township of Milford Planning Commissions jointly prepared this new master plan to replace their respective plans, the 1998 Village of Milford Master Plan and the 1999 Charter Township of Milford Land Use Plan Update. The following is a review and analysis of the first joint master plan prepared in Oakland County.

Under the amendments to the Michigan Planning Enabling Act, which took effect September 1, 2008, Milford Township and Village are required to send a copy of the draft plan to Oakland County and neighboring communities for comment prior to adoption. Oakland County has 63 days to submit comments on a draft plan. The November 10, 2008 Oakland County Coordinating Zoning Committee (CZC) meeting falls within our 63-day comment period. Neighboring communities also have 63 days to submit comments directly to both communities and are asked to send a copy of any comments to the County as well. Once the comment period has expired, each Planning Commission can hold a public hearing and take final action to adopt the plan.

According to Milford Township's Planning Coordinator, Brighton, Commerce, Green Oak, Hartland, Highland, Lyon, and White Lake Townships; the City of Wixom; Huron Clinton Metro-Park Authority; the Huron River Watershed Council; DTE Energy, Comcast, CSX Railroad, AT&T, Verizon; and SEMCOG were sent a copy of the draft plan. All of these communities and agencies have received notice of the CZC meeting. Comments were received from the City of Wixom and are attached.

Planning Philosophy

In past planning efforts, both the Village of Milford and Milford Township have acknowledged the importance of the other local unit of government. The Township has been careful to limit commercial development because downtown Milford has been perceived as the economic and social focus for the community. Likewise, the Village has looked to the Township as a partner in the economic development of the community. Therefore, it was a natural progression for the two communities to develop one plan to cover both communities.

Public Participation Process

Both the Village of Milford and Milford Township have the same planning consultant. When the joint planning process began, a team of consultants was assembled with their mutual planning consultant leading the effort. A kickoff event was held in June 2006 where a noted futurist

identified trends in the future and how they may impact the Milford Community. Approximately 100 people attended this session.

As the planning process progressed, three community forums were held to present findings from the planning team and solicit input from residents, community officials, business owners, and others. At the first forum, *“Most participants discussed at length the need to “protect” what they most treasured about and the reason they lived in the Milford Community. This theme of protection extended to the rural character of the Township, the historic “small town” charm of the Village, the desire to preserve open spaces and natural resources, and their particular feelings of ‘community’.*” (Page 120) Input at these community forums helped to develop the goals and objectives found in the plan and modify the draft future land use maps. The consultant team also conducted three focus group sessions to further refine these goals and objectives.

Through the combined efforts of both Planning Commissions, a brand identity statement was created to signify the preferred image of the community. It is:

“Milford Community-your front porch to Main Street, healthy living and innovation.”

Plan Contents

The Plan consists of the following thirteen sections: Introduction and Regional Analysis; Socioeconomic and Market Analysis; Transportation Analysis; Community Services and Facilities Assessment; Natural Features Inventory; Existing Development; Community Character Analysis; Planning Framework; Goals, Objectives and Strategies; Milford Future Land Use Plan; Building Regulating Plan; Green Infrastructure Plan; and Strategies to Effectuate Change.

While the communities have developed cooperatively over the years, each community has retained its own unique character. Milford Village is a small, historic village with a defined downtown. It is located within the northeastern quadrant of the Township and had a 2000 population of 6,272, which is approximately a 33.5% increase from its 1970 population of 4,699. Milford Township, which borders Livingston County, is more rural and open space/recreational in nature. Its 2000 population was 8,999, almost a 252% increase from the 1970 population of 2,557. Together, the two communities had a combined population of 15,271 in 2000.

Four different population projections are included in the plan. While there is variation among the methods, they all show an increase in population to the year 2020. One approach suggested in the plan is using the average of the two methods that factor in Oakland County. This approach calculates an average combined population of 17,383 by 2020; however, the plan makes clear these are only *“benchmark”* numbers for the future.

Milford Township and Milford Village’s location in southwestern Oakland County provides good regional access to residents as I-96 is located just to the south in northern Lyon Township. Through I-96, access to other major expressways can be obtained, such as U.S. 23 to the west, I-275 to the southeast, and I-696 to the east. The main north-south route through both the Township and the Village is Milford Road, with traffic counts of almost 28,000 vehicles a day. Milford Road continues north through Highland Township where it connects to M-59, giving residents access to a major east-west route in this part of Oakland County. Other major roads include General Motors Road, Hickory Ridge, Commerce Road, and Pontiac Trail. However,

“The majority of the roadways in Milford Township are classified by the Road Commission for Oakland County (RCOC) as Gravel County Local roads which lend themselves nicely to the rural atmosphere of the Township.” (Page 39) The plan also stresses the importance of non-motorized pathways as they provide additional ways to travel through the Milford Community.

In terms of land use, single family residential is the highest land use category in both communities. Both communities have 41% of their land area (minus water bodies) devoted to single family. In the Village, these homes are mostly in established neighborhoods with typical lots between 8,000 to 12,000 square feet. The southwest corner of the Village has newer homes on larger lots between one-half to one acre. In the Township, larger lot sizes are the norm; typical lots in the Township range between one and one-half acres to three acres and greater. Very little of the Township is in agricultural use. The rural character of Milford Township comes from large lot homes situated amongst a natural setting of woodlands, ponds, and large areas of recreational open space. In the Township, this Recreation/Conservation use is the second highest percentage of land use (almost 24%). While the Township does not own any parkland, several large public and private parks are located within the Township. They include the 4,481-acre Kensington Metropark (most of which is located within Milford Township) owned by the Huron-Clinton Metropolitan Authority, the 626-acre Camp Dearborn located to the west of the Village owned by the City of Dearborn, and portions of two state parks, Proud Lake Recreation Area on the eastern border with Commerce Township and Highland Recreation Area on the northern border with Highland Township.

In the Village, the second highest existing land use classification is vacant land and rights-of-way (27.7%) followed by multiple family residential at 9%.

Commercial and office uses are mainly confined to the Village. Downtown Milford serves as the economic and social center for the community. Other concentrations of commercial use are at the intersection of General Motors and Milford Roads, at Milford Road and Huron River Parkway, and along Milford Road north of the Village.

Industrial land use plays a prominent role in defining the Milford Community. The General Motors Proving Grounds is located on the Township’s western border and extends into Brighton Township. Over 1,300 acres of this facility are located within Milford Township. Another long standing industrial area is at the southeastern border along Pontiac Trail. At 9% of the land area, industrial makes up the fourth largest existing land use classification in the Township. In the Village, industrial land use is less significant and only constitutes 1.2% of the land area.

Since the natural setting contributes greatly to the character of the Milford Community, the plan places much emphasis on natural resource protection. The Natural Features Inventory chapter provides an overview of the topography, soils, woodlands, wetlands, water features, and wildlife that make this area special. Interestingly, woodlands make up 21% of the entire land area of the Township and the Village while wetlands comprise 7%. The many lakes and the Huron River further add to the recreational and scenic qualities of the area. Because of the presence of so many significant natural features, a Green Infrastructure Plan was created to identify opportunities to protect and link natural features.

Just as the natural environment defines the Township, the urban form defines the Village. The plan contains a Building Regulating Plan that addresses the existing character found in the core area of the Village. Infill development and redevelopment projects will need to be compared to this Building Regulating Plan to ensure that they are compatible with this character and the historic nature of the Village. The Village contains a number of historic sites. An inventory of historic resources is included in the plan. *“The Village currently has two national register historic sites, six state register historic sites, and one national register historic district. There is definite potential for the downtown commercial buildings along Main and Commerce to be considered for national register designation or a local Milford historic designation.”* (Page 107)

Most of the Village of Milford is served by a municipal water and sewer system. The Township however relies on septic systems and wells. The plan identifies a future public water and sewer system for the far southeastern corner of the Township that will be developed through a recently established special assessment district. The district encompasses approximately three and a half square miles from Maple Road south to Pontiac Trail and from Kensington Metropark east to the Wixom border.

The plan includes a lengthy listing of goals, objectives, and action strategies. Goal statements have been prepared for the following seven topic areas:

1. Vibrant Residential Neighborhoods
2. Thriving Business Districts
3. Locally Oriented Industry
4. A New Economy
5. A Balanced Transportation Network
6. A Sustainable Natural Environment
7. First-Class Community Services

Numerous objectives and strategies are identified for each goal statement. A sampling of the actions include undertaking a senior housing study, working with Oakland County Planning and Economic Development Services staff on economic development, designating select roads as Natural Beauty Roads, and providing more opportunities for citizen involvement and volunteerism.

The final chapter gives specific recommendations on implementing the plan. The planning team undertook a review of the zoning ordinances and other development codes used by the Township and the Village. These codes were compared to best management practices as identified by such initiatives as LEED (Leadership in Energy and Environmental Design) and Smart Growth principles. Through this review, several recommendations for change were identified; including encouraging better stormwater management practices and Low Impact Development techniques, changes to parking standards to limit impervious pavement, and natural features conservation incentives. The plan concludes with the recommendation that the Village of Milford and Milford Township take advantage of the 2003 Joint Municipal Planning Act and develop a joint planning commission and a joint zoning ordinance because this *“effort will be repaid through a superior planned and zoned community. Ultimately, this cooperative planning effort will enhance the overall quality of life for the Milford Community as a whole.”* (Page 220)

Future Land Use Map

The draft Milford Community Future Land Use map is attached. Both the Township and the Village individually prepared draft Future Land Use maps for their respective communities and submitted them for comment to residents and local officials. Once both Planning Commissions had finalized their draft maps, the two Planning Commissions collectively combined the two maps into one map for the Milford Community. This joint map was presented to the community at the third Community Forum.

The map shows separate future land use classifications for the Village and the Township. Out of the 21 classifications listed, three are common to both communities. They are Recreation/Conservation, Multi-Family Residential, and Office.

Single family residential is the predominant use for both communities. Densities vary depending on the community. The following is a listing of the different single family categories found on the map.

1. ***Suburban Residential*** (Village) homes mostly built post 1950 with lot sizes between 7,200 and 10,000 square feet
2. ***Village Residential*** (Village) homes relate to the historic center of the Village with lot sizes between 7,200 and 9,000 square feet
3. ***Rural Residential*** (Township) 3-acre home sites
4. ***Single-Family Residential Low Density*** (Township) 1.5 acre minimum lot size
5. ***Single-Family Residential Medium Density*** (Township) 4 dwelling units/acre
6. ***Planned Residential*** (Township) mix of densities and housing types allowed under careful review by the Township

Character rather than density differentiates the two residential classifications found in the Village. Village Residential is concentrated around the downtown core and represents more of the historic neighborhood fabric. Suburban Residential is located on the perimeter of the Village and consists of post-1950 home styles of “*‘Cape Cod,’ ranch-style, 2-story Colonial, or split-level styles with attached garages.*” (Page 138)

In the Township, residential density fans out from the Village in a concentric pattern. Single-Family Residential Low Density surrounds the Village to the south, east, and northwest. The rest of the residential land in the Township is mainly planned for the lower density Rural Residential. An exception to this is in the southernmost tier where a variety of densities are planned including Planned Residential and Mobile Home Park (existing park with some room for expansion planned). This southern tier also is where a future public water and sewer system is planned.

Much of the residential land in the Township has a Conservation Overlay on it. This reflects the Township’s desire to preserve important natural features. “*The intent of the Conservation Overlay district is to establish reasonable standards and controls for the management of environmental assets while still allowing residential development to occur. Lot sizes, setbacks, and lot coverage restrictions will need to be developed in an effort to preserve these resources.*” (Page 146)

More intensive uses in the Village include Mixed Use, Commercial, and Office. Downtown Milford falls within the Mixed Use classification as does an area at Huron Street and Milford Road. Office use is found at select areas adjacent to the downtown, and it also extends from the Village into the Township along the west side of Milford Road, north of the Village. Small areas of the Commercial classification are planned in the Village at Milford Road and Summit, along Summit at the eastern edge of the Village, and at Milford and General Motors Roads.

In the Township, Local Business is planned at Milford Road and Huron River Parkway. This is the only area of commercial planned in the Township except for a larger area of Regional Business planned on the north side of the I-96/Milford Road interchange. This classification takes advantage of the interchange location to allow for larger retail developments that will serve a greater market area.

While no Industrial is planned in the Village, three Industrial classifications are planned in the Township. Specialized Industrial is confined to the western edge of the Township and relates to the General Motors Proving Grounds. Light Industrial is shown on the western side of the CSX railroad tracks in the southeastern corner of the Township, while General Industrial is planned along Pontiac Trail on the southern border with Lyon Township.

The Recreation/Conservation category relates to both lands used for public recreation and lands that should be preserved in their natural state due to the presence of sensitive natural features. In the Village, this classification is mainly shown for lands along the Huron River and around Mill Pond. In the Township, this classification is shown along the east side of the CSX railroad tracks in the southeastern part of the Township, for an area south of the Mobile Home Park, for a large parcel adjacent to the western edge of the Village, and for an area on the north side of Buno Road at South Hill Road (a potential future Township recreation site).

Recreational land use is split into two classifications. Regional Recreational relates to the large parks located in the Township: Kensington Metropark, Proud Lake Recreation Area, and Highland Recreation Area. Specialized Recreational refers to Camp Dearborn since the camp is owned by the City of Dearborn and primarily meant for its residents and guests.

Comparison of the Draft 2008 Future Land Use Map to each community's previous Map

While not an exhaustive listing of the changes, here are some observations on changes with the 1998 Village and 1999 Township Future Land Use maps. In the Village, some new classifications are used. On the 1998 map, the Village was classified from a single family residential perspective as either Single Family Residential or Two Family Residential. Almost all the residential was called Single Family Residential with only a few blocks east of downtown shown as Two Family Residential. On the draft map, residential is defined by character and split into either Suburban Residential or Village Residential. The new Recreation/Conservation classification replaces some of the parks and natural resource areas previously classified as Public/Semi-Public. Mixed Use is a new classification, and it replaces areas previously planned as Commercial or Office in the downtown. Mixed Use also replaces some of the parcels that had previously been planned for Industrial.

In the Township, the most obvious change is the addition of the Conservation Overlay. Recreation/Conservation is a new classification used as well. Areas planned for Recreation/Conservation in the Township were planned for other uses on the 1999 map, mainly residential. However, two notable exceptions to this are in the southeastern corner of the Township. The Recreation/Conservation on the east side of the CSX railroad tracks, south of Buno Road, was previously planned for Light Industrial, while the area south of the Mobile Home Park was planned for General Industrial. Other changes in the southernmost area between Maple Road and Pontiac Trail include the addition of a new classification called Planned Residential, which will allow for a more innovative mixture of residential uses on a reclaimed extractive site. The configuration of uses around the I-96/Milford Road interchange has changed too. Multi-Family Residential is now closer to Milford Road, and the Single Family Residential Low Density with Conservation Overlay replaces the Multi-Family Residential and Rural Residential that had been planned adjacent to Kensington Metropark. This represents another extractive site that will be reclaimed for residential use.

Coordination with Surrounding Community Boundaries

Under state law, the county's review is required to include a statement indicating whether the proposed plan is "inconsistent with the plan of any city, village, or township" that received notice of the draft plan. The following provides detail on how the draft plan coordinates with each of Milford Township's neighboring communities.

North Boundary – Highland Township: The Highland Township Comprehensive Land Use Plan 2000-2020 was adopted in July 2000. It has been amended six times since through the adoption of Micro-Area Analysis plans and was amended most recently in March 2008. Milford Township shares its entire northern border with Highland Township. The northern boundary of Milford Township is planned for Single-Family Residential Low Density (1.5 acre minimum lot size) except for an area of Regional Recreational (Highland Recreation Area) between the railroad tracks and Weaver Road. The southern boundary of Highland Township is planned for Agricultural and Rural Residential (5-10 acre conventional development or Special Use Open Space Development at up to 3 acres per dwelling unit) west of Milford Road with a small area of Medium and Small Lot Residential where Honeywell Lake Road turns south. Parks and Recreation is planned east of Milford Road, reflecting the Highland Recreation Area. The residential densities are greater in Milford Township but the uses are compatible.

The boundary right at Milford Road is dissimilar in terms of land use. Highland Township has planned for Medium and Small Lot Residential while Milford Township has planned for Office along the west side of Milford Road. Office use has already been developed at the border. Therefore, potential residents will need to consider existing lighting and ingress and egress when siting new homes to minimize impacts.

East Boundary – Commerce Township: The Commerce Charter Township Master Plan 2011 was adopted in June 2004 and amended in November 2006. Commerce and Milford Townships share a boundary from Cooley Lake Road (municipal line) south to Buno Road. Along this entire border, Milford Township has planned for Single-Family Residential Low Density (1.5 acre minimum lot size), except for an area of Regional Recreational (Proud Lake Recreation Area). In Commerce Township, this border area is mostly planned for Single Family Residential

(Rural Residential Density at 2 dwelling units/acre) and State Land (Proud Lake Recreation Area). In Commerce Township, there is a school site shown just south of Commerce Road (existing school) and a small area of Neighborhood Commercial along Commerce Road. This is a fairly coordinated boundary with single family residential planned for both sides of the border and Proud Lake Recreation Area extending across the border.

Southeast Boundary – City of Wixom: The City of Wixom Master Plan was adopted in July 2005. Milford Township shares a two-mile border with the City of Wixom from Buno Road south to Pontiac Trail. At Buno Road, Milford Township has planned for Single-Family Residential Low Density (1.5 acre minimum lot size) while Wixom has planned for Single-Family Residential (15,000 square foot lots) in the same area. South of the stream, Milford has a large area of Recreation/Conservation on the east side of the CSX Railroad. This is adjacent to Parks/Preservation Land (Wixom Habitat Park) in Wixom. South of this is more residential in both communities—Rural Residential (3 acre minimum lot size) in Milford Township and Single-Family Residential (15,000 square foot lots) in Wixom. The difference in residential densities reflects the existence of sewers in the City of Wixom. At Pontiac Trail, Milford Township has planned for an area of General Industrial. This is adjacent to Light Industrial in Wixom. The border with the City of Wixom is very consistent.

As the attached letter from the City of Wixom indicates, a change from the 1999 Master Plan makes this border even more compatible. The area of Recreation/Conservation had been planned for Light Industrial on the 1999 Future Land Use map. The Recreation/Conservation classification is intended to preserve lands in their natural state due to the presence of sensitive natural features. This new classification is much more compatible with the Wixom Habitat Park.

South Boundary – Lyon Township: The Charter Township of Lyon Master Plan was adopted in March 2006. Milford Township shares its entire southern boundary with Lyon Township. The southwest boundary line is compatible as Kensington Metropark extends into Lyon Township. Kensington Metropark is classified as Regional Recreational in Milford Township and Public Land and Quasi-Public in Lyon Township. Next to Kensington, Milford Township has planned for Single-Family Residential Low Density with Conservation Overlay (1.5 acre lot size minimum) and Multi-Family Residential (7.26 dwelling units/acre based on an average two bedroom unit). This is across from the Lyon Township Community Park, with the uses separated by I-96. At I-96 and Milford Road both communities are planning for commercial uses. The commercial classification at the interchange in Milford Township is Regional Business, while it is Retail/Service/Office in Lyon Township. Finally, east of this commercial to South Hill Road both communities are planning for residential.

However, there is not the same level of compatibility along the southeast portion of the boundary. Along Pontiac Trail, from South Hill to the east boundary line, there is a stretch of land use inconsistency. The north side of Pontiac Trail in Milford Township is planned and used for General Industrial. The south side in Lyon Township is planned for Rural Residential (1 acre lots) and Public Land and Quasi-Public (Lyon Oaks County Park). It should be noted that the general industrial uses pre-date much of this development in Lyon Township. A new subdivision was built and Lyon Oaks County Park was developed after this industrial area was established. However, to minimize the impact on the residential, the subdivision was designed

with the backyards fronting on Pontiac Trail. In addition, the industrial uses have limited impact on county property since the club house/conference/banquet facility is set back significantly from the road. However, to minimize impact on the uses in Lyon Township, it is recommended that Milford Township give special attention to site design, landscaping, and screening when new industrial uses are proposed, especially since general industrial allows for outdoor storage at this location.

West Boundary – Brighton Township: The Brighton Township Master Plan was adopted in January 2008. Milford Township shares its entire western border with Brighton Township. From the north to Stobart Road, the General Motors Proving Grounds extends over both townships. In Milford Township, the Proving Grounds are classified as Specialized Industrial. In Brighton Township, they are called Industrial.

From this point to the southern limits of both communities, either residential or recreation land use is planned. In Brighton Township, Planned Unit Development (mixed use reclamation of extractive sites) and Rural Residential (2 acre minimum lot sizes) are planned. In Milford Township, Rural Residential (3 acre minimum lot sizes) is planned with areas of Conservation Overlay. South of this is the Kensington Metropark that extends into Brighton Township. In Milford, the park is classified as Regional Recreational; in Brighton Township it is called Public Open Space.

This appears to be a very consistent border where two large land uses span both communities. In addition, the Planned Unit Development site in Brighton Township offers an added opportunity for coordination. The Brighton Township Master Plan indicates the desire to preserve significant natural areas through the design of the Planned Unit Development (PUD). There may be a possibility of creating a natural area corridor that extends from the Brighton Township PUD into Milford Township along the general area of the Conservation Overlay district. It is recommended that when the extractive site is proposed for redevelopment, both Townships discuss the possibility of a green corridor to enhance wildlife habitat and natural resource protection.

Analysis

Both the Village of Milford and Milford Township should be commended for preparing this joint master plan. It is the first such plan prepared in Oakland County and truly embodies the spirit of collaboration. While the plan addresses both communities jointly, it allows each community to retain its separate identity. One thing the plan capitalizes on is the unique sense of place that is the Milford Community. The presence of large recreational parks provides a rural, open space character to Milford Township that is enhanced by the large-lot home sites. These parks frame the Village and enhance the entry into the more urban Village center. This sense of arrival into the Village is more pronounced because Milford Township has resisted the typical inclination to allow strip development along its major roadway of Milford Road. The planning philosophy that has been sustained for many years has placed the Village as the center of economic, cultural, and civic life. The continuation of this philosophy is evident in this joint master plan where development that complements rather than competes is encouraged.

Two of the more innovative chapters in the plan are the Building Regulating Plan and the Green Infrastructure Plan. Both plans, when used in concert with the Future Land Use map, will help the Milford Community retain its unique sense of place. The Building Regulating Plan takes an in-depth look at the different districts that make up the core of the Village of Milford. These nine districts have unique characteristics in terms of land use, setbacks, lot size, building heights, and parking configurations. Each district has been analyzed to determine what the essential character of that district is and what type of new development would be appropriate. As infill or redevelopment projects are proposed, the Building Regulating Plan should be consulted to ensure that the character of this historic Village is retained. Architectural concept sketches prepared for the Milford Downtown Development Authority have been included in the Building Regulating Plan to further convey the desired development for certain districts.

The Green Infrastructure Plan focuses on Milford Township and is one of the more comprehensive green infrastructure plans reviewed by County staff. The whole Township is divided into Green Infrastructure Planning Zones. Each zone is classified as either a main contributing zone (such as Amenity Opportunity Areas or Core/Corridor Habitat Zone) or supporting zone (for example a Buffer Zone or Future Development Zone). Specific recommendations are outlined for each zone. In contributing zones, recommendations identify linkages and possible future connections between recreation areas and high habitat zones. Opportunities for wildlife corridors and recreational trail connections are listed. The plan also identifies ways to preserve scenic views from the road. Road segments that may be appropriate for designation as Natural Beauty Roads are noted. The most significant aspect of this Green Infrastructure Plan is that it looks at the total natural resource fabric and the whole community to see how each area can contribute to the green infrastructure system. The Green Infrastructure Plan should be consulted in conjunction with the Future Land Use map when any development is proposed in the Township to ensure that development enhances rather than detracts from the unique natural setting that is found in Milford Township.

The Milford Community Master Plan is comprehensive and well done and contains much information that should guide the two communities for the next 10 to 20 years. However, County staff has two suggestions that we hope will be considered. First, the plan could benefit from the addition of a concise Executive Summary. The plan is a compendium of information on the two communities. However, at 220 pages it is unlikely that many residents are going to thoroughly read all of it. An Executive Summary that provides the highlights of each chapter, noting the key findings and recommendations, would go a long way to increasing the understanding of the plan by residents.

For a similar reason, County staff also recommends the inclusion of an implementation matrix. Recommendations are contained in many of the chapters of the plan though they are primarily located in the Goals, Objectives and Strategies chapter. A comprehensive listing of all the recommendations and action items found throughout the plan would allow the planning commission members, and possibly the public, to review all the items and determine priority action steps. The resulting matrix should include all the recommendations, their priority rating, lead party responsible for implementation, and timeframe. County staff feels this would be a helpful addition to the plan. However, if they choose to adopt the plan without it, staff recommends that the planning commissions work on this matrix as one of their first action steps

after adoption to implement the plan. Having such a listing will provide both communities with a work plan to follow to implement their comprehensive and innovative plan.

Conclusion

Oakland County Planning and Economic Development Services Staff commends the Village of Milford and the Charter Township of Milford for preparing this joint Master Plan.

Based on the review of the surrounding communities' master plans, the Milford Community Master Plan is **not** inconsistent with the plan of any city, village, or township that received notice of the draft plan. The City of Wixom sent comments, and they are attached.

Oakland County has not prepared a countywide development plan, so there is no countywide plan to which to compare the plan.

Sincerely,

Charlotte P. Burckhardt, AICP, PCP
Principal Planner

Enclosures