

AGENDA
PLANNING COMMISSION SPECIAL MEETING
CITY OF FARMINGTON HILLS
FEBRUARY 27, 2025 @ 6:00 P.M.
FARMINGTON HILLS CITY HALL – COMMUNITY ROOM
31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS, MICHIGAN 48336
www.fhgov.com
(248) 871-2540

1. Call Meeting to Order
2. Roll Call
3. Approval of Agenda
4. Special Meeting
 - A. SELECTION OF GRAND RIVER AVENUE CORRIDOR MARKET STUDY SUBCOMMITTEE
 - B. DISCUSSION OF DRAFT ZONING TEXT AMENDMENT 3, 2024, TO REVISE VARIOUS OS-4 DISTRICT AND PARKING PROVISIONS
 - C. DISCUSSION OF DRAFT ZONING TEXT AMENDMENT 5, 2024, TO INTRODUCE DESIGN STANDARDS AND REVISE PLANNED UNIT DEVELOPMENT PROVISIONS
5. Public Comment
6. Commissioner Comments
7. Adjournment

Respectfully Submitted,

Kristen Aspinall, Planning Commission Secretary

Staff Contact:

Erik Perdonik, AICP
City Planner
Planning and Community Development Department
(248) 871-2540
eperdonik@fhgov.com

NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at (248) 871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

MEMORANDUM

TO: Farmington Hills Planning Commission

FROM: Joe Tangari, AICP, Jill Bahm, AICP, Julia Upfal, AICP

RE: Draft OS-4 Amendments

DATE: 11/14/2024

Introduction

The new master plan has been adopted, and it is now time to begin working on zoning ordinance amendments to meaningfully implement the plan's vision for the city. One major area of focus in the Master Plan was the corridor between 12 Mile Road and I-696, from Orchard Lake Road to Halsted. This area is currently the subject of an in-progress market study, and the development of a new district will wait until that is completed. However, some amendments can be made to the OS-4 district now to diversify the uses permitted in the corridor, provide greater flexibility, and enable more mixing of uses, with a deeper dive to follow upon completion of the study, up to and including the development of an entirely new district.

To move the corridor closer to the vision of the Master Plan, this memo provides several amendments that permit new uses, eliminate the maximum number of stories and allow the applicant to determine how to split up the maximum height, explore additional height at low elevations and near the freeway, incentivize mixed use, change setbacks, and taking a fresh look at the OS-4 district's supplemental standards, found in Section 34-3.9.

The properties in the 12 Mile corridor are generally a little over 1,000 feet deep, and topography grades downward toward I-696. The amendments in this memo suggest permitting greater height closer to I-696 and where the average grade at the base of the building is below 850 feet.

The relatively short list of permitted uses in OS-4 strongly gears the district toward large office buildings. The list of permitted uses has been expanded below, with two new terms defined for clarity.

When reviewing the language below, keep in mind that blue/underlined text is new, and ~~red/struck~~ text is deleted. Highlighted text indicates changes from January.

34-2.2 Definitions

Artisan Manufacturing

Small-scale businesses that produce artisan goods or specialty foods, primarily for direct sales to consumers, such as artisan leather, glass, wood, paper, ceramic, textile and yarn products, specialty foods, and baked goods.

Live/Work Unit

A building or portion of a building that includes a dwelling unit and an artisan manufacturing, retail, personal service, child care, or office use directly accessed from the dwelling unit.

Personal Services

Establishments providing services such as, but not limited to: barber shops, beauty salons and spas; licensed massage therapy; clothing rental; laundromat and dry cleaning pick-up stores; shoe repair; dressmaking, millinery and tailoring; photographer or artist studio; pet grooming; studios for instruction in music and dance; indoor fitness; and similar uses.

Professional Office

Any use consisting of office space for a person or persons providing professional services other than medical services or those defined in this ordinance as personal services, including executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales, broadcasting, media production, co-working, and other similar uses.

34-3.1.22 OS-4 Office Research District

A. Intent

The OS-4 office research districts ~~are~~ **is designed** intended to accommodate large office uses in a mixed use environment that also includes residential uses and commercial uses providing for the convenience of residents and workers in the area. This ordinance encourages the development of public spaces, walkability, and public art to complement the development of high-value uses that contribute to the city's tax base. ~~provide for large office buildings in areas which have significant highway or road visibility thereby encouraging uses which have a relatively high value per acre of land that will supplement the city's tax base.~~

B. Principal Permitted Uses

The following uses are permitted subject to the required conditions in Section 34-3.9

- i. ~~Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales~~ Professional office
- ii. Medical offices including clinics, hospitals, and medical laboratories
- iii. Banks, credit unions, savings and loan associations and similar uses without drive-through facilities as an accessory use only
- iv. Business schools or colleges
- v. Hotels
- vi. Attached single-family residential
- vii. Multi-family residential, including office-to-residential conversions
- viii. Live/work units
- ix. Commercial uses permitted under 3.1.23.Bi.-iii, vi, and xii-xiv, when located in a mixed-use building with office and/or multi-family residential uses
- x. Artisan manufacturing

- xi. Public buildings, public utility buildings, telephone exchange buildings, electric transformer stations and substations without storage yards; gas regulator stations with service yards, but without storage yards; water and sewage pumping stations
- xii. Secondary use which is accessory to and located in the same building as a principal permitted use § 34-4.23
- xiii. [Stand-alone parking structures § 34-4.61](#)
- xiv. Cellular tower and cellular antennae § 34-4.24
- xv. Other uses similar to the above uses
- xvi. Accessory structures and uses customarily incident to any principal use permitted

C. Special Approval Uses

The following uses are permitted subject to the required conditions in [Section 34-3.9](#)

- i. Research, testing, design, technical training or experimental product development § 34-3.9.5
- ii. [Commercial uses permitted under 3.1.23.Bi.-iii, vi, and xii-xiv, when located in a stand-alone or exclusively commercial building](#)
- iii. [Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only](#)

D. Accessory Uses

- i. Electric vehicle infrastructure § 34-4.55

E. Development Standards

Lot Size

Minimum lot area: Not specified

Setbacks

Minimum ~~front yard~~ setback [to 12 Mile Road](#): 50 ft
[Minimum front yard setback \(other thoroughfares\)](#): 15 ft
[Front yard setback \(local streets\)](#): 0-10 ft (minimum of 50% of front façade shall be in this range)
 Minimum rear yard setback: 40 ft / [0 ft if alley present](#)
 Minimum side yard setback: ~~20 ft~~ [0 ft](#)
 Minimum from residential district: 20 ft
~~Minimum from sider street~~ [Local side street setback](#): ~~40 ft~~ [0-15 ft](#)

Lot Coverage

~~Maximum lot coverage by all buildings:~~ ~~20%~~

Building Height

Maximum building height: ~~50 ft~~ [65 ft / 80 ft within 400 feet of the I-696 right-of-way](#)
~~Maximum number of stories:~~ ~~3~~

Density

[Maximum dwelling units per acre](#) 80

Open Space

Front yard open space required: 50%

NOTES

■ For additions to the above requirements, refer to Section 34-3.5: [A](#), [J](#), [N](#), [P](#), [U](#) and [V](#).

Applicable footnotes of Section 34-3.5.2

J. Parking may be permitted within the required front yard setback, provided that the parking setback is not less than ten (10) feet and an area within the front yard, including the ten (10) feet, remains as lawn or landscaped area which is equal to the specified percentage of the area of the required front yard setback. In those instances where the setback required by the application of a formula exceeds the stated minimum setback, the percentage shall be applied to the stated minimum setback. See required conditions in the B-3 district if a marginal access drive is required.

N. See Section 34-5.4. [This footnote is unnecessary.]

P. The setback shall be the minimum indicated or as required by the following formula (as explained in footnote G. above), whichever is greater [see G below]: [Recommend no longer applying this standard to the OS-4 district.]

G. All main buildings shall have a setback of at least fifty (50) feet from any street and shall have a setback of at least twenty (20) feet from any other property line, unless exceeded by the following requirements as defined in paragraph i. below:

i. Setbacks shall be controlled in relationship to the length and height of buildings based upon the formula : $Y = (L + 2H) / D$

Where:

Y = The required yard.

L = The total length of a line which, when viewed directly from above, is parallel to the lot line and intersects any part of the building.

H = The height of the building.

D = Divisor (see subparagraphs ii and iii of this paragraph G, which subparagraphs immediately follow the diagram entitled "Yard Setbacks for Multiple Dwellings")

ii. Along those property lines which abut a one-family residential district, or which abut one-family detached units or lots of an approved P.R.D. plan, and which are not separated from such units, lots or one-family district by a major or secondary thoroughfare, or where the abutting one-family residential district is not already developed for a permitted use other than one-family residential, the minimum required yard shall be determined by the following formula: $Y = (L + 2H) / 3$

iii. In all other instances, or where the planning commission determines that the adjoining property is indicated on the future land use plan as an area of other than one-family residential use, the minimum required yard shall be determined by the following formula: $Y = (L + 2H) / 6$

U. Rooftop equipment shall be screened in accordance with Section 34-5.17. [This footnote is unnecessary]

V. In any yard abutting a street or freeway, a landscaped area not less than ten (10) feet deep and abutting the street or freeway shall be provided in the setback.

Section 34-3.9 OS-1, OS-2, OS-3 and OS-4 District Required Conditions

1. In the OS-1, OS-2, and OS-3, ~~and OS-4~~ districts the following conditions apply:
 - A. Uses permitted shall require review and approval of the site plan by the planning commission.
 - B. No interior display shall be visible from the exterior of the building.
 - C. The outdoor storage of goods or materials shall be prohibited.
 - D. Warehousing or indoor storage of goods or materials; beyond that normally incidental to the permitted uses; shall be prohibited.
2. In the OS-1, OS-2, and OS-4 districts the following condition applies.
 - A. All activities, except for off-street parking or loading, shall be conducted within a completely enclosed building.
5. In the OS-4 district the following conditions apply:
 - A. The permitted uses of the district may be co-located within a building or upon a site.
 - ~~B. Manufacturing shall not be an assembly line type and shall be limited to prototype equipment, products or materials for experimental purposes which are not generally for sale, or artisan wares. Repair work shall be limited to prototypes, or products being tested, designed, or experimentally produced, and shall not be for customer services.~~
 - C. Warehousing or storage of products may be permitted when clearly accessory to a principal use.
 - D. The outdoor storage of goods or materials shall be prohibited.
 - E. Where a minimum of fifteen percent (15%) of the lot is set aside for public use and developed as a park or plaza with at least one public art installation, an additional twenty (20) feet of height shall be permitted.

New Section 34-4.61 Parking Structures

Parking structures shall be permitted as an accessory use in all non-RA and non-RP districts when integrated into a larger building. Stand-alone parking structures are permitted in the OS-4 district subject to the following:

1. The exterior of the parking structure shall not be bare, functional concrete. Other durable materials, such as brick, stone, metal paneling, and glazing shall be used for the façade

and shall be subject to Planning Commission approval. Art, including sculpture or murals, is permitted and encouraged.

2. Permitted commercial uses may occupy a portion of the ground floor of the parking structure.
3. The parking structure shall not front directly on 12 Mile Road.
4. The parking structure shall provide spaces to accommodate a minimum of one bicycle per each 20 vehicle parking spaces in the structure.
5. Where a parking structure serves residential uses, in whole or in part, charging infrastructure shall be for a minimum of fifteen percent (15%) of required spaces for the residential use. For the purposes of this subsection, "charging infrastructure" shall mean placing the conduit and/or wire required for the future installation of electrical lines to serve charging stations, as well as ensuring the electrical delivery capacity is sufficient to meet the energy demands of the charging stations. Charging outlets may be provided by the developer or tenant by agreement.

MEMORANDUM

TO: Farmington Hills Planning Commission

FROM: Joe Tangari, AICP, Jill Bahm, AICP, Julia Upfal, AICP

RE: Initial Post-Master Plan Amendments: Parking Standards

DATE: 11/14/2024

Parking Standards

The implementation section of the Next 50 Master Plan includes several zoning actions that are key to meeting the plan’s objectives. This includes a thorough review of the parking requirements to identify necessary adjustments and flexibility based on actual demand. As the plan aims to encourage infill development, reduce excessive pavement, and consider new opportunities for parking areas throughout the City, updating these standards will eliminate regulatory hurdles that impede progress toward these important objectives.

To continue the discussion of parking standards, this memorandum includes a review of the following zoning considerations relevant to parking:

- Reducing requirements for multi-family & office
- Consider parking maximums
- Providing greater flexibility
 - Waivers based on demonstrated need
 - Parking reductions
- Add bicycle parking standards

Changes from the January meeting are highlighted in **yellow**.

Reducing requirements for Multi-family and Office

The parking schedule regulates the minimum number of spaces required, and when this is not well-aligned with need, results in vacant paved spaces. In Farmington Hills, the parking requirements for multi-family and office uses outweigh parking demand, contributing to unnecessary pavement and excess parking. The opportunity cost for underutilized parking is often a higher and better use of land, such as additional development, green spaces, or community amenities that better serve

“Parking. Thoroughly review the parking requirements of the Zoning Ordinance and adjust requirements based on modern assessments of actual need. Consider establishing parking maximums and multiple mechanisms for reducing parking. Consider curbside pick-up, short-term spaces, and rideshare drop-off areas.”

– Page 239, Chapter 12: Implementation, Next 50 Master Plan

residents of the City. The Planning Commission may consider the following modifications to better align parking for these uses with actual demand.

Medical office:

Current standard:

Professional offices of doctors, dentists or similar profession	One (1) for each one hundred thirty-five (135) square feet of usable floor area for the first five thousand (5,000) square feet;
	One (1) for each one hundred seventy-five (175) square feet for that area in excess of five thousand (5,000) square feet of usable floor area

Recommended standard:

Professional offices of doctors, dentists or similar professions	One (1) for each 250 square feet of usable floor area
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Explanation: By providing a standard for the entire building, the ordinance will be easier to administer and enforce. This calculation will also better align medical office requirements with actual demand and zoning best practices.

Alternatives: Regulate by number of examination rooms, waiting area, or a combination of both

Chiropractic office:

Current standard:

Chiropractic office	One (1) for each 200 square feet of usable floor area
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Recommended standard: Remove chiropractic office.

Explanation: A chiropractic office is a type of medical office and should be combined with medical office.

Business Office

Current standard:

Business offices or professional offices except as indicated in the following items 3--5	One (1) for each 220 square feet of usable floor area for the first 15,000 square feet;
	One (1) for each 250 square feet for that area in excess of 15,000 square feet of usable floor area

Recommended standard:

Business offices or professional offices	One (1) for each 300 square feet of usable floor area
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Explanation: By providing a standard for the entire building, the ordinance will be easier to administer and enforce. This calculation will also better align office requirements with actual demand and zoning best practices.

Residential, Multiple Family

Current standard: Two (2) for each dwelling unit of three (3) rooms or less; two and one-half (2 1/2) for each dwelling unit of four (4) or more rooms

Recommended standard: Create two separate uses and regulate as follows:

<i>Residential, Multiple Family</i> with individual garages, driveways, or parking pads	Two (2) spaces for each dwelling unit
<i>Residential, Multiple Family</i> without individual garages, driveways, or parking pads	1.5 spaces for each dwelling unit

Explanation: Reduce multi-family parking requirements to better align with demand, while continuing to provide appropriate parking for developments that include individual garages, driveways, or parking pads

Switch the Order of the Table of Requirements and the Ability to Adjust Parking Requirements

Currently, section 5.2.11 sets forth the minimum number of parking spaces, and a portion of 5.2.2 and 5.2.10 establish the ability to accept changes to those minimums. Consolidating those standards and placing them after the table would make more sense, structurally. So current Section 5.2.11 will become Section 5.2.10, and current Section 5.2.10 will become Section 5.2.11.

The parking ordinance could easily incorporate a maximum parking standard to reduce excessive parking. We recommend the following amendment, along with some potential flexibility as described later in this memorandum.

34-5.2.10 [Required spaces.](#)

- A. The minimum number of off-street parking spaces by type of use shall be determined in accordance with the following schedule; ~~provided, however, that when a use is required by state statute to provide handicapped parking spaces, the total number of off-street parking~~

~~spaces required by this chapter shall be increased by one (1) for uses requiring twenty-five (25) parking spaces or less.~~

- B. Maximum. The maximum number of parking spaces shall be determined as follows:
- i. When the minimum requirement is fewer than 10 spaces, the maximum parking allowed shall be 2 spaces greater than the minimum parking requirement.
 - ii. When the minimum requirement is 10 spaces or more, the Planning Commission may grant an increase of up to twenty (20%) percent over the maximum guideline for parking spaces if:
 - a. The applicant can demonstrate to the Planning Commission's satisfaction the additional parking is necessary based on documented evidence of actual use or anticipated demand.
 - b. The increase in parking will have no undue burden on neighboring property owners and/or natural features.

Provide Greater Flexibility and Consider Maximums

The ordinance standards could be amended to provide new opportunities for reductions from the required parking in circumstances where an applicant implements measures to reduce parking demand or modifications when the applicant demonstrates that parking demand is more or less intensive than required by the ordinance.

Current Text

The ordinance currently includes some standards to grant flexibility, but additional reduction standards would better allow for more demand-based adjustments. Current reduction standards in the ordinance include:

1. Shared parking provisions: Article 34-5.2.2 allows applicants to adjust parking requirements when lots are shared between two uses.
 - a. When there are multiple uses on a single lot and the applicant has demonstrated that peak operating hours do not overlap, spaces may count towards the requirement for each use.
 - b. When there are two or more zoning lots that share spaces and peak usage is at different times, an applicant may reduce parking up to 20%. For greater reductions, the applicant may submit a parking study and the reduction will be to the discretion of the Planning Commission.
2. Deferred parking provisions: The planning commission can allow an applicant to reduce the number of off-street parking spaces when they can demonstrate that there is an adequate reserve of land set aside for additional parking which will only be constructed if it is determined a need exists for the spaces.

Potential amendments

We recommend the Planning Commission consider modifications to the off-street parking standards by incorporating the amendments below. This will achieve greater flexibility to align

parking requirements with actual parking demand. In addition, by creating standards to evaluate parking reductions, the amendments provide some administrative authority when planning commission review is not required.

34-5.2.2: *Retain same-lot requirements, but move shared parking provisions to 34-5.2.10.*

Off-street parking for other than residential use shall be either on the same lot or within three hundred (300) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking lot. Ownership shall be shown of all lots or parcels intended for use as parking by the applicant.

~~The City recognizes that different types of uses may have different peak usage times. Therefore, two (2) or more non-residential buildings or non-residential uses may collectively provide the required off-street parking, in which case the required number of parking spaces for the uses calculated individually may be reduced for the following:~~

- ~~A.—If the property is on a single zoning lot and the applicant provides documentation of a reciprocal arrangement between businesses showing that peak operating hours of the businesses do not overlap; or~~
- ~~B.—If the property is on two or more zoning lots a signed agreement is provided by the property owners and duly recorded with the Register of Deeds, and the Planning Commission determines that the peak usage will occur at different periods of the day. A parking study prepared by a qualified professional following methodologies established by the Urban Land Institute’s publication, Shared Parking, shall be required for any reduction that exceeds twenty (20) percent of the required number of spaces and may be required to justify lesser reductions at the discretion of the Planning Commission. The study that supports the proposed shared parking arrangement shall be submitted along with the site plan and is subject to concurrence by the approving body. The approving body may, as an alternative, grant a lesser reduction in overall parking than that requested by the applicant.~~
- ~~C.—For any shared parking arrangement, the Planning Commission may require the construction of pedestrian sidewalks and/ or marked crossing areas to facilitate pedestrian traffic between two sites or two use areas~~

34-5.2.11: *Amend this section (currently 5.2.10) to expand opportunities for parking relief when appropriate and aligned with demand. Provide flexibility from parking minimums and maximums (if maximum parking is implemented).*

10. Deviations from required parking: For all uses except one- and two-family residential units and mobile home sites, the number of off street parking spaces required may be ~~adjusted~~ ~~reduced~~ in accordance with the following:

- A. Demand-based parking adjustments.**
 - i. Deviations from the required parking minimum or maximum may be granted when the applicant has demonstrated through a parking study or other means deemed**

sufficient by the approving body that the required off-street parking is excessive or inadequate to meet the daily needs of the use. Elements to be considered include:

- a. [Number and frequency of walk-up \(foot traffic\) customers](#)
 - b. [Availability of shuttle service and/or transit](#)
 - c. [Seasonal nature of operations](#)
 - d. [Unique operational characteristics of the use that impact daily traffic](#)
 - ii. [In circumstances where the most recently published Institute of Transportation Engineers' Parking Generation Manual or Urban Land Institute Shared Parking Guide recommends a lower quantity of parking than that required in this ordinance, the minimum parking requirement may be adjusted accordingly.](#)
- B. [Mitigation: Reductions from the required parking minimum may be granted in accordance with the following mitigation measures:](#)

- i. [Grand River Avenue. Recognizing the transportation alternatives available throughout the Grand River Corridor, the required parking minimum shall be reduced by 50% for all uses with frontage on Grand River Avenue.](#)
- ii. [Car-Sharing or Carpool Spaces. Parking spaces reserved and signed for hourly car rental/car-sharing services or as carpool-only spaces may be counted as two regular parking spaces. Car-sharing or carpool spaces may be proposed for a single lot in accordance with the following schedule:](#)

Number of required spaces	Maximum number of car-sharing or carpool spaces
1-10	0
11-25	2
26-100	4
101-250	12
250+	25

- iii. [Bicycle Parking. The minimum parking standard may be reduced by one parking space for every four non-required bicycle parking spaces. This reduction may be increased to one parking space for every three non-required bicycle parking spaces when spaces are covered by a roof or awning.](#)
 - iv. [Walkable Amenities. If the site is proximal to a multi-use trail, the applicant may present support for a requested reduction, and the Planning Commission may approve the reduction if it finds the request to be sufficiently justified.](#)
- C. [Reserve Parking. Reductions from the required parking minimum may be granted when adequate reserve area is provided for future parking, provided that the following conditions are met:](#)
- i. [The number of off-street parking spaces required for the use or uses must be more than ten \(10\).](#)
 - ii. [The applicant shall submit an acceptable site plan showing that an adequate reserve of land is set aside for additional parking spaces, so that the total depicted](#)

on the plan is adequate to meet the requirements of Section 34-5.2.10. The plan shall indicate the reserve area laid out so that all dimensional requirements as to spaces, aisles, and other applicable requirements of this chapter can be met. The reserve area shall not be used for water retention, for required open spaces, or as the location for replacement trees or other deciduous or evergreen trees required by this chapter. The landscape plan submitted for the site shall include a plan for the reserve area.

- iii. The planning commission has determined that the applicant has submitted substantial evidence showing that the parking needs of the specific occupant will be less than would be required by this chapter.
- iv. The property owner shall execute an agreement prepared by the city attorney requiring the construction of the additional spaces within one hundred and eighty (180) days of notification that the planning commission, at its sole discretion has determined a need exists for such spaces. The agreement shall run with the land, be binding upon successors and assigns and shall be recorded with the register of deeds.
- v. A permit for change of occupancy shall not be issued until the planning department has reevaluated the need for parking by the new occupant relative to the number of spaces required by this chapter.

D. Shared Parking. [Reductions from the required parking minimum may be granted when there is a collective parking arrangement.](#) The City recognizes that different types of uses may have different peak usage times. Therefore, two (2) or more ~~non-residential buildings or non-residential~~ [principal](#) uses may collectively provide the required off-street parking, in which case the required number of parking spaces for the uses calculated individually may be reduced for the following:

- i. If the property is on a single zoning lot and the applicant provides documentation of a reciprocal arrangement between businesses showing that peak operating hours of the businesses do not overlap; or
- ii. If the property is on two or more zoning lots a signed agreement is provided by the property owners and duly recorded with the Register of Deeds, and the Planning Commission determines that the peak usage will occur at different periods of the day. A parking study prepared by a qualified professional ~~following methodologies established by the Urban Land Institute's publication, Shared Parking,~~ shall be required for any reduction that exceeds twenty (20) percent of the required number of spaces and may be required to justify lesser reductions at the discretion of the Planning Commission. The study that supports the proposed shared parking arrangement shall be submitted along with the site plan and is subject to ~~concurrence~~ [approval](#) by the approving body. The approving body may, as an alternative, grant a lesser reduction in overall parking than that requested by the applicant.

- iii. For any shared parking arrangement, the Planning Commission may require the construction of pedestrian sidewalks and/ or marked crossing areas to facilitate pedestrian traffic between two sites or two use areas

Add bicycle parking standards and protect pedestrians

In addition to any vehicular parking requirements, requirements for bicycle parking will help to complete the City’s bicycle network and accommodate bicycles as a potential transportation alternative. We recommend the Planning Commission consider the following standards for required bicycle parking.

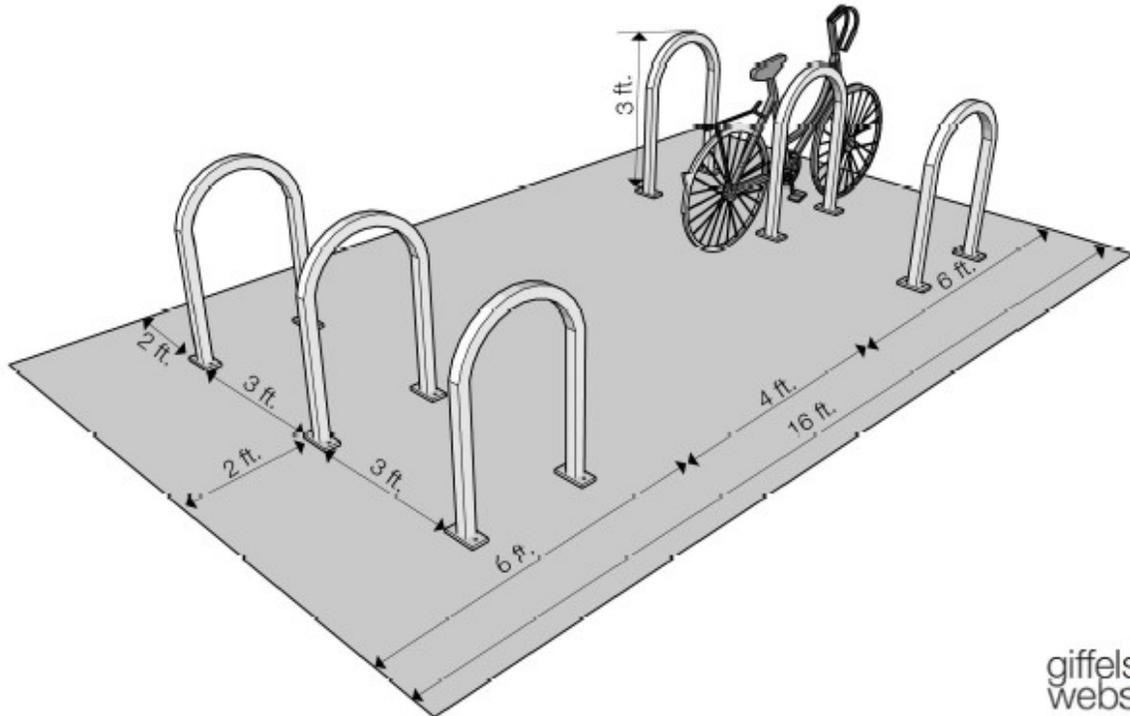
14. Bicycle Parking.

- A. Intent. As the City works to create a well-connected community, expand its pathway system, and provide more opportunities for non-motorized transportation, it is important that new development accommodates bicyclists.
- B. Bicycle parking facilities general requirements. At the time of erection of any new principal building or new parking lot, the enlargement of any principal building by ten percent (10%) or more of the existing gross floor area, or the enlargement of any automobile parking lot by ten percent (10%) or more of the number of existing parking spaces, a bicycle parking facility shall be required in accordance with the following requirements:
 - i. Provide a minimum of two (2) bicycle parking spaces. Auto wash uses and single-family and two-family uses are exempt from this requirement. A use that requires bicycle parking and has more than forty (40) off-street vehicle parking spaces, shall provide one (1) additional bicycle parking space for each twenty (20) vehicle parking spaces.
 - ii. Off-street bicycle parking facilities may be located in any yard subject to meeting the parking setback requirements of this ordinance. Site plan approval may allow bicycle parking facilities in the required front yard parking setback when the location is between a public bicycle route and the principal building.
 - iii. Bicycle parking facilities shall be located on the parcel that the bicycle parking serves.
 - iv. Bicycle parking spaces may be located indoors or covered with a freestanding canopy or shelter, or a shelter attached to a building.
 - v. Bicycle parking facilities located outdoors shall be clearly visible and easily accessible to people approaching the primary entrance to the use providing the bicycle parking.
 - vi. Minimum required bicycle parking spaces shall not be replaced by any other use unless and until equal facilities are provided elsewhere.
 - i. Bicycle parking facility layout, location, and design standards. Bicycle parking area(s) shall be laid out, constructed, and maintained in accordance with the following standards and regulations:
 - i. Bicycle parking spaces shall be paved and adjacent to a bicycle rack of the inverted “U” design or a similar design approved by the approving body, that is solid, cannot be easily removed with common tools, provides at least two (2) contact points for a bicycle, is at least three (3) feet in height, and permits the locking of a bicycle through the frame and one (1) wheel with a standard U-

Lock or cable in an upright position. The rack shall be securely anchored in concrete or asphalt. Alternative installations and designs may be considered if the proposed rack design functions similar to the inverted “U” design. Artistic designs are encouraged.

- ii. The minimum layout standards are shown in Figure 5.2.14.B.ii Minimum Layout Standards for Bicycle Parking Facilities below.

Figure 5.2.14.B.ii Minimum Layout Standards for Bicycle Parking Facilities



giffels
webster

- iii. Bicycle parking facilities shall be accessible from adjacent street(s) and pathway(s) via a paved route that has a minimum width of six (6) feet.
- iv. Bicycle parking facilities shall be separated from automobile parking spaces and access aisles by a raised curb, landscape area, sidewalk, or other method that complies with all City ordinances when located in or near off-street parking areas.

MEMORANDUM

TO: Farmington Hills Planning Commission

FROM: Joe Tangari, AICP, Jill Bahm, AICP, Julia Upfal, AICP

RE: Post-Master Plan Amendments: Design Standards

DATE: 2/13/2025

When crafting zoning regulations, it is important for communities to be practical about the costs that will be incurred by developers while understanding the important role that regulations play in protecting existing investments within the community. With design standards, it is especially important to strike this careful balance, achieving high-quality development without creating burdensome hurdles to invest in the City. Ultimately, by establishing consistent and predictable expectations for design, these regulations will help attract additional investment and high-quality development. This memorandum includes an overview of various design standards the Planning Commission may wish to incorporate, including:

1. Building Materials
2. Fenestration
3. Architectural Scale and Breaks
4. Roof design
5. Entrance features

In addition to consideration of the various standards the PC may wish to include, this memo describes the intent of design standards and outlines different options for gradually bringing existing buildings into conformance with them.

Purpose and Intent

A purpose statement will provide clear objectives for design standards to direct applicants, staff, and public bodies. In circumstances where the approving body is granted the discretion to consider waivers or flexibility, alignment with this intent will be foundational to decision making. A draft purpose statement is provided below.

The purpose of these design standards is to promote complementary use of design elements and achieve visually appealing and functionally efficient development that is compatible with surrounding land uses. Specifically, these standards are intended to:

1. Enhance aesthetic quality.
2. Promote the use of building materials that are durable and resilient.
3. Support economic development.
4. Maintain a harmonious relationship between adjacent land uses.
5. Encourage pedestrian-friendly design elements.

These standards serve as a framework for new developments that strengthen and enhance the city's overall character, while allowing for creativity and innovation in design.

Considerations:

1. Does this purpose/intent statement align with the City's goals for design standards?
2. Is there anything that should be added to the purpose/intent statement?
3. Is there anything that should be removed from the purpose/intent statement?

Applicability

All new construction should comply with any design standards in the ordinance. However, when there are nonconforming design elements on existing buildings, the Ordinance should provide guidance on the updates that are required when a site plan is submitted.

The draft language below emphasizes that there may be no expansion, extension or enlargement of any nonconforming design element. The language further requires that a front facing façade is brought into conformance with the design standards when a building expansion or change in use reaches a certain development threshold.

Applicability.

1. All new construction shall comply with the design standards in this Section.
2. For building expansions, additions, and changes in use, the following shall apply
 - a. When a building expansion or change of use results in an increase of 50% or more in terms of total gross floor area or indoor seating capacity, all façades that are visible from a public right-of-way shall comply with the design standards in this Section.
 - b. When a building expansion or change proposes to increase the total gross floor area or indoor seating capacity by less than 50%, only new or modified design elements are required to be compliant with this chapter.

Exceptions.

1. The following exceptions from this section shall apply:
 - a. Single and two-family dwellings are not required to comply with the design standards of this section.
 - b. In the LI-1 Zoning District, only properties with frontage on a major thoroughfare are required to comply with the design standards of this section.

Considerations:

1. Should design elements be brought into conformance when a development threshold is reached or should only new construction be required to comply?
 - a. Should this apply to all façades or only façades visible from a public ROW?
2. Are the proposed development thresholds appropriate to trigger compliance?

3. If design elements are brought into conformance, should fenestration and/ or roof pitch be excluded?
4. Are any other exceptions needed?

Building Materials

Standards for building materials are often separated into two categories, distinguishing between primary and accent materials. Primary materials are acceptable for the entire building, while accent materials should be limited in overall use. Accent materials often add contrast, texture, or architectural interest, but may not have the durability or visual appeal for large areas.

Building Materials

1. The following may be permitted as primary materials on any building façade. At least 60% of facades, excluding windows and doors, shall be comprised of primary building materials.

Permitted Primary Materials
Brick, cut stone, field stone, manufactured stone, or decorative CMU block
Timber or dimensional wood or engineered equivalent
Fiber cement siding or panels.

2. The following may be permitted as accent materials on any building façade.

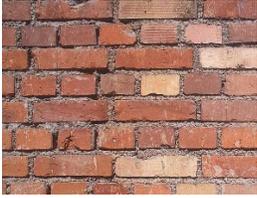
Permitted Accent Materials
Glass block
Metal and metal paneling
Decorative masonry veneer
Polymer plastic (e.g. Wyton, Azek)
Stucco
Plain or painted CMU block
Exterior Insulation and Finishing Systems (EFIS) ¹
¹ Exterior Insulation and Finishing Systems may only be permitted when located at least 6 ft above grade.

3. All building materials and colors shall be clearly labeled on the proposed building elevations.
4. Samples of building materials may be requested by the Zoning Administrator or approving body.
5. Engineered building materials should match the appearance and durability of natural building materials.
6. Prohibited materials. The following materials shall be prohibited: vinyl, mirrored glass, scorched block, except when permitted under Article 34-5.5.
7. A waiver from the required building materials in this section may be granted when the Planning Commission finds one of the following:
 - a. The waiver will achieve a specific architectural objective or purpose
 - b. The proposed building materials are compatible with surrounding development

Considerations

1. Are there any accent materials you would like to see permitted as primary building materials?
2. Are there any building materials that are not listed, but should be?
3. Should all façades comply with the building material requirements or only façades visible from a public right-of-way?

Examples of the building materials described in the draft language are illustrated below.

<p>Brick</p> 	<p>Stone</p> 	<p>Plain or painted CMU Block</p> 	<p>EFIS</p> 
<p>Decorative CMU Block</p> 	<p>Timber or Dimensional Wood</p> 	<p>Vinyl</p> 	<p>Mirrored Glass</p> 
<p>Fiber Cement Siding</p> 	<p>Glass block</p> 	<p>Polymer Plastic</p> 	<p>Stucco</p> 
<p>Metal</p> 	<p>Decorative Masonry Veneer</p> 		

Fenestration

Fenestration requirements regulate the placement of windows, doors, and other openings in building façades. These types of standards help to support design that is pedestrian friendly and encourages engagement between the public and private realm. In addition, fenestration helps to promote safety by placing “eyes on the street,” helping to deter crime and providing a greater sense of security and visibility.

The following draft language for fenestration may be considered by the Planning Commission.

Fenestration.

1. Fenestration shall be provided in accordance with the table below:

Fenestration requirements by Façade Orientation		
Façade Orientation	Minimum Ground Floor Fenestration	Minimum Upper Floor Fenestration
Facing a Major Thoroughfare	60%	35%
Facing a Public ROW that is not a Major Thoroughfare	50%	20%
Facing a Parking Lot	50%	20%
All other façades	20%	20%

2. Multiple-family dwellings, places of worship, hospitals, public schools, and public utility buildings shall only be required to comply with the upper floor fenestration requirements described above; ground floor fenestration may be discretionary for these uses.
3. Upper floor windows shall be vertical in proportion.
4. Accordion, roll-up, or folding doors and sliding windows may be permitted for ground floor uses to provide indoor-outdoor service, providing adequate sidewalk clearance is provided.
5. Doorways and window surrounds shall be articulated by sills, lintels, pilasters or mullions through a change in plane of at least two inches.
6. A waiver from the fenestration requirements in this section may be granted when the Planning Commission finds one of the following:
 - a. The waiver will achieve a specific architectural objective or purpose
 - b. The proposed building materials are compatible with surrounding development
 - c. Compliance with the standard will result in a practical difficulty

Considerations:

1. It is difficult to limit design requirements by use because it creates nonconforming elements if there is a use-change. However, for some uses, privacy concerns are important to the functionality of the space. Are there other uses which should be included as exceptions?

2. Are fenestration requirements necessary for façades that are not facing a public ROW? Are fenestration requirements necessary for façades that are facing a parking lot?
3. Are the proposed proportions overly burdensome or permissive?

Architectural Scale and Breaks

Architectural scale provides visual interest to buildings, ensuring greater aesthetic compatibility with surrounding development, preventing structures from appearing out of place or overwhelming. In addition, these standards help to guide developers towards designs that integrate well with the surrounding urban fabric, while allowing for creativity and innovation in design.

The Planning Commission may wish to consider the following language for architectural scaling and breaks:

<p>Architectural Scaling</p> <ol style="list-style-type: none"> 1. There are to be no blank or unarticulated façades. All façades visible from a public right-of-way must provide windows and architectural scaling elements (such as vertical pilasters, columns, or other architectural elements) to break up the scale of the building. Distance between breaks shall be consistent with the scale and rhythm of adjacent buildings. 2. Building façades shall include no less than two of the following elements: <ol style="list-style-type: none"> a. Building color change. b. Building material or texture change. c. Projections or recesses extending along at least 20% of the façade. d. Recessed entranceways or projecting vestibules. 3. A horizontal expression line, such as a molding or reveal, shall define the transition between the ground floor and upper stories. If a one-story building is proposed, the horizontal expression line is not required. However, wainscoating is encouraged.
--

Considerations:

1. Some communities only require architectural scaling for blank façades of a certain size (ie façades 100 feet or greater).

Roof Design

Roof design plays an important role in both the aesthetic and functional aspects of buildings. Rooflines contribute significantly to the City’s overall architectural identity and regulations help maintain consistency and quality. In addition, these regulations can help to guide the use of rooftop amenities such as terraces, mechanical equipment, or solar installations, ensuring that they are safe and well-integrated with surrounding developments.

The Planning Commission may wish to consider the following language for roof design:

<p>Roofs</p> <ol style="list-style-type: none"> 1. Roofs shall meet the following standards:

- a. Flat roofs. Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view are required. Parapets shall not exceed one-third of the height of the supporting wall at any point.
- b. Pitched roofs. Pitched roofs shall have an average slope between 1:4 and 1:1. The Planning Commission may grant a waiver from the required average slope upon a finding that it achieves a specific architectural purpose.
2. Rooftop patios and terraces may be permitted on structures three stories or greater and are prohibited in the rear 35% of lot depth to protect the privacy of neighboring properties.

Considerations:

1. Are rooftop patios appropriate in Farmington Hills? Should they be permitted on buildings of less or greater height than 3 stories?

Entrance Features

Entrance features are the primary connection between the public and private realm, often serving as the focal point of a building. Clear articulation helps to ensure that these features are easily identified, making buildings welcoming and easy to access. The planning commission may wish to consider the following standards for entrance features:

1. Building entrances shall be clearly defined and visually prominent. This may be achieved through the use of architectural elements such as recesses, canopies, lintels, pediments, pilasters, columns, awnings, overhangs, or other distinguishing features. Any such element shall be architecturally compatible with the style, materials, and colors of the building.
2. A pathway to the entrance shall be provided as described in Section 5.19.
3. The primary entrance shall be located along the front side of the building with a pedestrian pathway connecting the primary entrance to the adjacent sidewalk.
4. Entrances shall be well-lit with decorative or functional lighting that enhances visibility and security. Entrance lighting must comply with Section 5.16 Exterior Lighting.
5. Entrance features shall be proportional to the building façade.
6. When practical, service entrances that are not articulated or clearly defined shall be obscured from view of a public right-of-way.
7. Entryway features, such as planters, benches, or other pedestrian-friendly amenities, are encouraged.

Additional Considerations:

1. Some communities require a certain number of entrances for façades more than 100 feet. While this may create arbitrary/ unnecessary entrances, it helps to break up the building and promote walkability.
2. Some ordinances require building with façades more than 100 feet to have architectural emphasis around the building entrance, such as roof elements, changes in materials, or other architectural detailing.

Respectfully Submitted,

Kristen Aspinall, Planning Commission Secretary

Staff Contact:

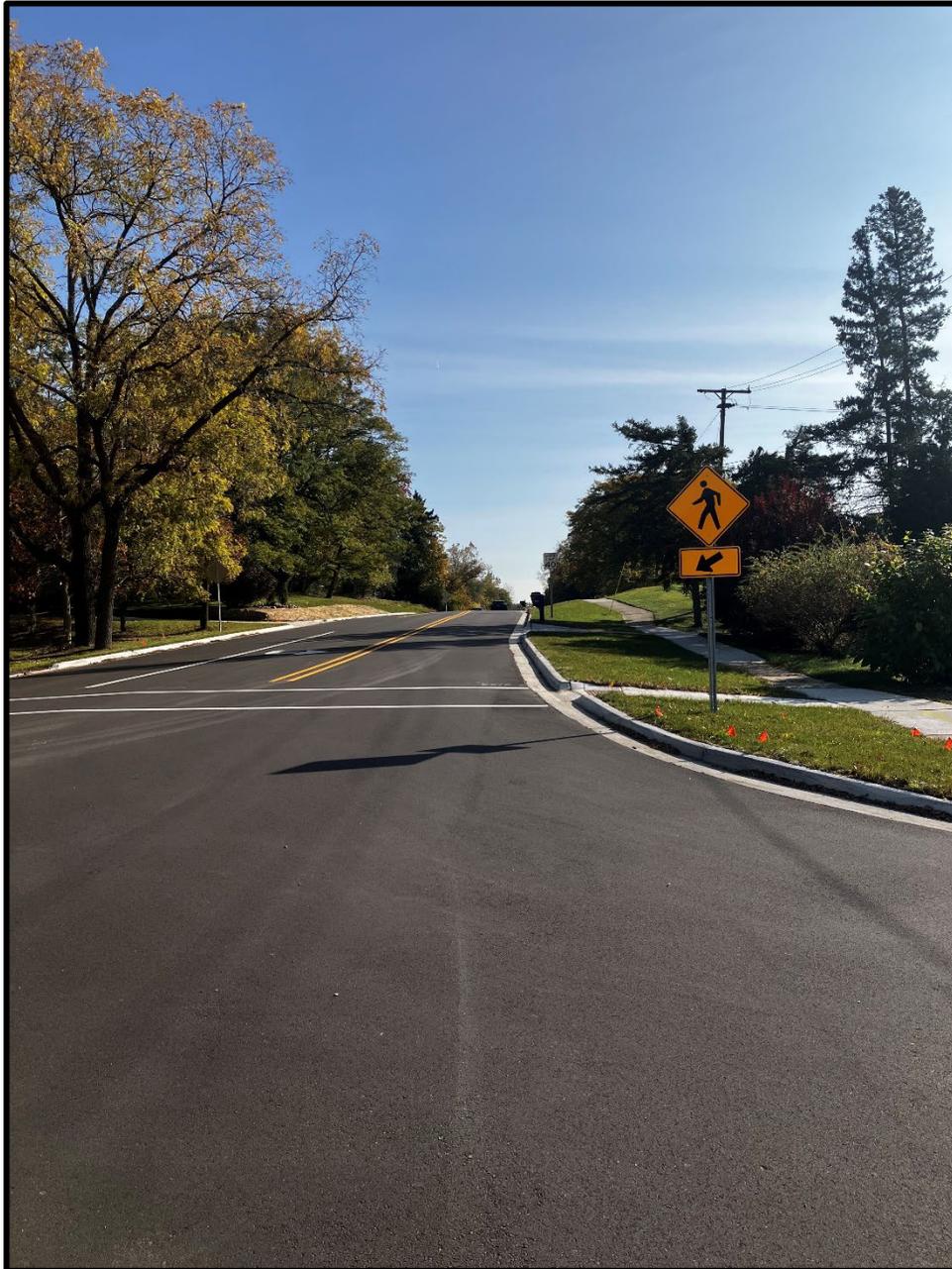
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NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at (248) 871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

Capital Improvements Plan



2025/2026 – 2030/2031



Eleven Mile Road repaving at Power Road

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CAPITAL IMPROVEMENTS PLAN

2025/2026 – 2030/2031

Farmington Hills City Council

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Bill Dwyer, Mayor Pro Tem
Jon Aldred
Jackie Boleware
Michael Bridges
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Special Thanks to the CIP document preparation team:

Planning and Public Services Secretary's

Capital Improvements Plan Schedule:

Planning Commission Study Session January 23, 2025
Planning Commission Public Hearing February 27, 2025

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CAPITAL IMPROVEMENTS PLAN

2025-2026–2030-2031

INTRODUCTION/LEGAL AUTHORITY

The Capital Improvements Plan (CIP) is an essential planning tool for the development of the social, physical, and economic wellbeing of the City of Farmington Hills. This plan is the first step in an organized effort to strengthen the quality of public facilities and services. This provides a framework for the realization of community goals and objectives as envisioned in the City's Master Plan for Future Land Use as adopted by the Planning Commission and City Council.

In a practical sense, the CIP process allows the City to identify, prioritize and implement capital projects over multiple years. Public improvements originating from the CIP process have served to improve the quality of life for all Farmington Hills residents. As the community matures, policy makers will look to the CIP for answers in addressing public needs. This year's plan continues in that tradition.

Legal authority for capital improvement planning is found in state law. Specifically, Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act provides:

"To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of the master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise. If the planning commission is exempted, the legislative body either shall prepare and adopt a capital improvements program, separate from or as a part of the annual budget, or shall delegate the preparation of the capital improvements program to the chief elected official or a non-elected administrative official, subject to final approval by the legislative body. The capital improvements program shall show those public structures and improvements, in the general order of their priority, that in the commission's judgment will be needed or desirable and can be undertaken within the ensuing six-year period. The capital improvements program shall be based upon the requirements of the local unit of government for all types of public structures and improvements. Consequently, each agency or department of the local unit of government with authority for public structures or improvements shall upon request furnish the planning commission with lists, plans and estimates of time and cost of those public structures and improvements."

Moreover, the City Charter, Sections 3.07 and 6.08, indicates that the City Manager shall have the responsibility of submitting a Capital Improvements Plan to the City Council.

CIP GOAL

To plan for and guide needed capital improvements and expenditures in a fiscally sound manner and to ensure that these improvements are consistent with the goals and policies of the City of Farmington Hills and the expectations of its residents.

DEFINITION: BUDGET VS. PLAN

The Capital Improvements Plan identifies all major capital projects with cost estimates anticipated in both capital and future operating costs over a six-year period. The program is intended to serve existing and anticipated development in the City. All CIP projects are listed on a priority basis and reflected by fiscal year within the plan. The plan also includes an indication for providing the financial means for implementing the projects.

The representations contained in this plan reflect input from the City's administration as adopted by Planning Commission. The actual budgets, however, for the designated years are determined annually by the City Council in accordance with the City Charter and State law. The Council may add, delete, or otherwise change priorities as they deem necessary within the annual budget review and approval process.

Each year as a capital budget is implemented, the next five-year cycle is reevaluated, and an additional year is added to comprise a six-year plan. Capital improvements beyond the sixth year are occasionally identified in the future column for tracking purposes.

CAPITAL IMPROVEMENTS PLANNING - AN OVERVIEW

Capital improvements' planning involves, to varying degrees, the following steps:

- **Inventory** - an assessment and compilation of existing and future project needs.
- **Financial Analysis** - an analysis of all existing and potential fiscal resources.
- **Determining Priorities** - the task of comparing needs and desired projects against financial resources and other criteria.
- **Establishing Goals and Objectives** - Asking the Questions: What do we want to accomplish? How can we get there? And how do we pay for it?
- **Develop a Schedule** - look at a logical sequence, relating needs with financial resources.
- **Gain Approval** - from appropriate local officials, other funding or cooperating agencies and, most importantly, residents of the community.
- **Implement the Plan** - incorporate the first year of the capital plan into the next operating budget.
- **Review and Update** - each year review and update both the capital budget and six-year plan.

One of the more difficult tasks in developing a capital improvements plan is the establishment of priorities, i.e., selecting one project over another when financial resources are limited. The criteria used in establishing priorities include:

- Protecting life and property
- Maintaining public health and safety
- Maintaining public property
- Replacing obsolete facilities
- Providing public convenience and comfort
- Providing effective and efficient public services

- Reducing operating costs
- Enhancing recreational value
- Enhancing economic value
- Improving social, cultural, and aesthetic value
- Making prudent use of limited financial resources

PLANNING COMMISSION PRIORITIES 2025/2026

As a reviewing body the Planning Commission established the following priorities for the CIP 2025/2026 – 2030/ 2031.

- There is a strong desire to prioritize walkability, specifically to prioritize clear sidewalks in the winter.
- The Planning Commission is supportive of the inter-community Nine Mile Road non-motorized pathway project.
- Enclosed bus shelters especially the bus stops are heavily used.
- Planning Commission recognizes and supports utility investments including Gas, Electric, and Fiberoptics to replace and upgrade infrastructure within Farmington Hills.

ADVANTAGES OF CAPITAL IMPROVEMENTS PLANNING

The Capital Improvements Plan provides numerous advantages. The following programming advantages are considered the most important:

- Planning calls attention to the unmet needs of the City and stimulates corrective action. Residents can provide public input and critical review of the City's long-range plans.
- Planning for future needs ensures that projects will benefit the entire community. Residents can see what they are getting for their tax dollars.
- Planning can help bring about a better balance to project funding among public agencies and departments.
- Planning can eliminate the possibility of duplication of effort involving time and money between various local public agencies and improve project scheduling.
- Planning enables the community to effectively take advantage of anticipated and unanticipated State and Federal grants.
- Planning can provide decision makers with sound justification for needed improvements based on the comprehensiveness of the process.
- Planning future needs allows the community to stabilize tax rates over a period of years by anticipating funding requirements.
- Planning provides the required lead-time for designing and engineering improvements in advance of actual needs.

ONGOING COSTS

Many capital improvements require ongoing operational and/or maintenance costs. The City's 1995 Management Audit identified the need for operational impact statements in the Capital Improvements Plan. Those statements are contained within the CIP tables of capital improvements. While referenced in the CIP, individual departments would assume these costs in their operating budgets.

CIP SCHEDULE

The following schedule serves as a guide for development, review and approval of the Capital Improvements Plan.

- In accordance with Section 6.08 of the City Charter, the City Manager shall submit to the Council a five-year projection in such detail as the Council may require and outline major capital expenditures or projects that are planned for the City.
- In November/December of each year the City Council may provide its input to the City Manager relative to capital needs, priorities, projects, and changes that it would like to see evaluated or reevaluated in preparation for the updating of the City's Capital Improvements Plan.
- Act 33 of the Public Acts of 2008 provides that the City Planning Commission shall annually prepare a six-year plan of public structures and improvements.
- In February of each year, the City Manager and Planning Commission shall jointly review the past year's capital budget and six-year projection of capital improvements. At this time preparation of an updated Capital Improvements Plan is initiated for the ensuing six-year period.
- Subsequently of each year, the Planning Commission shall hold a public hearing to review the Capital Improvement Plan and gather public input prior to adoption of the plan.
- By the first meeting in April, the City Manager and Planning Commission shall submit to the City Council a Capital Improvements Plan. This may take the form of a single plan, joint plan, or separate plans, depending on the degree of consensus as to projects, priorities, and methods of financing.
- The City Council will consider the recommended Capital Improvements Plan as transmitted by the Planning Commission and City Manager and approve a capital improvement fund budget along with the general City operating budget no later than its first meeting in June.

CIP CRITERIA

The CIP is a planning tool and not a promise of funding. Significant capital projects are identified with cost estimates and prioritized. Lesser capital expenditures for such things as municipal vehicles and pavement repair are anticipated in the City's general budget.

The following criteria are used to include a capital project or expenditure within the CIP:

- The project must impact the City-at-large or address a major need within the City in some specific way.

- The project represents a public facility.
- The project represents a physical improvement.
- The project requires the expenditure of at least \$25,000. Some CIP projects under \$25,000 may be included if they are part of a larger network or system of improvements.

From year to year, CIP projects are subject to change in response to community needs and available funding. Cost estimates for projects contained herein are based on current dollars, adjusted for inflation in the out years.

FINANCING OVERVIEW

Government, like private industry, must generate adequate revenues to fund operations, capital improvements, and debt retirement. Revenues available to local government are fees, user charges, and state and federal revenue sharing including grants and taxation.

Capital improvements can be financed through internal financing, such as pay as you go or debt financing. The two approaches are explained below.

Internal Financing

Under this approach, capital projects are financed from monies dedicated specifically for capital improvements. Annual tax levies and fund balances can be used to implement capital projects. Funding may be derived from:

- Approved City Budget.
- Dedicated millage above the Charter limit approved by the voters.
- Existing capital improvement funds.
- Energy and Environmental Sustainability Fund
 - This revolving fund has been created to provide a source of funding specifically targeted towards energy and environmental projects that fall outside of normal capital replacement, maintenance, or other related programs. This fund was originally capitalized through grant funding and utility rebates and is sustained through collecting a portion of the energy savings realized through the City's energy efficiency efforts.

Tax Increment Financing (TIF)

For projects located in the Grand River Corridor Improvement Authority (CIA), tax increment revenues can be used to fund projects outlined in the City Council approved CIA Development Plan or to support related debt financing.

Debt Financing

The following debt financing instruments are available:

Limited Tax General Obligation (LTGO) Bonds. The City, without voter approval, may pledge revenues from its remaining charter millage plus existing fund balance to provide for principal and interest payments on bonds issued. If, in the future, the unused charter millage and fund balance prove insufficient to meet debt service requirements, then the City's operating budget would be required to meet the debt service payments.

Unlimited Tax General Obligation (UTGO) Bonds.

With voter approval, the City can issue bonds, which pledge the City's unlimited taxing power to meet any debt service requirements of the bond issue.

Special Assessment Bonds. Bonds issued in anticipation of the payment of special assessments may be an obligation of a special assessment district, or districts, or may be both an obligation of a special assessment district, or districts, and a general obligation of the City.

Voter Approved Earmarked Millage. Voter approved millage can be utilized partially for projects on a pay-as-you-go basis. The remaining dedicated millage can be pledged to meet debt service payments on projects funded through debt issues.

Lease Purchase Agreements. This method involves a contractual agreement with a private developer/investor who finances the project and leases it back to the local unit of government until the debt is fully retired, at which time ownership reverts to the City.

Capital Lease/Installment Loans. Most used for vehicles and equipment, like a lease purchase agreement, per Act 99, this method allows for a three-party agreement between the City, the vendor/contractor and financial/lending institution.

IMPACT OF LEGISLATION ON TAXING AUTHORITY

Property tax revenue is derived from tax rate and State Equalized Value (SEV) of all taxable properties in the City. An increase in combined SEV can be due to either actual new construction or inflation on existing real estate. During periods of inflation on real estate, communities were able to generate increased tax revenues while keeping tax rates stable. "Automatic" increases in revenues generated from taxes precipitated a constitutional amendment in 1978.

The Headlee Amendment was approved by the State's electorate in 1978 as a constitutional amendment to limit the automatic increase in tax revenue caused by ever-increasing property values. This limitation allows tax revenue to increase only as high as the Consumer Price Index (CPI) plus the value of new construction. This limitation applies to the current Farmington Hills authorized charter millage limit of 10 mills. Otherwise stated, if property values increase more than the CPI, the tax rate must be rolled back so the resulting revenue does not exceed the increase in CPI. Debt existing prior to the passage of this constitutional amendment and voter approved debt issued since the legislation is exempt from this limitation.

In 1994, the State electorate approved a state constitutional amendment commonly known as "Proposal A." This amendment limited increases in the taxable value of existing real property on a per parcel basis to the lesser of 5% or the CPI. Once existing property was transferred or sold, property values for tax purposes could be raised to 50% of fair market value. This effectively limited increases in tax revenue for municipalities to the CPI, if it was less than 5%, and new construction values.

ACCOMPLISHMENTS

The following list identifies projects either completed or initiated this past year.

Public Facilities

Each year the database created from the City-wide facilities condition assessment is used to evaluate assets at each of the City owned buildings. An analysis is performed by City staff to prioritize facility needs based upon asset usage, age, condition, predicted useful life and estimated replacement value. Projects completed as a part of this evaluation process included:

- Police Station Automatic Transfer Switch Replacement
- HVAC Upgrades at Fire Station #5 and the Ice Arena
- Brick Paver Patio Replacement at the Longacre House
- Fire Alarm Replacement at Fire Stations #3 and #4 and DPW
- Roof Replacement at Fire Station #1
- Installation of a new fuel island at the City Hall Campus along with the replacement of the west parking lot. The fueling system includes a new above-ground tank and dispensers and storm water treatment upgrades.
- Installation of Citygate signage and landscaping along the Orchard Lake Road exit ramps from the I-696 expressway.
- Installation of landscaping, fencing, and foundation for future signage/sculpture within the Orchard Lake Road roundabout, south of 14 Mile Road.
- Concept plan for the installation of fencing and automated gates around the Police Station parking lot, new fueling system and west parking lot.

Police

- The Police Department's property contains emergency infrastructure and equipment critical to providing continuous emergency services. Open access to this area exposes this equipment and infrastructure to sabotage or vandalism, which would render these items and the department ineffective. In addition, the critical areas are currently prohibited for public access by signage only, for security and safety purposes. Access control improvements would be designed to decrease accessibility to these sensitive areas and improve employee safety and infrastructure security. The department is currently participating in a feasibility study to determine how best to design and implement this project.
- The police department purchased, equipped, staffed, and trained two additional canine teams.
- The department fully implemented the AXON "Officer Safety Package" which includes a secure digital evidence retention system, video redaction software, body worn camera system, in-car camera system, and new Tasers.
- The women's locker room was expanded to accommodate an increasing diverse work force.

- The police department purchased 115 rifle rated ballistic vests, enough to outfit all sworn staff.

Technology

- The City continues to implement Windows 11 upgrades which requires replacement of PC's.
- Successfully implemented and went live with select modules of the Human Resource Information System (HRIS) solution. Ongoing implementation continues with the other Human Resource Information System Solution to cover the entire "life cycle" of each employee in the City:
 - Recruitment
 - Applicant tracking
 - Selection
 - On-boarding
 - Training and development
 - Performance reviews
 - Employee profile management
- Implementation continues with a new Time & Attendance System Solution to include all general employees' units as well as advanced scheduling for Police, Fire and Public Works.
- Replaced the City's outdated Enterprise Resource and Planning software (General Ledger, Accounts Payable, Payroll, Human Resources, Purchasing, etc.) with a new software package that also includes enhanced functionality to replace current outmoded and manual processes, including:
 - Budgeting and Fiscal Planning
 - Financial Reporting
 - Business Intelligence/Analytics
 - Performance Management
 - Project Management
- Installed a 6'5" digital Smart Sign at the front of The Hawk along 12 Mile Road and a Smart Light head at the corner of 11 Mile Road and Orchard Lake. Additionally, began installing six (6) Smart Lighting/Poles at Longacre House.
- The multi-year Unified Communications & Networking project continued with projects as listed below:
 - The City replaced all analog CCTV recorders throughout City facilities and a portion of the analog cameras with new IP cameras.
- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security.
- Conduct annual vulnerability scan and penetration test on the network.
- Updated City Hall conference rooms with latest technology to enhance presentations and enable seamless video conferencing.

Parks and Recreation

- Completed Parks and Recreation Master Plan
- Engaged a consultant to assess Special Services Department
- Engaged a consultant for applying for grants for Special Services projects
- Purchased $\frac{3}{4}$ ton 4 x 4 pickup truck with snowplow for Parks Maintenance.
- Purchased GMC Canyon 4 x 4 truck for Parks Maintenance.
- Purchased landscape enclosed trailer for Parks Maintenance.
- Purchased Utility 60" zero turn mower for Parks Maintenance
- Purchased utility tractor for Parks Maintenance
- Purchased soccer goals for Parks Maintenance
- Replaced pieces of playground structure in Heritage Park
- Replaced roof at Spicer House in Heritage Park
- Repaired exterior concrete porch at Longacre House
- Replaced parking lot poles and lights at Longacre House
- Purchased two John Deere TX Turf Gators for Farmington Hills Golf Club
- Purchased turbine pull behind blower for Farmington Hills Golf Club
- Purchased core collector for aerification at Farmington Hills Golf Club
- Replaced double barrier entrance gate at Farmington Hills Golf Club
- Purchased John Deere triplex mowers (2) for Farmington Hills Golf Club
- Purchased driving range ball dispenser door upgrade for Farmington Hills Golf Club
- Resurfaced several holes of cart path on the front nine at Farmington Hills Golf Club
- Purchased new fleet of E-Z-Go lithium battery electric golf carts at Farmington Hills Golf Club
- Repaired damaged netting panels at Farmington Hills Golf Club Driving Range
- Replaced failed air compressor for dry fire sprinkler system at Farmington Hills Golf Clubhouse
- Refurbished lobby men's and women's restrooms at Farmington Hills Ice Arena
- Repaired various concrete areas at Farmington Hills Ice Arena

- Installed hot water heaters (2) at Farmington Hills Ice Arena
- Installed new rolling steel doors (2) in Zamboni room at Farmington Hills Ice Arena
- Installed new natural gas compressor for Zamboni fueling at Farmington Hills Ice Arena
- Replaced dehumidifier motors (2) at Farmington Hills Ice Arena
- Purchased goal frame sets (2) at Farmington Hills Ice Arena
- Refurbished Vilter Ammonia Compressor #1 at Farmington Hills Ice Arena
- Installed new aluminum fence at Founders Park South baseball entrance
- Replaced grease trap in kitchen at Costick Center
- Replaced heat booster pump for the pool at Costick Center
- Replaced pump motor for the pool at Costick Center
- Installed CO2 tank for pool at Costick Center
- Installed new ADA compliant sliding doors and awning for 'B' entrance at Costick Center
- Repaired chiller at Costick Center
- Purchased two room dividers for Costick Center through an Oakland County Grant via the Senior Division
- Installed digital sign at The Hawk
- Refinished and striped gym floor at The Hawk
- Performed an assessment of Room 214 Kitchen for refurbishment at The Hawk
- Installed audio upgrades for Hawk Mainstage Theatre at The Hawk
- Installed bronze plaque and lighting at Hawk Tree Sculpture outside Hawk Theatre entrance
- Installed golf simulators (2) at The Hawk
- Installed Hobart dishwasher for the kitchen at The Hawk
- Installed 16 new cameras at The Hawk
- Purchased ADA compliant equipment for Fitness Center at The Hawk through an Oakland County Grant via the Senior Division
- Resurfaced and re-lined gymnasium floor at The Hawk through an Oakland County Grant via the Senior Division
- Replaced carpet in Room 348 Conference Center at The Hawk

- Purchased shade structure for pickleball and tennis courts at The Hawk
- Purchased windscreens for pickleball courts at The Hawk
- Purchased Motorola two-way radios (10) at The Hawk
- Installed ADA compliant swing door operators at The Hawk Theatre exterior entrance
- Installed ADA compliant water cooler with bottle filler on 2nd floor of The Hawk Theatre
- Performed a study for replacing The Hawk Air Handling Units serving the Youth Game Rooms (AHU-9), the Hawk Theatre (AHU-10), and Harrison Hall (AHU-17)

Equipment, Fire

- One Fire Engine is in production with delivery expected Spring of 2025.
- Ballistic Protection received.
- Fire Department took delivery of Utility Vehicle.

Equipment, DPW

- Replace 10-yard Dump Truck.
Replace Rubber Tire Excavator

Fleet & Motor Pool Vehicles

- Replaced two DPW and one Engineering heavy-duty pick-up trucks with snowplows.
- Replaced three fleet vehicles.

Drainage

- Construction of a 28'-foot by 6'-foot single span box culvert for the Minnow Pond Drain crossing of Biddestone Lane.
- Constructed lateral storm sewer in Farmington Freeway Industrial Park. – Phase 3
- Constructed lateral storm sewer on Shady Ridge Drive.
- Constructed lateral storm sewer in Woodcreek Hills Subdivision.
- Constructed Harwich Drive outfall storm sewer.
- Constructed two culvert crossings on Edgehill Avenue with one being a 19"x30" elliptical culvert and the other a 34" x 53" elliptical culvert.
- Constructed lateral storm sewer in Heritage Hills Subdivision (construction Phase 4).

- Constructed lateral storm sewer in Farm Meadows/Camelot Court Subdivision – Phase 1.
- Construction of lateral storm sewer and crossings on Halsted Road (8 Mile to 9 Mile Road).
- Construction of one (1) single span box culvert (17-foot x 7-foot, on Danvers Drive) and two (2) concrete culverts (72 inch) on Harwich Dr. in the Woodcreek Subdivision and a 17-foot x 9-foot box culvert and a 12-foot x 10-foot box culvert on Danvers Ct to follow in the next year.

Sanitary Sewer

- Completed annual lining, replacement, and repair program for existing sanitary sewer throughout the City.

Water main

- Replaced water main throughout the Kendallwood Subdivision #2 and #4.

Sidewalks

- Installed sidewalks, ADA upgrades and crossings to improve access to the M-5 pedestrian overpass. Sidewalk installations on Freedom extended from Maple to the existing sidewalk east of the M-5 pedestrian overpass. Sidewalk on Folsom extends from Power Road to the existing sidewalk east of the M-5 pedestrian overpass.

Transportation

- Reconstructed North Industrial Drive.
- Reconstructed Sinacola Industrial Court.
- Reconstructed Halsted Road from Eight Mile to just south of Nine Mile Road.
- 2024 Local Road Reconstruction Projects.
 - Woodcreek Hills Subdivision
 - Farm Meadows – Camelot Court Sub – Phase 1
 - Heritage Hills and Wedgewood Commons (Phase 4 of 4)
 - Quaker Valley Farms Subdivision
 - LakeHills Drive
 - Trestain Ave
- 2024 Local Road Capital Preventative Maintenance Projects (Mill and Overlay and Rehab Program)
 - Larson Lane
 - Ramble Hills Drive, Lyncroft Drive, Harlan Drive and Northpointe Drive
 - Firwood Ave (Orchard Lake Road to Gladstone)
 - Glastone (Bond to Firwood)
 - Green Acres (Bond to Firwood)
- 2024 Local Road Gravel to Pave Conversion
 - Muer Cove Drive
- Designed 2025 Local Road Reconstruction projects.

- Designed 2025 Local Road Gravel Conversion to Hard Surface Pavement project.
- Design for traffic signal modernization and upgrades at the intersections of Halsted Road/13 Mile Road, Halsted Road/11 Mile Road and Farmington Road/13 Mile Road.



Table Totals for all Project Expenditures put forward by the various Departments

Ref. No.	Public Facilities	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	FUTURE						
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	City Wide Facilities Improvements	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Barrier Free (ADA) Improvements	150,000	150,000	NC	100% City	25,000	25,000	25,000	25,000	25,000	25,000	
3	Electric Vehicle (EV) Charging Stations	450,000	450,000	NC	100% City	75,000	75,000	75,000	75,000	75,000	75,000	
4	Fire Station Improvements	150,000	150,000	NC	100% City	50,000	50,000	50,000				
5	City Wide 150KW Generator on Trailer	250,000	250,000	NC	100% City	250,000						
6	Courthouse Parking Lot	600,000	600,000	NC	100% City	600,000						
7	DPW Natural Gas Generator	810,000	810,000	NC	100% City	810,000						
8	Fire Station #4 Parking Lot Replacement	1,000,000	1,000,000	NC	100% City	1,000,000						
9	Police Station Parking Lot Access Management	1,800,000	1,800,000	NC	100% City	1,800,000						
10	Northwestern Highway Landscaping	200,000	200,000	NC	100% City	200,000						
11	City Hall Parking Lot Brick Paver Replacement	500,000	500,000	NC	100% City	500,000						
	Total Public Facilities	11,910,000	11,910,000	NC	CF = CITY FUNDS	5,710,000	1,750,000	1,150,000	1,100,000	1,100,000	1,100,000	1,100,000

Ref. No.	Police Programs and Equipment	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	FUTURE						
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	Laptop Computers / Technology Upgrade	100,000	100,000	NC	100% City	61,000	0	0	0	0	0	0
2	Work Stations / Office Furniture	173,000	173,000	NC	100% City	173,000	0	0	0	0	0	0
3	Mobile Command Post Vehicle	550,000	550,000	NC	100% City	550,000	0	0	0	0	0	0
	Total Police Programs and Equipment	784,000	784,000	NC	CF = CITY FUNDS	784,000						

Ref. No.	Technology and Communications	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	FUTURE						
						2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	City-Wide Technology	2,500,000	2,500,000	60,000 AC	100% City	400,000	350,000	350,000	350,000	350,000	350,000	350,000
2a.	Unified Communications & Smart Cities Projects, Video Surveillance Equipme	1,500,000	1,500,000	40,000 AC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	
2b.	Unified Communications & Smart Cities Projects	2,100,000	2,100,000	40,000 AC	100% City	350,000	350,000	350,000	350,000	350,000	350,000	
3a.	ERP/Financial Software, Core EPR	850,000	850,000	100,000 AC	100% City	350,000	100,000	100,000	100,000	100,000	100,000	
3b.	ERP/Financial Software, Financial Reporting	700,000	700,000	100,000 AC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	100,000
4	Enhanced Security Access at the HAWK	100,000	100,000	17,000 AC	100% City	100,000						
	Total Technology and Communications	7,750,000	7,750,000	357,000	CF = CITY FUNDS	1,550,000	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000	450,000

Parks & Recreation		TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1a.	The Hawk, 1st & 2nd floors	9,000,000	9,000,000	315,000 AC	100% City	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
1b.	The Hawk, 3rd floor	7,000,000	7,000,000	NC	100% City	1,167,000	1,167,000	1,167,000	1,167,000	1,167,000	1,167,000	1,165,000
2a.	2025/2026 Parks, Vehicles, Equipment	448,000	448,000	NC	100% City	448,000						
2b.	2025/2026 Infrastructure, Parks, Golf, Ice Arena all 100% City (Splash Pad improvement 70% City/30% Grant)	1,675,000	1,675,000	NC	100% City	1,675,000						
3a.	2026/2027 Parks, Vehicles, Equipment	404,000	404,000	NC	100% City		404,000					
3b.	2026/2027 Infrastructure, Parks, Golf, Ice Arena	635,000	635,000	NC	100% City		635,000					
4b.	2027/2028 Parks, Vehicles, Equipment	480,000	480,000	NC	100% City			480,000				
4a.	2027/2028 Infrastructure, Parks, Golf, Ice Arena	430,000	430,000	NC	100% City			430,000				
5a.	2028/2029 Parks, Vehicles, Equipment	401,000	401,000	NC	100% City				401,000			
5b.	2028/2029 Infrastructure, Parks, Golf, Ice Arena	455,000	455,000	NC	100% City			455,000				
6a.	2029/2030 Parks, Vehicles, Equipment	1,162,000	1,162,000	NC	100% City				1,162,000			
6b.	2029/2030 Infrastructure, Parks, Golf, Ice Arena	520,000	520,000	NC	100% City				520,000			250,000
7a.	2030/2031 Parks, Vehicles, Equipment	250,000	250,000	NC	100% City							485,000
7b.	2030/2031 Infrastructure, Parks, Golf, Ice Arena	485,000	485,000	NC	100% City							
8	Acquisition of Park Land	1,500,000	1,500,000	NC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	250,000
9	Costick Center/Senior Center	20,000,000	20,000,000	155,000 AC	100% City	3,340,000	3,340,000	3,340,000	3,340,000	3,340,000	3,340,000	3,300,000
Total Parks & Recreation		44,845,000	44,845,000	470,000 AC	CF = CITY FUNDS	8,380,000	7,296,000	7,167,000	7,113,000	7,939,000	6,950,000	0

Equipment / Fire Equipment		TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	2025/2026 Fire Equipment and Apparatus	1,000,000	1,000,000	NC	100% City	1,000,000	0	0	0	0	0	0
2	2026/2027 Fire Equipment and Apparatus	1,185,000	1,185,000	NC	100% City	0	1,185,000	0	0	0	0	0
3	2027/2028 Fire Equipment and Apparatus	1,435,000	1,435,000	NC	100% City	0	0	1,435,000	0	0	0	0
4	2028/2029 Fire Equipment and Apparatus	1,600,000	1,600,000	NC	100% City	0	0	0	1,600,000	0	0	0
5	2029/2030 Fire Equipment and Apparatus	1,560,000	1,560,000	NC	100% City	0	0	0	0	1,560,000	0	0
Total Fire Equipment		6,780,000	6,780,000	NC	CF = CITY FUNDS	1,000,000	1,185,000	1,435,000	1,600,000	1,560,000	1,560,000	0

Ref No.	Equipment / DPW Equipment & Fleet						PROJECTED FUNDING & SOURCE	MANT. COST	CITY COST	TOTAL COST	PROJECTED FUNDING & SOURCE					
											2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1	2025/2026 DWE Equipment		1,060,000	1,060,000	NC	100% City	1,060,000									
2	2026/2027 DPW Equipment		1,410,000	1,410,000	NC	100% City	1,410,000									
3	2027/2028 DPW Equipment		1,150,000	1,150,000	NC	100% City	1,150,000		1,150,000							
4	2028/2029 DPW Equipment		1,320,000	1,320,000	NC	100% City	1,320,000			1,320,000						
5	2029/2030 DPW Equipment		1,440,000	1,440,000	NC	100% City	1,440,000				1,440,000					
6	2030/2031 DPW Equipment		1,200,000	1,200,000	NC	100% City	1,200,000					1,200,000				
	Total DPW Equipment & Fleet		7,580,000	7,580,000	NC	CF = CITY FUNDS	1,060,000	1,410,000	1,150,000	1,320,000	1,440,000	1,200,000				0

Ref No.	Equipment / Fleet Motor Pool Vehicles						PROJECTED FUNDING & SOURCE	MANT. COST	CITY COST	TOTAL COST	PROJECTED FUNDING & SOURCE					
											2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1	2025/2026 Fleet & Motor Pool Vehicles		300,000	300,000	NC	100% City	300,000									
2	2026/2027 Fleet & Motor Pool Vehicles		315,000	315,000	NC	100% City	315,000									
3	2027/2028 Fleet & Motor Pool Vehicles		260,000	260,000	NC	100% City	260,000		260,000							
4	2028/2029 Fleet & Motor Pool Vehicles		345,000	345,000	NC	100% City	345,000			345,000						
5	2029/2030 Fleet & Motor Pool Vehicles		360,000	360,000	NC	100% City	360,000				360,000					
6	2030/2031 Fleet & Motor Pool Vehicles		375,000	375,000	NC	100% City	375,000					375,000				
	Total DPW Equipment & Fleet		1,955,000	1,955,000	NC	CF = CITY FUNDS	300,000	315,000	260,000	345,000	360,000	375,000				0

Sanitary Sewers											
Ref. No.	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	35,356,800	-	NC	100% SF	2,900,000	3,150,000	3,400,000	3,400,000	3,400,000	TBD	16,250,000
2	3,449,321	-	NC	100% SF	485,000	160,000	215,000	35,000	86,000		981,000
3	750,000	750,000	NC	100% PB						750,000	
Total Sanitary Sewers	39,556,121	750,000	NC	SF = SEWER FUNDS	3,385,000	3,310,000	3,615,000	3,435,000	3,486,000	750,000	17,231,000

Water Mains											
Ref. No.	TOTAL COST	CITY COST	MANT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
1	1,723,000	-	NC	100% WRC	205,000	91,000	73,000	138,000	262,000	195,000	759,000
2	6,720,000	6,720,000	NC	100% City	6,720,000	0	0	0	0	0	0
3	7,910,000	7,910,000	NC	100% City	0	7,910,000	0	0	0	0	0
4	7,525,000	7,525,000	NC	100% City	0	0	7,525,000	0	0	0	0
5	2,060,000	2,060,000	NC	100% City	0	0	2,060,000	0	0	0	0
6	6,065,000	6,065,000	NC	100% City	0	0	0	6,065,000	0	0	0
7	3,670,000	3,670,000	NC	100% City					3,670,000	0	
8	865,000	865,000	NC	100% City						865,000	
Total Water Mains	36,538,000	34,815,000	NC	WRC = Water Resources	6,925,000	8,001,000	9,658,000	6,203,000	3,932,000	1,060,000	759,000

Ref. No.	Sidewalks	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	PROJECTED						FUTURE
						2025/2026	2026/27	2027/28	2028/29	2029/30	2030/31	
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	
2	Nine Mile Road, south side, Drake Road to Farmington Road	595,000	595,000	NC	100% City	0		25,000		595,000		
3	Thirteen Mile at Pebble Creek Crossing Pedestrian Bridge Rehabilitation	25,000	25,000	NC	100% City	0						
4	Ten Mile Road from 30265 to 30701 Ten Mile Road	290,000	290,000	NC	100% City		290,000					
5	Farmington Road, east side, Glenmuir Street to Fourteen Mile Road	420,000	420,000	NC	100% City		420,000					
6	Scottsdale north, to south of Fourteen Mile Road	60,000	60,000	NC	100% City	60,000						
7	Halsted Road, Eight Mile Road to Nine Mile Road	170,000	170,000	NC	100% City	170,000						
8	Neighborhood Sidewalk Replacement Program SAD	30,000	30,000	NC	100% SAD	0	30,000					
9	Ten Mile Road from S. Duncan to Creekside Drive	185,000	185,000	NC	100% City	0		185,000				
10	Eleven Mile Road, north side, Old Homestead to Drake Road	380,000	380,000	NC	100% City	0		380,000				
11	Southside Shiawassee Road, Middlebelt Road to Inkster Road	610,000	610,000	NC	100% City	0			610,000			
12	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	120,000	120,000	NC	100% City	0				120,000		
13	Inkster Road, west side, Hystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	600,000	600,000	NC	100% City						600,000	
Total Sidewalks		4,085,000	4,085,000	NC	SAD = Special Assessment	330,000	840,000	690,000	710,000	815,000	700,000	

Transportation / Major Roads		TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
Ref. No.												
1	Tri-Party (TBD)	2,070,000	690,000	NC	33% OC	115,000	115,000	115,000	115,000	115,000	115,000	
2	Major Road Capital Preventative Maintenance Projects	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
3	Industrial/Commercial R/d Rehabilitation	6,600,000	6,600,000	NC	100% City	1,300,000	1,000,000	1,600,000	2,700,000			
4	Signal Modernization	1,350,000	1,350,000	NC	100% City		450,000		450,000		450,000	
5	Nine Mile Road, Walsingham Drive to Farmington Road	11,250,000	11,250,000	NC	100% City				11,250,000			
6	Halsted Road, Twelve Mile Road to Fourteen Mile Road	3,250,000	1,150,000	NC	65% FG	1,150,000						
7	Folsom Road, Nine Mile Road to Orchard Lake Road	4,000,000	4,000,000	NC	100% City	4,000,000						
8	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	6,300,000	4,500,000	NC	30% FG		4,500,000					
9	Farmington Road, Ten Mile Road to Twelve Mile Road	4,500,000	2,550,000	NC	45% FG		2,550,000					
10	Drake Road, Nine Mile Road to M-5	1,800,000	1,800,000	NC	100% City				1,800,000			
11	Metroview Drive, Eight Mile Road to Green Hill Road	1,800,000	1,800,000	NC	100% City						1,800,000	
12	Shiawassee Road, Inkster Road to Middlebelt Road	7,500,000	7,500,000	NC	100% City			7,500,000				
13	Folsom Road/Tuck Road, Orchard Lake Road to Eight Mile Road	5,150,000	5,150,000	NC	100% City						5,150,000	
14	Thirteen Mile, Orchard Lake Road to Middlebelt Road	2,000,000	1,000,000	NC	50% FG 50% City				1,000,000			
Total Transportation		63,570,000	55,340,000	NC	OC = Oak Co., ROOC = Rd	7,565,000	9,615,000	2,715,000	11,765,000	14,165,000	8,515,000	

Transportation / Local Roads		TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	FUTURE
Ref. No.												
1	Gravel to Pave Conversion (Local Roads)	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Local Road Capital Preventative Maintenance Projects	30,000,000	30,000,000	NC	100% City	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	
3 to 15	Local Road Reconstruction (see below items) 3-15											
3	Coventry (Scottsdale Rd.)	1,000,000	1,000,000	NC	100% City	1,000,000						
4	Richland Gardens Area Project	20,000,000	20,000,000	NC	100% City	5,000,000	5,000,000	5,000,000	5,000,000			
5	Barbizon Estates	4,000,000	4,000,000	NC	100% City			4,000,000				
6	Farmington Hills Subdivision, (Broadview Dr., Dohany Dr.)	2,700,000	2,700,000	NC	100% City			2,700,000				
7	Franklin Fairways	1,750,000	1,750,000	NC	100% City			1,750,000				
8	Camelot Courts / Farm Meadows Subdivision	7,000,000	7,000,000	NC	100% City	7,000,000						
9	Greencastle Subdivision	5,150,000	5,150,000	NC	100% City				5,150,000			
10	Hunters Pointe Colony	1,000,000	1,000,000	NC	100% City						1,000,000	
11	Farmington Hills Hunt Club	9,800,000	9,800,000	NC	100% City					4,900,000	4,900,000	
12	Pinebrook Estates (Elmhurst)	1,300,000	1,300,000	NC	100% City	1,300,000						
13	Ridgewood Drive	2,750,000	2,750,000	NC	100% City		2,750,000					
14	Supervisor's Plat Fendt Farms and Supervisor's Plat #12 (Rhonswood, Fendt)	3,500,000	3,500,000	NC	100% City						3,500,000	
15	Colony Park Subdivision	8,500,000	8,500,000	NC	100% City					4,250,000	4,250,000	
Total Local Roads		104,450,000	104,450,000	NC	M = ROAD MILLAGE	20,300,000	13,750,000	19,450,000	16,150,000	15,150,000	19,650,000	

PUBLIC FACILITIES

Adequate building space is required to both maintain the City's existing services and to provide for critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Police, DPW, Special Services and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, in an attempt to maintain and improve the current level of service.

PROPOSED PUBLIC FACILITY PROJECTS

1. City-Wide Facilities Improvements

To better plan for capital expenditures, a comprehensive facility's condition assessment was completed at 32 City buildings. Accruent was hired to objectively evaluate each building's assets based upon usage, age, condition, predicted useful life and estimated replacement value. This information was entered into a database which was used to analyze and report any major repairs, upgrades and replacements which are anticipated to occur within the next 5 years. A committee made up of City staff members from multiple departments reviewed the detailed report and helped create a list of specific requirements used to prioritize the list of projects. The prioritization was based up on several factors such as Facility Condition Index (FCI), type of system, reason for repair/replacement, impact on occupants, and contributions to water and energy savings. Based upon the prioritization, the following projects are proposed for FY 2024/2025.

- Fire Alarm Replacement/Upgrade at Varied Locations
- Roof Repair/Replacement at Fire Station #3 and Spicer Stables
- HVAC Replacement at Varied Locations
- Design of Future Facility Projects

2. Barrier Free (ADA) Improvements

The City conducted a survey of architectural barriers in its buildings, facilities, and parks in the spring and summer of 2008. The survey identified physical barriers in City buildings, facilities, and parks built prior to 1992 based on Michigan Barrier Free Design standards. Recognizing that the City has limited funds and cannot immediately make all buildings, facilities, and parks fully accessible, the City has prioritized barriers based on the level of impact on a person's ability to access City facilities and/or programs.

3. Electric Vehicle (EV) Charging Stations

Installation of electric vehicle (EV) charging stations at multiple City facilities.

4. Fire Station Improvements

The following Fire Station Improvements needs are currently being evaluated and prioritized:

- Female locker room facilities need expansion and refurbishment due to an increased number of female firefighters.
- Apparatus Bay Floors are peeling, the non-slip finish has worn off causing potential hazards.
- Station 5 Bay roof is nearing end of life (see facilities report)
- Replacement SCBA fill station is needed for a failed unit.
- Locations to store reserve vehicles is being evaluated.

Fire Department was awarded a State funded grant in the amount of \$3,000,000 for the redesign and construction of Fire Headquarters to add an Emergency Operations Center (EOC). Fire Department is requesting \$250,000 to be used as a construction contingency for the EOC project, building improvement and funding for new OSHA requirements.

5. City Wide 150KW Generator on Trailer

Local Planning Team recommends the purchase of 150KW Generator on Trailer that can be used as a primary backup for the new fueling station and can be moved to other City properties as needed.

6. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

7. DPW Natural Gas Generator

The existing diesel generator at the DPW has exceeded its device life and requires replacement. This generator powers the majority of the DPW, including the fuel island which services all City emergency vehicles in the event of a power failure.

8. Fire Station #4 Parking Lot Replacement

Reconstruction/rehabilitation of the concrete parking lot at Fire Station #4.

9. Police Station Parking Lot Access Management

Installation of fencing and automated gates around the Police Station parking lot.

10. Northwestern Highway Landscaping

Installation of perennial beds within the landscaped islands along Northwestern Highway.

11. City Hall Parking Lot Brick Paver Replacement

Replacement of the existing permeable brick pavers within multiple parking lots adjacent to the City Hall building.

POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. Laptop Computers / Technology Upgrade

The department currently utilizes CJIS compliant laptop computers for investigators working in the field. These investigators include task force officers, school liaison officers, and motor officers. Our current stock of computers and tablets are unable to efficiently run the Windows 11 operating system which is now required to access all CLEMIS websites and applications. The department seeks to replace 15 Dell laptop computers and 2 Dell tablets, through the current city contracted supplier. The estimated total cost for this project is estimated to be \$61,000.

2. Workstations / Office Furniture

The Farmington Hills Police Department's Patrol and Investigative Bureau office areas are old and out of date. The furniture in the executive offices is from 1987 when the police department was constructed. The cubicles and office furniture in the other areas were last replaced in 1997. All the furniture is dated and worn. The current design lacks space for officers that were added to the Directed Patrol Unit and Traffic Safety Section. As a result, officers are spread out from their team reducing effective collaboration. Additionally, the furniture was designed for a time when reports were completed by hand or typewriter. The cubicles are not designed for the power demand created by modern technology and as a result, circuit breakers often trip. This results in unsaved work being lost and could harm the computers. The areas require additional secure storage areas to protect personally identifying information, safeguard police equipment, increase compliance with our accreditation and CJIS requirements, improve organization, and workflow. It is proposed that all office furniture in the Patrol and Investigative Bureau's be replaced. The estimated total for this project is \$173,000.

3. Mobile Command Post

The Police Department's current Mobile Command Post Vehicle has been in service for 24-years and needs replacement. Mechanical and operational system failures have made the existing unit unfit for roadway travel. The Mobile Command Post Vehicle's technology has become outdated, and the current implementation of the Incident Command System requires more space for personnel than the existing vehicle can provide. A new Mobile Command Post Vehicle would offer mechanical reliability, updated technologies, and more space for personnel when Incident Command is utilized, increasing the effectiveness and versatility of the Mobile Command Post Vehicle. The estimated total for this project is \$450,000.

TECHNOLOGY

Adequate building space is required to both maintain the City's existing services and to provide for critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Special Services, and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, in an attempt to maintain and improve the current level of service.

PROPOSED TECHNOLOGY PROJECTS

1. City-Wide Technology

Information Technology provides technical support and maintenance of information systems, telecommunications systems, and Geographic Information Systems (GIS). Various enterprise-wide software applications have been installed including land file, geographical information systems, recreation registration, financial management, document imaging and the creation of a city website and employee intranet.

During Fiscal Year 2025/2026 the following projects are proposed

- Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11 continues.
- Continued Implementation of Virtual Desktop & VPN functionality for various departments.
- Infrastructure and software enhancements to support various departmental initiatives.
- Continued upgrades to the network security infrastructure.
- Implement communication system software and video for new EOC at Fire Department headquarters.

2. Unified Communications & Smart Cites Projects

Unified communications (UC) are a framework for integrating various asynchronous and real-time communication tools, with the goal of enhancing business communication, collaboration and productivity. Unified communications do not represent a singular technology; rather, it describes an interconnected system of enterprise communication devices and applications that can be used in concert. To better address all of the City's needs appropriate systems will be planned & implemented as part of an integrated program.

A Smart City is a technologically modern area that uses different types of electronic methods, voice activation methods and sensors to collect specific data. Information gained from that data are used to manage assets, resources, and services efficiently; in return, that data is used to improve the operations across the City. The smart city concept integrates information and communication technology (ICT), and various physical devices connected to the IoT (Internet of things) network to optimize the efficiency of City operations and services and connect to citizens.

During Fiscal Year 2025/2026 the following projects are proposed

a. Video Surveillance Equipment

The City of Farmington Hills faces the challenge of reassuring residents, visitors, and employees that safety on City property is a priority. This is accomplished by preventing and minimizing potential threats. These include vandalism, burglary, and all other forms of crime. Security in common areas like parks and City buildings has become of vital importance and video surveillance is a critical tool needed to secure City sites. As completed systems are designed to work in conjunction with other solutions on a unified platform. To successfully implement this program capital investment of \$250,000 is requested for fiscal year 2024/2025 and \$250,000 per year is requested for, 2025/2026, 2026/2027, 2027/2028, 2028/2029 & 2029/2030.

b. Smart Cities Projects

Ongoing projects will include collecting data from devices, buildings and assets that will then be processed and analyzed to monitor and manage traffic and transportation systems, utilities, water supply networks, waste, crime detection, information systems and other community service. To successfully implement this program capital investment \$350,000 is requested for fiscal year 2025/2026 and \$350,000 per year is requested for, 2025/26, 2026/27 2027/28, 2028/2029, 2029/2030 & 2030/2031.

3. ERP/Financial Software

a. Initiated the implementation of the new Core ERP system in February 2024 with a successful go-live in April 2025. (GL, Budgeting, PR, AP, HR, Purchasing, and Capital Assets Solution, with an upfront cost of \$700k, and \$100k annual maintenance.

b. A new Financial Reporting, Performance Management, and Transparency software like OpenGov, Questica, Socrata. (\$100k annual lease)

4. Enhanced Security Access at the Hawk

a. Install 22 card readers to secure “employee only” offices.

b. Install 3 card readers on the 3rd floor to provide secure access for Fire Department personnel displaced during Fire Department Headquarters construction.

PARKS & RECREATION

The Parks and Recreation section of the CIP has been developed by extracting the action plan from the City's 2019 & 2024 Parks and Recreation Master Plans as well as adding the funding available in the Parks Millage approved by the voters in August 2018.

The Parks and Recreation Master Plan is required to be prepared in accordance with the Michigan Department of Natural Resources' guidelines. This plan includes a comprehensive review of existing recreation services and facilities, an assessment of city-wide recreation opportunities and deficiencies, and identification of long-term recreation goals.

The City has a current contract with Sports Facilities Companies (SFC) to analyze the existing performance of, and provide recommendations for, the optimization of the Special Services Department. SFC will develop and provide implementation support for a strategic plan forward, with specific focus on the Costick Actives Center and The Hawk.

PROPOSED PARKS AND RECREATION PROJECTS

1. The HAWK Updates - \$16,000,000 (over 6 years)

The Accruent Study performed for this facility indicated over \$16,000,000 in repairs/replacements over the next six (6) years with almost **(1b.)** \$7,000,000 of those requirements on the 3rd floor. FHSS Staff have identified just under \$7,000,000 in priority improvements. Renovation of the athletics facilities and third floor for recreational use, community partnerships, general programs, and special event use. Plan includes 145,000 square ft. third floor amenities with revenue return from partnerships. Also includes upgrades to remaining HVAC and renovation of the artificial turf practice fields and outbuildings which require updates to utilize without hazard.

HAWK priority items as identified in the Accruent Study (\$1,540,000)

- Replace Air Handling Unit serving Activity Room A, B, and C (AHU-9) (\$100,000)
- Replace Air Handling Unit serving the Theatre (AHU-10) (\$100,000)
- Replace Air Handling Unit serving Harrison Hall (AHU-17) (\$100,000)
- Replace roof over 2D/3D Art (\$440,000)
- Replace Rooftop Unit serving 3rd floor NE corner (RTU-1) (\$100,000)
- Replace Rooftop Unit serving 3rd floor NW corner (RTU-2) (\$100,000)
- Replace Rooftop Unit serving 3rd floor incubator (RTU-3) (\$100,000)
- Replace Rooftop Unit serving 3rd floor incubator (RTU-4) (\$100,000)
- Replace Rooftop Unit serving 3rd floor media center (RTU-5) (\$100,000)
- Replace Rooftop Unit serving 3rd floor room 349 offices (RTU-6) (\$100,000)

- Replace Rooftop Unit serving 3rd floor SW corner (RTU-7) (\$100,000)
- Replace Rooftop Unit serving 3rd floor SE corner (RTU-8) (\$100,000)
- Additional HAWK items not in Accruent Study **(\$445,000)**
 - Boiler Room pressure booster replacement (\$65,000)
 - Stadium complex (4 buildings) roofs (\$200,000)
 - 2.5 floor skylight repairs (\$90,000)
 - 3rd floor Tables and chairs (\$40,000)
 - 1st floor Room 127/128 Control Booth/Recording Studio (\$50,000)

2. 2025/2026 Vehicles, Equipment and Infrastructure (\$2,123,000)

Vehicles and Equipment (\$448,000)

- Parks **(\$273,000)**
 - Truck (2), ¾ Ton 4WD Pickup w/Plow (\$115,000).
 - Mower, Utility 60" ZTR (\$16,000).
 - ABI Force Groomer (\$60,000).
 - Utility Cart for Park Maintenance (\$30,000)
 - GMC Terrain for park rangers (\$40,000).
 - Robotic Painter lease (\$12,000)
- Golf **(\$175,000)**
 - Mower, Wide Area (\$100,000).
 - Mower, Bank and Surround (\$75,000)

Infrastructure (\$1,675,000)

- Parks **(\$700,000)**
 - Heritage Park Adaptive Playground and Splash Pad
Note: seeking \$500,000 Grant from LWCF. +\$700,000 = \$1,200,000
- Parks **(\$250,000)**
 - Canopy, Tent 20x40 (2) (\$10,000)
 - Asphalt trail path resurfacing (\$100,000)
 - Heritage Park multiple small bridge repairs (\$15,000)
 - Spicer house repairs (\$75,000)
 - Founders Sports Baseball Fencing (\$50,000)
- Golf **(\$565,000)**
 - Asphalt cart path resurfacing, back nine (\$400,000)
 - Irrigation new pump system (\$150,000)
 - Driving range mats (\$15,000)
- Costick Center **(\$10,000)**
 - Gym floor resealing (\$10,000)
- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)

3. 2026/2027 Vehicles, Equipment and Infrastructure (\$1,039,000)

Vehicles and Equipment (\$404,000)

- Parks **(\$149,000)**

- Truck, Canyon (1) (\$40,000)
- Walk Behind 48" (\$12,000)
- Cart, Utility (\$30,000)
- Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000)
- Flatbed trailer 20' (\$17,000)

Golf (\$255,000)

- Mower, Fairway (2) (\$150,000)
- Mower, Rough Trim (2) (\$65,000)
- Utility Cart (2) (\$30,000)
- Sod Cutter (\$10,000)

Infrastructure (\$635,000)

Parks (\$315,000)

- Trail updates at Heritage Park (\$50,000)
- Trail updates at Woodland Hills (\$10,000)
- Longacre House Renovations (\$125,000)
- Disc Golf Course tee pads (\$10,000)
- Riley Skate Park concrete repairs (\$20,000)
- Founders Sports Baseball Dugouts (\$100,000)

Golf (\$150,000)

- Driving Range Netting (\$150,000)

Ice Arena (\$170,000)

- Rubber Flooring (\$150,000)
- Compressor rebuild (\$20,000)

4. 2027/2028 Vehicles, Equipment and Infrastructure (\$910,000)

Vehicles and Equipment (\$480,000)

• **Parks (\$300,000)**

- Truck, Canyon (\$40,000)
- Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
- Mower (\$17,000).
- Mower (\$70,000).
- Mini excavator (\$90,000)
- Canopy, Tent 20x40 (2) (\$11,000)
- Robotic painter lease (\$12,000)

• **Golf (\$180,000)**

- HD Utility Vehicle with Vicon spreader (\$50,000).
- Greens aerifier (\$80,000)
- Mini skid (\$50,000)

Infrastructure (\$430,000)

• **Parks (\$280,000)**

- Site Security and Life Safety in Parks- (\$40,000)
- Trails and Wayfinding (\$40,000).
- Playground Equipment (\$125,000).
- Signage (\$40,000)
- Master Plan per Department of Natural Resources (\$35,000)

- Golf **(\$150,000)**
 - Irrigation satellite upgrades (\$150,000).

5. 2028/2029 Vehicles, Equipment and Infrastructure (\$856,000)

Vehicles and Equipment (\$401,000)

- Parks **(\$169,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Utility 60" ZTR (\$17,000).
 - Tractor, Utility 35-60 HP (\$70,000).
 - Robotic painter lease (\$12,000)
 - Attachments (\$20,000)
- Golf **(\$232,000)**
 - Mowers (2), triplex (\$90,000)
 - Utility Vehicle (UTV) with cab for Turf Maintenance (\$32,000).
 - Sprayer (\$90,000)
 - Range Cart Picker (\$20,000)

Infrastructure (\$455,000)

- Parks **(\$285,000)**
 - Trail and Wayfinding Signs (\$40,000)
 - Longacre Wall Repair (\$100,000)
 - Playground Equipment (\$25,000)
 - Site Security and Life Safety in Parks- (\$40,000)
 - Roof Replacements (\$50,000)
 - Concrete replacement (\$30,000)
- Golf **(\$150,000)**
 - Driving range improvements (\$150,000)
- Ice Arena **(\$20,000)**
 - Compressor rebuild (\$20,000)

6. 2029/2030 Vehicles, Equipment and Infrastructure (\$1,682,000)

Vehicles and Equipment (\$1,162,000)

- Parks **(\$212,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
 - Mower, Walk Behind (2) (\$25,000).
 - Tractor, Utility (\$75,000).
 - Truck, Canyon (1) (\$40,000)
 - Robotic painter lease (\$12,000)
- Golf **(\$950,000)**
 - Bunker rake (\$300,000)
 - Golf Cart Fleet with Lithium Batteries (\$450,000)
 - Golf Cart Fleet GPS add-on feature (\$200,000).

Infrastructure (\$520,000)

- Parks **(\$320,000)**
 - Trail and Wayfinding Signs (\$40,000)

- Playground Equipment (\$25,000)
- Riley Skate Park Repairs (\$75,000)
- Founders Park Baseball Field Dugout Covers (\$120,000)
- Founders Park restroom improvements (\$60,000)
- Ice Arena **(\$200,000)**
 - Board door panels (\$100,000)
 - Entryway ADA sliding door replacements (\$100,000)

7. 2030/2031 Vehicles, Equipment and Infrastructure (\$735,000)

Vehicles and Equipment (\$250,000)

- Parks **(\$120,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
 - Mower, Utility 60" ZTR (\$18,000).
 - Carts, Utility (2) (\$30,000)
 - Robotic painter lease (\$12,000)
- Golf **(\$130,000)**
 - Mower, Bank and Surround (\$75,000)
 - Greens roller (\$25,000)
 - Carts, Utility (2) (\$30,000)



Infrastructure (\$485,000)

- Parks **(\$315,000)**
 - Asphalt trail path resurfacing (\$150,000)
 - Playground Equipment improvements (\$125,000)
 - Trail bridge improvements (\$40,000)
- Golf **(\$150,000)**
 - Tee box improvements (\$150,000)
- Ice Arena **(\$20,000)**
 - Compressor rebuild (\$20,000)



8. Acquisition of Park Land \$1,500,000

Various parcels of land could be purchased for parks and/or recreation opportunities, particularly in the northwest and southeast quadrants of the City.

9. Costick Center/Senior Center \$20,000,000

Future renovation/replacement of Costick Center to create Adults 50 & Better focused facility. The Accruent Study performed for this facility indicated over \$20,000,000 in repairs/replacements over the next five (5) years. FHSS Staff and consultants have identified over \$10,000,000 in priority improvements.

EQUIPMENT

FIRE DEPARTMENT EQUIPMENT PURCHASES

The Fire Department utilizes a combination of full-time and call-back personnel to provide Advanced Life Support (ALS), rescue and fire suppression services out of five fire stations located strategically throughout the City.

The DPW maintenance staff continues to provide vital input on the replacement of our fleet vehicles based on their experience and maintenance records. This advice is reflected in the schedule given below for the replacement of those vehicles listed by year.

The fire department rotates its vehicles based on use. Acquisition of new apparatus is assigned to a station based on usage and consultation with DPW. The older vehicle is rotated to one of the other stations. This has proven very beneficial to extend vehicle life.

PROPOSED FIRE APPARATUS PURCHASES

1. **2025/2026 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$435,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$75,000).
 - Mobile Computers and equipment (\$170,000).
 - Construction Contingency, Building Improvements, and OSHA Requirements (\$250,000).
 - Fire Engine Refurbishment (\$70,000)
2. **2026/2027 Fire Equipment and Apparatus**
 - Replacement Battalion Chief Vehicle (\$125,000).
 - Purchase two replacement Squads (\$890,000)
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$80,000).
 - Refurbish/Replace Fire Station Extractors (\$90,000)
3. **2027/2028 Fire Equipment and Apparatus**
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$85,000).
 - Purchase Replacement Engine (\$1,250,000)
 - Purchase SCBA fill Station (\$100,000)
4. **2028/2029 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$500,000).
 - Purchase SCBA Fill Station (\$100,000).
 - Fire Stations 1 & 2 Updates to Include Female Locker Rooms (\$1,000,000)

5. **2029/2030 Fire Equipment and Apparatus**

- Purchase Replacement Squad (\$500,000)
- Purchase one (1) Utility vehicle to replace fleet vehicle (\$85,000)
- Purchase SCBA Fill Station (\$125,000)
- Fire Stations 4 Updates to Include Female Locker Rooms (\$850,000)



DIVISION OF PUBLIC WORKS (DPW) EQUIPMENT PURCHASES

At the end of the service life of heavy equipment there is a specific salvage value and a cost of replacement for that piece of equipment. Because of the expense of major equipment purchases for the DPW, a continuous provision must be made from year to year to replace worn out and unserviceable equipment. The items contained in this plan have an individual value of a minimum of \$25,000. This does not include any equipment purchases that are part of the normal operating budget.

PROPOSED DPW EQUIPMENT PURCHASES

1. **2025/2026 Equipment \$1,060,000**
 - 10-Yard Dump Truck – Replacement (\$420,000)
 - Refurbish Existing Equipment (\$50,000)
 - 5-Yard Dump Truck – Replacement (\$320,000)
 - Roadside Mowing Tractor-New Mowing Arm Only (\$60,000)
 - 3-Yard Truck- Replacement (\$210,000)

2. **2026/2027 Equipment \$1,410,000**
 - Two 10-Yard Dump Truck – Replacement (\$890,000)
 - Refurbish Existing Equipment (\$100,000)
 - Sign Installation Truck – Replacement (\$370,000)
 - Portable Sewer Camera System – Replacement (\$50,000)

3. **2027/2028 Equipment \$1,150,000**
 - Refurbish Existing Equipment (\$50,000)
 - Mechanical Street Sweeper – Replacement (\$450,000)
 - Sewer Vacuum Truck – Replacement (\$650,000)

4. **2028/2029 Equipment \$1,320,000**
 - 10-Yard Dump Truck – Replacement (\$480,000)
 - Refurbish Existing Equipment – (\$50,000)
 - 5-Yard Dump Truck – Replacement (\$380,000)
 - 3-Yard Truck- Replacement (\$240,000)
 - Forestry Chipper – Replacement (\$70,000)
 - Forklift – Replacement (\$100,000)

5. **2029/2030 Equipment \$1,440,000**
 - Refurbish existing Equipment (\$50,000)
 - Rubber Tire Excavator – Replacement (\$700,000)
 - Cold Patch Trailer - Replacement (\$90,000)
 - Rubber Tire Front Loader – Replacement (\$600,000)

6. **2030/2031 Equipment \$1,200,000**
 - Refurbish existing Equipment (\$50,000)
 - Rubber Tire Backhoe -Replacement (\$550,000)
 - Road Grader – Replacement (\$600,000)

FLEET & MOTOR POOL VEHICLES

The City maintains a vehicle fleet of over seventy-five (75) vehicles for use for cleanup snow plowing, construction and building inspections, everyday travels around the City and for travel to training, and meetings outside of the City. These vehicles are critical to the daily operations of the City. Some of these are assigned directly to departments and personnel, identified as Fleet Vehicles, and others from the Motor Pool for use by all staff not having an assigned fleet vehicle. This section of the CIP addresses the replacement of those vehicles based on the maintenance records and down time. The vehicles represented in this category do not include Fire Department, Police Department, and the Parks Division vehicles nor the heavy equipment and dump trucks in the Division of Public Works.

PROPOSED FLEET & MOTOR POOL VEHICLE PURCHASES

1. **2025-2026 Vehicles \$300,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$120,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total \$180,000)

2. **2026/2027 Vehicles \$315,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$125,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total \$190,000)

3. **2027/2028 Vehicles \$260,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$130,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total \$130,000)

4. **2028/2029 Vehicles \$345,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$135,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (Total \$210,000)

5. **2029/2030 Vehicles \$360,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$140,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering. (Total \$220,000)

6. **2030/2031 Vehicles \$375,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$145,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering) (Total \$230,000)

DRAINAGE

In June of 1980, the City Council, commissioned the preparation of a Master Storm Drainage Plan. The plan treated the storm water as a resource rather than a liability. Utilization of existing open drainage systems and use of detention basins along major streams were considered. The plan suggested the design and use of pipes and streams that were much smaller and less expensive than those designed to just "pass through" as much storm water as was generated. The plan proposed to manage existing flows from streams thereby ensuring that the City's development would not cause flooding in downstream communities.

In October of 1981, a significant storm caused flooding throughout the City. Many inadequacies of the City's storm drainage system were revealed. The storm reinforced the importance of City Council's decision to develop a Master Storm Drainage Plan.

The City Council formally approved the Master Storm Drainage Plan in December of 1986. Many of the projects contained herein are consistent with that plan. Since the plan depends on detention basins for a number of the proposed improvements, acquiring the land as soon as possible is imperative. Without these detention sites many of the proposed improvements would be impossible and would require selection of next best, and more expensive options.

The projects contained herein reflect improvements to major and minor drainage courses outlined in the Master Storm Drainage Plan and are supplemented by storm water quality considerations required under the City's National Pollutant Discharge Elimination System (NPDES) storm water permit. As the City's rapid growth nears its end, emphasis is redirected from responding to new development to maintaining or improving the aging systems that are now in place. This involves actively participating in repairs and improvements of minor drainage courses that traverse both public and private property. In this way, a functional drainage system is ensured for all areas of the City. Priority criteria are:

- Integrating water quantity issues with water quality issues.
- Immediate flood peak reduction to solve the most significant flooding concerns.
- Integration with other improvements including water main, sanitary sewer, paving, and building construction.
- Ensuring the continued development and redevelopment of the City.
- Encouragement of riparian stewardship and maintenance.

Development of a Drainage Program

Prioritization of drainage improvements tends to be cyclical when viewed with other capital needs. This is since most systems in the City function well during periods of normal rainfall. Usually, years pass between significant rain events. The result is to minimize required improvements during normal weather, especially considering the high cost associated with many of the individual drainage projects. However, when a major rain event occurs the community demands accelerated improvements, and the cycle begins again. The major rainstorms of 1981, 1989, 1993, 1997, 1998 and 2014 are evidence of this fact.

In order to safeguard against these significant rain events, a consistent, uniform, and aggressive program is necessary. This allows much of the major capital expense and effort to be distributed over the years. This ensures continued improvement, thereby saving millions of dollars in flood damage in the future and promoting an improved quality of life.

Maintenance

Calls for maintenance have increased over the years. Many of the City's subdivisions have open spaces and retention systems that need repair or improvement. Without ongoing inspection and maintenance, failures will occur. Once initiated, these maintenance programs will generate several projects for which capital funding will be required. The City will also consider, when appropriate, the possible mitigation of wetlands within the overall drainage system.

Asset Management

With the passage of the local road millage in 2018 and the accompanying changes to the Special Assessment District (SAD) policy, there has been an increase in the amount of drain related capital improvements. Each road project is evaluated during the design phase to determine if the existing underground storm drain infrastructure is sufficient or in need of repair and/or replacement. This integrated approach to asset management ensures that infrastructure is addressed in a cohesive manner at the most cost-effective time in the project lifecycle.

Federal Requirements

The City is required to install various improvements in accordance with the U. S. Clean Water Act. This Act requires the issuance of a National Pollutant Discharge Elimination System (NPDES) permit commonly called an MS4 Permit, for all communities over 10,000 in population. Farmington Hills has the required permit issued by the Michigan Department of Environment, Great Lakes, and Energy – EGLE (formerly MDEQ). The City continues to explore approaches that would establish the best management practices. This includes community outreach and education about Federal storm water requirements, and an illicit discharge detection and elimination program. The City is working with EGLE, Oakland County, Wayne County, and the Alliance of Rouge Communities to implement a program that is most beneficial to Farmington Hills and other communities in the Rouge River Watershed. Part of the program is a document called a Storm Water Management Plan (SWMP). This document is required under the City's NPDES permit and outlines specific improvements that must be done to meet Federal requirements.

In addition, Farmington Hills has an obligation to conduct an IDEP (Illicit Discharge and Elimination Program), which is an ongoing effort to prevent and eliminate illegal outlets into the City's drainage systems.

The City is also obligated to employ best management practices for good housekeeping techniques for public infrastructure. These practices include catch basin cleaning, street sweeping, detention pond basin maintenance, etc. Key to cooperation and watershed planning is the City's participation in the Alliance of Rouge Communities, a cooperative venture ensuring that all 40 communities and three counties contained in the Rouge River watershed continue to work together. All projects contained herein are consistent with the City's Federal permit.

PROPOSED DRAINAGE PROJECTS

1. Storm Water NPDES Permit Program

An NPDES permit was obtained from the EGLE. As a requirement of the permit, a watershed management plan is needed. A major component of this plan is the Storm Water Management Plan. The SWMP requires that certain projects and procedures be adopted that will ultimately lead to a cleaner Rouge River in accordance with the Federal Clean Water Act. Projects may include erosion controls in the open watercourses in Farmington Hills and siltation basins to remove suspended sediment from storm water.

Under the current NPDES storm water permit, the City has a continuous requirement to identify and remove illegal discharges into City owned drainage systems. This includes sanitary system corrections, drainage system sampling and monitoring, education programs, pollution investigative efforts, etc., that are related to the City owned drainage system.

2. Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program

- Construction and improvements of storage facilities, pipe and culvert enclosures and channel improvements throughout most of the drainage districts in the City. It also includes projects that are necessitated from inspection programs.
- Ninety percent of the City's drainage system is in open channels. Most of these major drainage courses have not been cleaned since their original construction. This program represents a continuous program for maintenance of these drainage courses.
- Emergency replacement and repair of major culverts in the public right-of-way.
- Throughout this City many subdivisions are being considered for local road reconstruction. In addition, several of the areas where the roads are not candidates for local reconstruction have storm sewers in need of rehabilitation. The storm sewer system in these areas as determined by the DPS will be televised and inspected. If deemed necessary an appropriate cleaning, repair, replacement, lining and rehabilitation program will be implemented at the time of, or prior to the road reconstruction.
- The Oakland County Water Resources Commission (WRC) has jurisdiction of several drains in the City that have been legally established under the Michigan Drain Code. The Drain Code provides a means of apportionment and assessment based on tributary area and runoff from these districts. Periodically, WRC will advise of maintenance needs and corresponding assessments, which the City is responsible for.

3. City Owned Storm Water Basin Maintenance

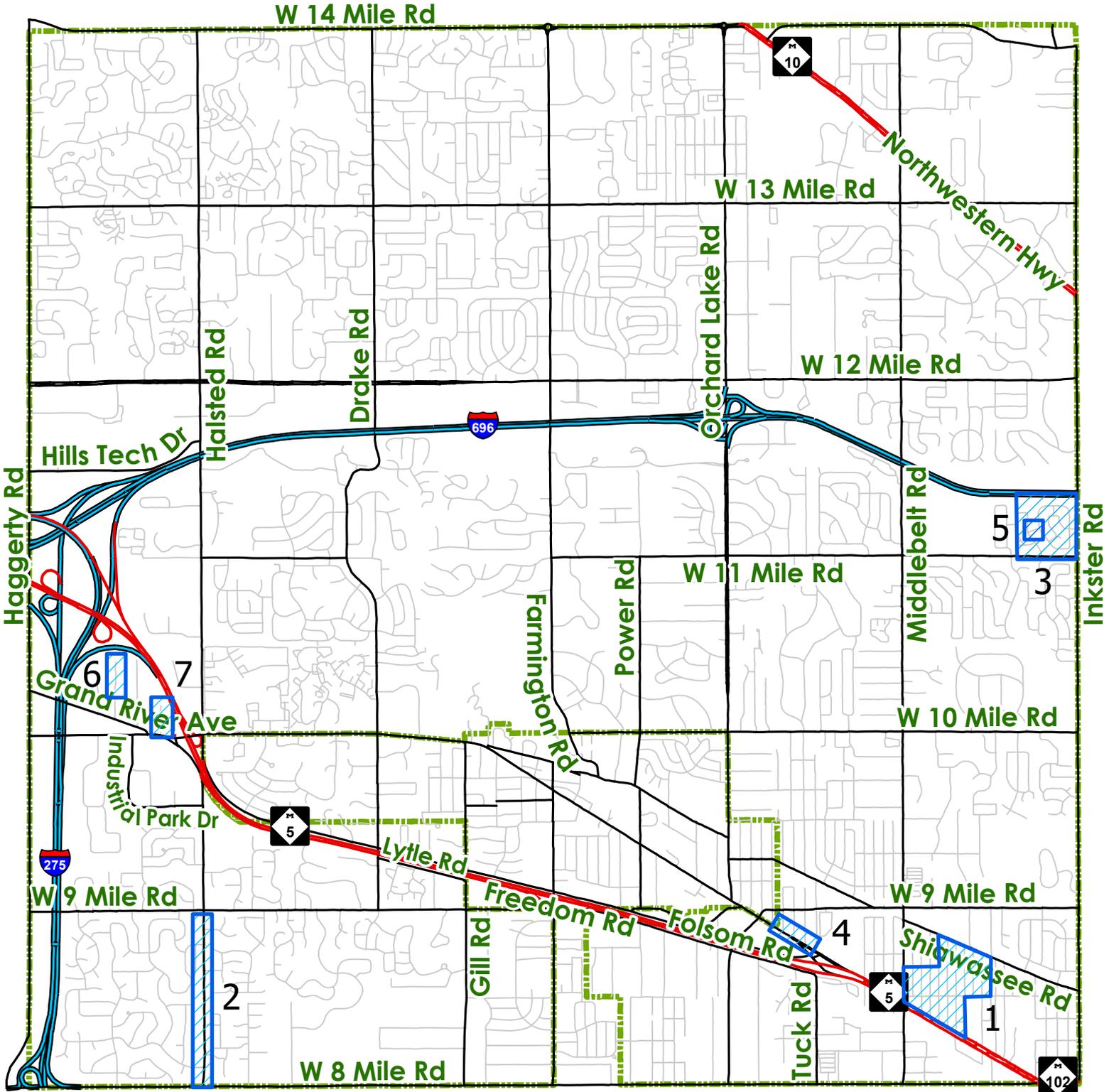
The City owns nine storm water detention and retention basins. These basins are required to be maintained in accordance with the Federal Clean Water Act to control urban pollutants and peak flow. This project provides improvement for all nine City owned basins. The improvements include select vegetation removal, sedimentation removal, and inlet/outlet pipe maintenance. In conjunction with the Capital Improvement Plan, the project is intended to provide annual maintenance and upkeep.

4. **Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road**
This project provides lateral storm sewers for Nine Mile Road, from Walsingham Dr. to Farmington Road as well as rehabilitation of the existing storm sewer system.
5. **Richland Gardens Subdivision Storm Sewer**
This project provides lateral storm sewers for Richland Gardens Subdivision as well as rehabilitation of the existing storm sewer system.
6. **Caddell Drain, Nine Mile Road at Drake Road**
Replacement of the 4 elliptical culverts that cross underneath the intersection of Nine Mile Road south of Drake Road. These culverts are nearing the end of their useful life. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.
7. **Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road**
This project provides lateral storm sewers for Folsom Road, Nine Mile Road to Orchard Lake Road as well as rehabilitation of the existing storm sewer system.
8. **Biddestone Lane Storm Sewer**
This project provides lateral storm sewer and an outfall storm sewer for this area.
9. **Harwich Drive Drainage Improvement**
Currently storm water runoff from Harwich Drive travels across a residential side yard. The project would include the installation of a storm sewer from the right-of-way down to the Pebble Creek to minimize erosion.
10. **Caddell Drain Improvements - Phase II**
Phase II of the Caddell Drain Improvements includes improvements to the southern portions of the water course. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.
11. **Rockshire Street Culvert Rehabilitation/Replacement**
This project provides for a replacement of the large Main Ravines Drain crossing on Rockshire Street, allowing for a wider roadway.
12. **Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer**
This project provides for a lateral storm sewer and an outfall storm sewer for this area.
13. **Drake Road Storm Sewer, Nine Mile Road to north of M-5**
This project provides lateral storm sewers for Nine Mile Road to north of M-5 Storm Sewer as well as rehabilitation of the existing storm sewer system.
14. **Franklin Fairway Storm Sewer**
This project provides lateral storm sewers for Franklin Fairway Drive as well as rehabilitation of the existing storm system.
15. **Farmington Hills Subdivision Main Ravines Cross Culverts Replacement**
This project involves replacement of the existing 36" cross culvert of a tributary of the Main Ravines Drain and the installation of an additional cross culvert to carry cross through drainage. It also includes improving several of the main cross culverts and a lateral storm sewer to improve drainage.

16. **Hearthstone Road Culvert Rehabilitation/Replacement**
The Hearthstone culvert is under Hearthstone Road in the Kendallwood Subdivision west of Bonnet Hill Road. It is a 68" by 85" elliptical corrugated metal pipe culvert and is in the Minnow Pond drainage district. It needs to be rehabilitated and possibly replaced.
17. **Tuck Road Bridge Rehabilitation, south of Folsom Road**
Rehabilitate the existing 24-foot-wide by 7.5-foot-high bridge crossing of the Upper Rouge River.
18. **Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road**
This project provides lateral storm sewers for Metroview Dr, Eight Mile Road to Green Hill Road as well as rehabilitation of the existing storm sewer system.
19. **Halsted Road, Eight Mile Road to Nine Mile Road**
This project provides lateral storm sewers for Halsted Road (between Eight Mile Road and Nine Mile Road), as well as rehabilitation of the existing storm sewer system.
20. **Camelot Court/Farmington Meadows Storm Sewer**
This project provides lateral storm sewers for Camelot Ct./Farmington Meadows as well as rehabilitation of the existing storm sewer system.
21. **Farmington Road, Thirteen Mile Road to Fourteen Mile Road**
This project provides lateral storm sewers for Farmington Road (between Thirteen Mile Road and Fourteen Mile Road), as well as rehabilitation of the existing storm sewer system.
22. **Tuck Road Storm Sewer, Folsom Road to Eight Mile Road**
This project provides lateral storm sewers for Tuck Road from Folsom Road to Eight Mile Road as well as rehabilitation of the existing storm sewer system.
23. **Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road**
This project provides lateral storm sewers for Shiawassee Road, Middlebelt Road to Inkster Road as well as rehabilitation of the existing storm sewer system.
24. **Grand River Avenue at Haynes – MDOT Storm Sewer**
This project provides lateral storm sewers for Grand River (between Cora Ave and Tuck Road), as well as rehabilitation of the existing storm sewer system.
25. **Goldsmith Street Culvert Replacements**
This project provides replacement of the three large culvert crossings on Goldsmith.
26. **Nine Mile Crossing of the Main Ravines Drain**
This project provides lateral storm sewers for the main ravines crossing at Nine Mile Road, just east of Middlebelt.
27. **Wellington Culvert Rehabilitation**
The existing culvert on Wellington Court between Eastbrook and Westbrook Court is in need of repair after a routine maintenance check discovered delamination, erosion and multiple cracks.
28. **Medwid Culvert Replacement**
The existing culvert on Medwid Drive, between Westcott Crescent Circle and Aspen Park Circle needs replacement.

29. **North Industrial Drive Storm Sewer**
This project provides lateral storm sewers for North Industrial Drive, as well as rehabilitation of the existing storm sewer system.
30. **Sinacola Industrial Court**
This project provides lateral storm sewers for Sinacola Industrial Court, as well as rehabilitation of the existing storm sewer system.
31. **Scottsdale Road Storm Sewer**
This project provides lateral storm sewers for Scottsdale Road, as well as rehabilitation of the existing storm sewer system.
32. **Sinacola Woods Subdivision Storm Sewer**
This project provides lateral storm sewers for the Sinacola Woods subdivision, as well as rehabilitation of the existing storm sewer system.
33. **Colony Park Subdivision Storm Sewer**
This project provides lateral storm sewers for the Colony Park Subdivision, as well as rehabilitation of the existing storm sewer system.
34. **Ridgewood Street Storm Sewer**
This project provides lateral storm sewers for Ridgewood Street, as well as rehabilitation of the existing storm sewer system.
35. **Barbizon Estates Subdivision Storm Sewer**
This project provides lateral storm sewers for the Barbizon Estates Subdivision, as well as rehabilitation of the existing storm sewer system.
36. **Greencastle Road Storm Sewer**
This project provides lateral storm sewers for Greencastle Road, as well as rehabilitation of the existing storm sewer system.
37. **Farmington and Forestbrook Culvert**
Two culvert crossings consisting of corrugated metal pipe barrels were assessed. Significant deterioration was noted for both crossings and rehabilitation will be required.
38. **North Bell Creek Drainage Improvement**
This project provides drainage improvements for North Bell Creek, from Lundy Drive to 8 Mile.
39. **Rhonswood and Fendt Storm Sewer**
This project provides lateral storm sewers for Rhonswood and Fendt, as well as rehabilitation of the existing storm sewer system.

2025/2026 Drainage Projects



1. Richland Gardens Subdivision Storm Sewer
2. Halsted Road, Eight Mile Road to Nine Mile Road
3. Camelot Court/Farmington Meadows Storm Sewer
4. Grand River Avenue at Haynes - MDOT Storm Sewer
5. Medwid Culvert Replacement
6. North Industrial Drive Storm Sewer
7. Sinacola Industrial Court

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SANITARY SEWERS

The major goal of the capital expenditures in this area is to provide adequate trunkline capability to serve both existing and future development. All trunk lines have been installed with the completion of the Ten Mile Rouge sewer in 1980. However, some areas of the City still do not have connecting sewer segments which are needed to provide access to public sanitary sewer. These segments are usually funded by a development or the City at large. The construction of the localized laterals is generally provided by the Charter provision requiring local benefiting properties to pay the associated cost (special assessment process). This results in the establishment of a special assessment district. In the future, federal watershed requirements may mandate accelerated programs for local sanitary sewer construction. A portion of these anticipated costs may be financed by various sanitary sewer funds.

An exception to the special assessment financing is a payback that may be necessitated because of a paving, resurfacing or widening project where integrated asset management policy would recommend that the sanitary sewer lateral should be installed first. In these instances, a payback would be established in accordance with City ordinance to recover the cost at a future date when connections are made.

Any remaining work that would be done on sanitary sewers involves the rehabilitation of existing sewers with City sewer funds. Since this does not provide new service, there would be no application of the Charter provision. This type of work was begun in 1990 with the Evergreen Farmington Sewage Disposal System improvements where sewers were replaced, and relief lines constructed.

In 2017, the City was awarded a Stormwater, Asset Management, and Wastewater (SAW) grant through the Michigan Department of Environment, Great Lakes, and Energy –EGLE (formerly the MDEQ) for the purposes of evaluating and inspecting sanitary sewer infrastructure, developing an asset management plan, assessing asset criticality and risk assessment; and providing life cycle cost analysis. The results of the SAW grant project will also provide a long-term capital improvement plan for the City's sanitary sewer system infrastructure.

In addition, the City is currently under an Administrative Consent Order (ACO), from the EGLE that may require additional improvements to be made in the future restricting the amount of outflow from the City of Farmington Hills into the sewer system.

PROPOSED SANITARY SEWER PROJECTS

1. Annual Renewal Program

The City completed a wastewater asset management plan (AMP) in 2020 to identify investment needs and develop a long-range capital improvement program for the City's wastewater system. By starting an annual renewal program, the City will be able to systematically address sanitary sewer assets by performing proactive maintenance and completing rehabilitation/replacement of the assets on an annual basis using best practices.

2. Collection System Improvement plus Site/Facility Improvement Total (through WRC)

Annual replacement and upgrade of equipment at the pump stations.

3. Low Pressure Gravity Sanitary Sewer System

Provide public sanitary sewer via a low-pressure gravity sewer system. This may be appropriate for areas where traditional gravity sewer is not feasible. Location to be determined.



WATERMAINS

With the completion of the Northwest Water Pressure District transmission lines in 1976, potable water supply capability has been provided throughout the City. Although some minor transmission lines are still required in some areas, they now have the option of installing local services through the establishment of payback agreements and special assessment districts.

A significant portion of the City's water main infrastructure was built in the 1960s and is nearing the end of its useful life. A challenge exists in these older areas of the City due to the water mains requiring frequent and expensive maintenance due to main breaks. Repairs require digging up and replacing worn out facilities. The City has in place a replacement program for just this challenge. Projects are evaluated using an integrated asset management approach and includes a review of break history, risk, and criticality. As with other maintenance activities, this work does not require financing through a special assessment district. Funding is provided through the City's water fund.

The City worked with the Oakland County Water Resources Commissioner's Office (WRC) and determined that a storage facility is appropriate for the City of Farmington Hills. Construction is complete and the tank has been operational since June 2014. The master water main model has been systematically updated to include this facility and the plan has been revised to include necessary projects on a prioritized basis.

PROPOSED WATER MAIN PROJECTS

1. Capital Improvement Long-Range Plan (through WRC)

Annual replacement and/or rehabilitation of the water systems fire hydrants and gate valves, as well as replacement/upgrade of meters at the pressure regulating vaults (PRV's).

2. Kendallwood Subdivision No. 3 Water Main Replacement

This is in the residential neighborhood east of Farmington Road and north of Twelve Mile Road. It is an area of older pipe built in the 1950s with frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main and existing 12" water main would be replaced with 12" water main to improve system reliability and meet current design standards.

3. Westbrook Subdivision, Wesbrooke Manor Subdivision No. 1, and Westbrooke Plaza Water Main Replacement

This is in the residential neighborhood west of Orchard Lake Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950's with frequent water main breaks. The existing 6", 8", and 12" water main would be replaced with 8" and 12" water main to improve system reliability and meet current design standards.

In addition, the commercial area is located on the south side of Thirteen Mile Road, between Orchard Lake Road and Lorikay Street. It is an area of older pipe built in the 1950's and when a break occurs, it affects multiple commercial properties. The existing 6"

would be replaced, and possibly relocated, with an 8" (8" is the smallest size that can be installed under current standards) to improve system reliability and meet current design standards.

3. Westbrook Manor Subdivision No. 2, No. 3, No. 4 Water Main Replacement

This is in the residential neighborhood east of Farmington Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950's with frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main and the existing 12" water main would be replaced with 12" water main to improve system reliability and meet current design standards.

4. Shiawassee Road Water Main, Middlebelt Road to Inkster Road

This project would include the replacement of existing 8" water main on Shiawassee Road between Middlebelt Road and Inkster Road.

5. Old Homestead Subdivision Water Main Replacement

This is in the residential neighborhood west of Drake Road and north of Eleven Mile Road. It is an area of older pipe built in the 1960's with frequent water main breaks. The existing 6", 8" and 12" water main would be replaced with 8" and 12" water main to improve system reliability and meet current design standards.

6. Section 36 Water Main Replacement

This project would include replacement of water main along Rensselaer, Ontaga, Eight Mile and Pearl Street. It is an area with older pipe built in the 1950's with frequent water main breaks. The existing 8" water main would be replaced to improve system reliability and meet current design standards.

7. M-5 Crossing: Folsom/Freedom/ Nine Mile

This project would include installation of new 8" or 12" water main in the area of Folsom/ 9 Mile/ Freedom. This would loop the water main from the south side of Folsom Road to the north side of Freedom Road at 9 Mile Road and would provide additional fire flow



2025/2026 Water Main Projects



1. Kendallwood Subdivision No. 3 Water Main Replacement

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SIDEWALKS

The need to provide safe pedestrian travel along major traffic corridors has long been a priority of the City Council. Certain corridors generate considerable pedestrian traffic. Shopping centers, schools, recreation areas, and other major developments generate pedestrian traffic. To promote safe pedestrian travel, the City must identify those areas in need of sidewalks or extensions to existing pedestrian networks. The School Board has also indicated their support for sidewalks at various school locations. It remains Farmington Hills policy, however, to treat walkways across school frontages as a requirement of the school district.

Sidewalk aesthetics is also considered. The City has many designated Historic District sites located on major roads. The use of brick pavers is encouraged to enhance and highlight the historic character of these sites.

In recent years, with Federal Aid funded road improvements the City has been able to include and install large sections of sidewalk on select major thoroughfares with our pavement projects. Developers have also installed sidewalks as a requirement of development. In both cases, sidewalk "gaps" have resulted. The City is then faced with filling in these gaps. These sidewalk projects can provide the City with the opportunity to connect larger pedestrian networks, existing developments with one another and other traffic generators at relatively low cost. Annually, pedestrian traffic generators and sidewalk gaps are identified and continue to be a priority and are included in this plan.

In 2013, sidewalks included in the CIP have been evaluated using assigned point values based on several variables. In 2024, the revised Master Plan included a Non-Motorized Plan that updates the priorities used to plan for non-motorized transportation. The Master Plan references the following high need priorities:

- Safety for children walking or biking to school
- Crossing safety at major intersections
- Increasing mobility options near underserved neighborhoods
- Look for inter Community opportunities to improve cross town connections (North to South and East to West)
- Continue to work with neighboring communities to develop the design and implementation plans for the Nine Mile Road Corridor non-motorized pathways.

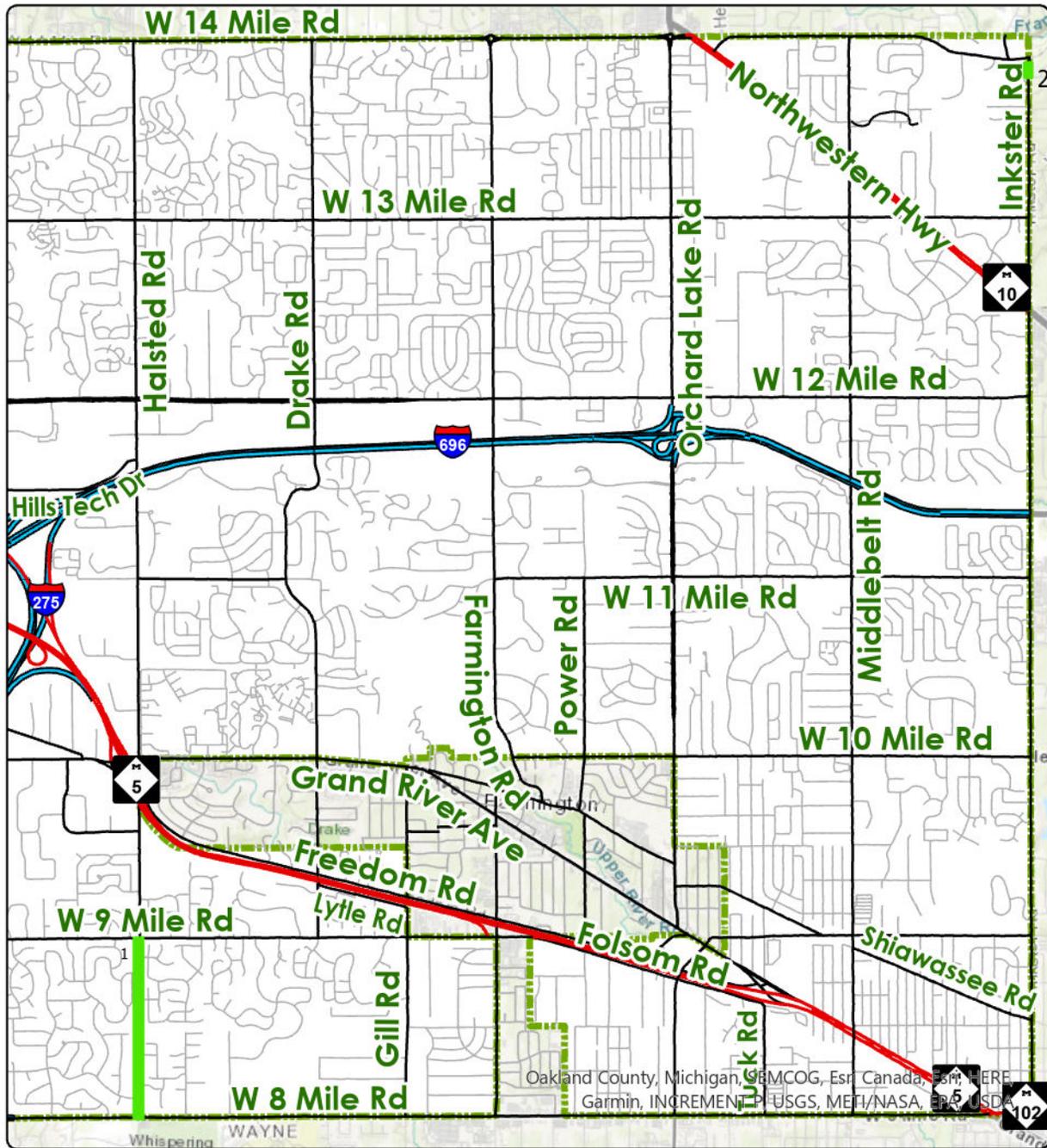
The City is currently transitioning to incorporate priorities laid out in the 2024 Master Plan. Additional targeted projects will be added each year reflecting priority improvements identified in the Master Plan.

A high priority of the Grand River Corridor Improvement Authority is to better integrate the Rouge River into economic development projects along the corridor and to develop a shared-use pathway along the river that better connects corridor users. The conceptual vision for the pathway is a 6 – 8 feet wide path that traverses approximately 10,000 lineal feet of river frontage with markers placed every ¼ mile and an interpretive kiosk at each end of the trail.

The following Bike Path System Map identifies all existing sidewalk infrastructure and includes a proposed bike path system for the City.

See the following table for proposed sidewalk/ pathway projects including locations and funding schedule.

2025/2026 Sidewalk Projects



Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

1. Halsted, 8 Mile Road to 9 Mile Road
2. Scottsdale North, to South of 14 Mile Road



Legend
 - City Project

TRANSPORTATION

Major thoroughfares can be improved by providing greater capacity and efficiency. This is accomplished by improving intersections and roadway sections. Intersections are improved by the installation of through and turning lanes, curbs and realignments. Many of the major two-lane and three-lane thoroughfares are over capacity, creating lengthy backups of traffic especially at peak hours. These roadway sections are considered for expansion in order to minimize congestion and improve turning movements. In addition, major road repair is an essential component of a well-managed transportation system. Major road repairs usually involve base reconstruction and resurfacing.

Local roads also require attention. Recent paving and resurfacing programs have done much to reduce maintenance costs and improve the local road system. The success of these programs is in large part due to the CIP process and residents' support of financing local road improvements through special assessment districts. Once paved, local roads require on-going scheduled maintenance to ensure their longevity.

The gas and weight tax, commonly referred to as Act 51 road funds, is the primary source of revenue collected by the State. Those funds have not been able to keep pace with the demands for improvement to an aging road system. Costs for labor, material, and equipment to improve roads have increased. Budget constraints at the State and County levels have shifted a disproportionate financial burden on municipalities and as a result, a road millage was put on the ballot and approved by the residents of Farmington Hills during the November 2014 Election. This funding is essential to maintain and improve the quality of the City road network.

Major Roads

The Department of Public Services has developed a list of major road and intersection improvements that are recommended to satisfy the needs of the motoring public in Farmington Hills. The City has also identified safety improvements that must be completed to satisfy issues of poor alignment, varying roadway widths, and non-continuous pavements.

The list of major road projects was prepared using data received from various sources. The data includes projects previously planned but not constructed, resident input, pavement evaluation (PASER Rating) asset management principles, traffic counts along major roads, plans by the Road Commission for Oakland County, and ongoing plans for major road and freeway improvements which are still under consideration. In general, the projects outlined in this year's CIP provide the following benefits to the community:

- Assure that roadways provide improved efficiency and safety for motorists.
- Assure that intersections minimize traffic congestion and allow for smooth handling of turning movements.
- Minimize lengthy backups of traffic especially during the peak hours of the day.

- Make traveling more convenient and safer by providing paved roadways in place of gravel roadways.
- Maintain the natural features when possible while improving the roadways.
- Integrate Road Commission for Oakland County plans with City plans to have a coordinated and efficient street system.
- Correct intersection alignment for improved traffic flow and possible reduction in traffic accidents.
- Reduce the environmental impact of dust and noise pollution.
- Reduce road maintenance cost.
- Use best practices and asset management principles to increase the life of existing pavements and improve the condition of the network as a whole.
- Improve access to freeways by examining the effectiveness of the interchanges.
- Coordinate road improvements with the City's Master Plan for Future Land Use.

Local Roads

Historically, the residents have initiated local road improvements. Many miles of local roads have been reconstructed through the special assessment district process. The success of this approach was dependent upon the residents initiating a paving project in accordance with City Charter. Typically, the City participated with up to 20% of the paving cost (per City Charter).

Based on the local road millage that was approved in November of 2018, funds will now be available for reconstruction as well as additional preventative maintenance and pavement preservation treatments. Approval of the local road millage eliminates the need for the special assessment process and allows the roads to be assessed and programmed for treatments in a cost-effective manner at the appropriate point in its life cycle.



PROPOSED TRANSPORTATION PROJECTS - MAJOR ROAD

1. Tri-Party TBD (\$690,000)

The Tri-Party program provides one-third funding from each of the following: City, Road Commission for Oakland County and Oakland County Board of Commissioners. Tri-party funding has recently been increased from \pm \$150,000/year to \pm \$300,000/year. This funding is sometimes allowed to accrue over several years to help fund a larger project. Requirements are that the work be on a County road. Most recently the City utilized existing funds for part of the City's contribution to the Orchard Lake Road project from 13 Mile Road to 14 Mile Road. Future participation in Tri-Party projects may include Haggerty drainage improvements near 10 Mile Road and the City's cost share for the rehabilitation of Orchard Lake Road between I-696 and 13 Mile Road as well as along the 12 Mile Road corridor

2. Major Road Capital Preventative Maintenance Projects (\$6,000,000)

These projects are intended to provide a asphalt overlay or full depth concrete slab and joint repair on a major roadway to cost effectively extend its useful life. It may include a milling off the surface for asphalt roads and some base repair. The following roads are candidate projects in the upcoming years.

- Hills Tech Drive
- Independence Street, Middlebelt Road to Ontaga,
- Drake Road, Eleven Mile Road to Twelve Mile Road,
- Gill/Lytle, Drake Road to Nine Mile Road,
- Halsted, Ten Mile Road to M-5 Ramp,

3. Industrial/Commercial Road Rehabilitation (\$6,600,000)

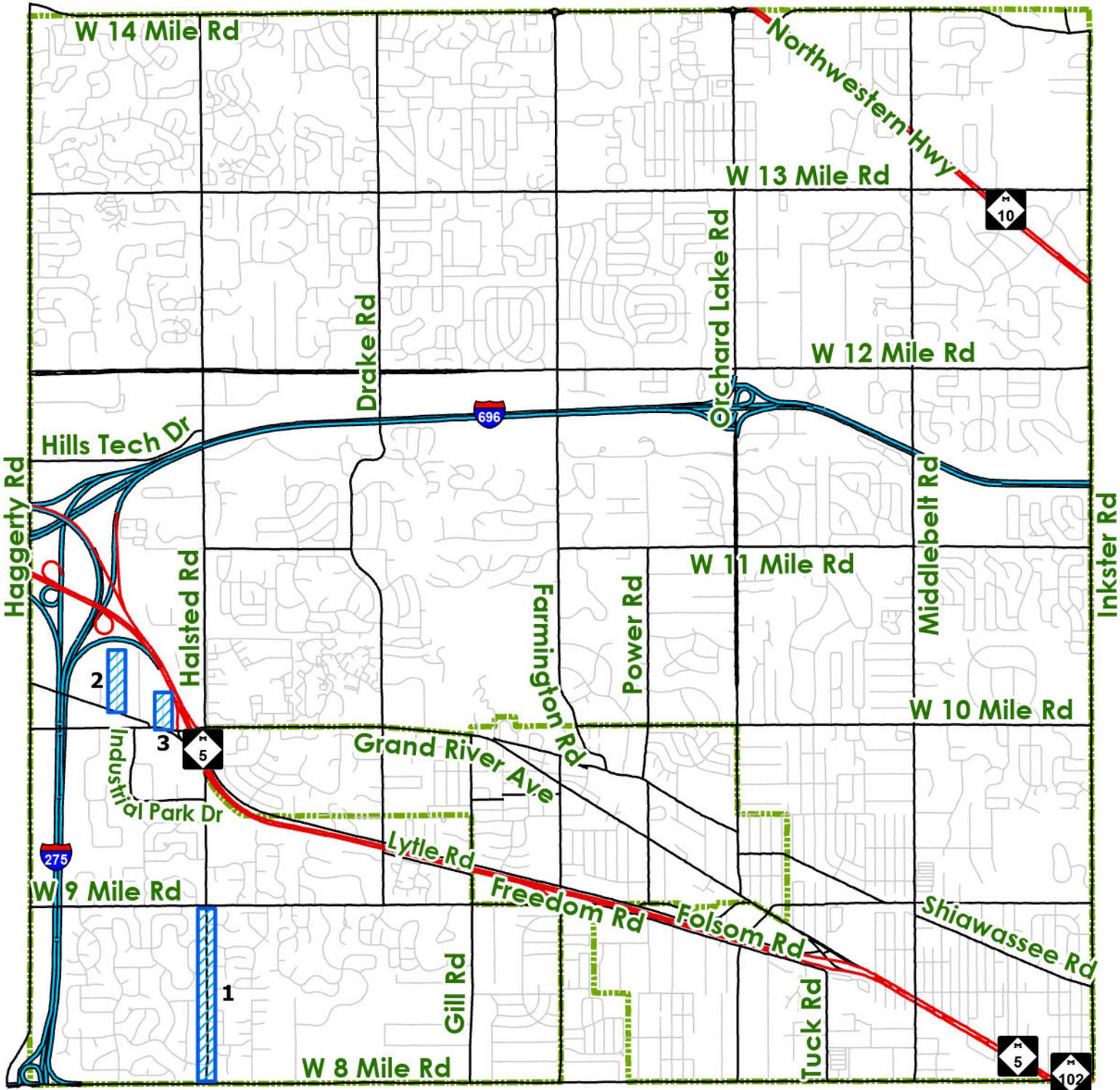
Industrial roads are prioritized based on the PASER ratings system to determine a cost-effective strategy for rehabilitation or reconstruction. These prioritized ratings are reviewed and updated every two years.

- 2025/2026, Hallwood/Hallwood Court, (\$1,300,000)
- 2026/2027, Farmington Grand River Industrial Park/Crestview Court, (\$1,000,000)
- 2027/2028, Orchards Corporation Center/Stansbury, (\$1,600,000)
- 2028/2029, Farmington Research & Industrial Center Sub No 1/Indoplex, (\$2,700,000)

4. Signal Modernization (See Transportation / Major Road Spread Sheet,(\$1,350,000)

Modernization of the Heritage Park traffic signal on Farmington Road between Ten Mile Road and Eleven Mile Road. This project includes construction of new box spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components. The City has sole ownership of 39 traffic signals and shared ownership of 43 additional traffic signals. The City annually reviews the traffic signal network to identify cost-effective strategies to modernize and upgrade the existing infrastructure and improve safety.

2025/2026 Major Road Projects



1. Halsted Road - 8 Mile to 9 Mile
2. North Industrial Drive
3. Sinacola Court

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Projects are referencing CIP Tables.

4. 5-14. Major Road Reconstruction, (See Major Road Spreadsheet)

Major roads are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Major Road considerations is on a 5-year projection.



PROPOSED TRANSPORTATION PROJECTS – LOCAL ROADS

1. **Gravel to Pave Conversion (Local Roads)**

The City currently has approximately 20 miles of local gravel roads. As part of the recently approved road millage there will be funds programmed annually to fund a project to convert an existing local gravel roadway to pavement. These projects will be initiated through a petitioning effort by the residents of the roadway in question.

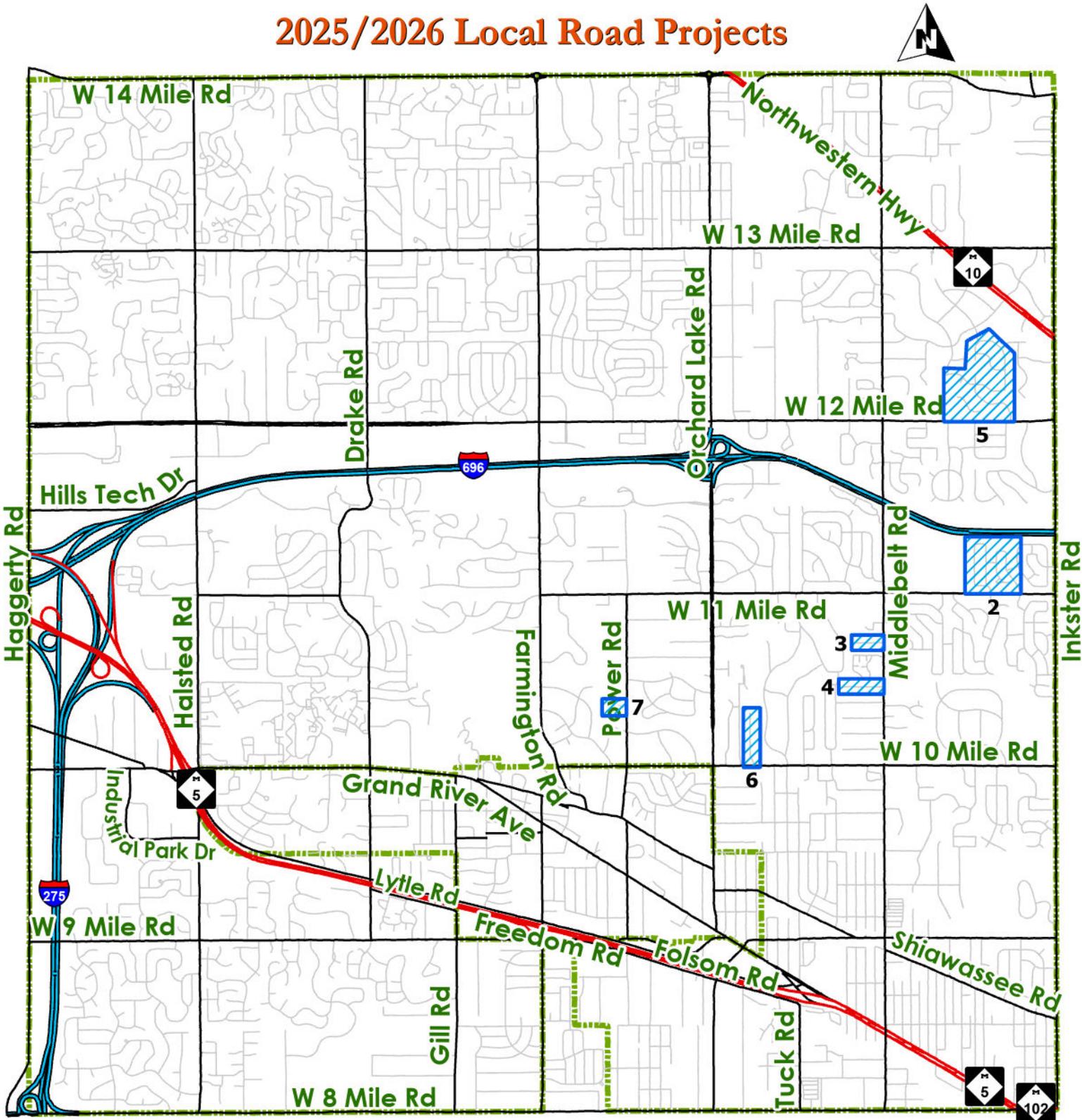
2. **Local Road Capital Preventative Maintenance Projects**

These projects are intended to provide a nonstructural, thin overlay on a local roadway to cost effectively extend its useful life. It may include a milling off the surface and some base repair.

3.-16. **Local Road Reconstruction, (See Local Road spreadsheet)**

Local road systems are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Local Road considerations is on a 5-year projection. In 2018 the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.

2025/2026 Local Road Projects



1. Local Road Capital Preventative Maintenance Projects - To Be Determined
2. Farm Meadows/Camelot Courts Subdivisions - Phase 1
3. Country Corner (Gramercy Ct.)
4. Edgehill Avenue
5. Woodcreek Hills Subdivision
6. Pinebrook Estates (Elmhurst Ave.)
7. Shady Ridge Drive Gravel Conversion

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Projects are referencing CIP Tables.



Historic District Commission

CITY OF FARMINGTON HILLS HISTORIC DISTRICT COMMISSION 2024 ANNUAL REPORT

The City of Farmington Hills Historic District Commission is charged with preserving historic districts within the City that reflect elements of the architectural, cultural, economic, political, or social history of the community. This seven (7)-member commission is comprised of City residents working diligently over the past year to further this goal. This report summarizes the Commission's activities in 2024.

2024 Commission Membership

Marleen Tulas, Chair
Ken Klemmer, Vice Chair
Alec Thomson, Recording Secretary
James Paulson
John Trafelet
Steve Olson
Emily Howard

City Staff Liaison: Kris Canty, Staff Planner
City Council Liaison: Valerie Knol, Councilperson

2024 Historic District Commission Goals, Objectives, and Initiatives

- Continue to update the "Blue Book," the City's official guide to its Historic Districts, for accuracy and comprehensiveness.
- Continue collaboration between the Historic District Commission and City's Department of Public Works in implementing the cemetery preservation plan, including additional monument cleaning, and resetting.
- Spicer House Preservation Plan
- Host a Preservation Workshop open to the public.
- Identify properties within city for possible inclusion in Historic District
- Assist with the development of the Sarah Fisher Site.

2025 Historic District Commission Goals, Objectives, and Initiatives

- Assist with the development of the Sarah Fisher Site.
- Host Educational and Social Gatherings open to the public.
- Identify properties within city for possible inclusion in Historic District
- Continue collaboration between the Historic District Commission and City's Department of Public Works in implementing the cemetery preservation plan, including additional monument cleaning, and resetting.
- Continued assistance with ongoing restoration and repair of the Spicer House exterior.

Historic District Commission Meetings

In 2024, the Historic District Commission held ten (10) regular meetings; meetings in July and October were cancelled due to lack of business.

Review of Work Within Historic Districts

Certificates of Appropriateness are granted for a project which meets the United States Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as set forth in Title 36 of the Code of Federal Regulations, Part 67, as amended.

Certificates of Appropriateness

In 2024, seven (7) Certificates of Appropriateness were issued for work within the following districts:

Historic District Site No. 514 – The James F. Cain House – 26135 HOLLY HILL DRIVE

Site Overview

A four-square design with Colonial Revival details, this small “estate” house with sidewalks to other early models was located prominently in Pasadena Park subdivision. This house is typical of a 1925 luxury design. Economic conditions of the Great Depression halted the development of the subdivision until after World War II so no more models like this were constructed.



James F. Cain, the builder and developer of Pasadena Park lived here with his wife Genevieve and three children for about ten years. Hollywood Drive became Holly Hill when Pasadena Park was reorganized. Other unusual features are the basement, which was constructed of brick, and the Pewabic tile in the upstairs bathroom.

Certificate of Appropriateness 24-1

The Historic District Commission issued a Certification of Appropriateness for replacing the existing broken garage door with a 16'x6.5' Standard White garage door.

Historic District Site No. 301 – The Lawrence Simmons House– 33742 TWELVE MILE ROAD

Site Overview

This outstanding example of Gothic Revival architecture was built of split Michigan stone in 1861.

Lawrence Simmons was one of the three sons of Joshua Simmons III, a pioneer settler of Livonia. Joshua Simmons purchased the land and built homes for each of his three sons.

This house was built by Sergius P. Lyon, a “gifted” Farmington craftsman. Lyon had many talents, including carpentry and stove manufacturing. As a carpenter he constructed caskets, and thus became Farmington’s first undertaker. He was also a founder of Farmington’s Universalist Church. Additions were made to the house by succeeding owners. The Baldwin Coonleys added to the house, including a chimney which dates to 1887.

Lawrence Simmons lived in the house until 1872 when he moved on to Northville. The house, farm and land were purchased as a country estate by R.K. Floyd of Kendall Oil. Kendallwood Subdivision gets its name from Floyd’s company.

The house is listed on the Michigan State Registry of Historical Places.

Certificate of Appropriateness 24-2

The Historic District Commission issued a Certification of Appropriateness for installing 321 feet of a six (6)-foot tan vinyl privacy fence. Removing the existing wood fence in same location.



Historic District Site No. 17 – The Lone Ranger House – 24105 LOCUST STREET

Site Overview

Built in 1860 by Orville Botsford of the pioneer Farmington Botsford family, this house has Greek Revival features.

The building is over a three-part basement: a Michigan cellar with cut stone walls on the east-end of the house, a log crawl space foundation is in the center and a cement block basement c. 1930 is on the west-end of the building.



Orville Botsford was 39 when he built this home on one of his properties. There he was a dairy farmer and raised horses. He had been in the business as the Botsfords were involved in community activities and businesses.

Orville had two wives; Mary Ann Eddy, who died shortly after the birth of their son in 1845 and Sophia Gage, with whom he had three children after they were married in 1849.

Earl Graser, the original radio Lone Ranger, lived in the house in the 1930's and did extensive remodeling. He was killed in an automobile accident in 1941 and Bruce Beemer replaced him on the radio, in the role of the Lone Ranger.

This house is near the border of the City of Farmington yet is very country-like on its one and one-quarter acres. The house is in Farmington Hills and the front yard is in Farmington.

Certificate of Appropriateness 24-3

The Historic District Commission issued a Certification of Appropriateness for installing sixteen (16) new historically appropriate windows on the second story.



Historic District Commission

Historic District Site No. 508 – The Spicer House – 24711 FARMINGTON ROAD

Site Overview

The long low English Country House was designed to blend in with the landscape by talented architect Marcus Burrowes. The house was built in 1926 for attorney David Gray and his wife, Martha. It originally stood on twelve acres of land. The house was designed with two wings; the outdoors was visible from all rooms. This design was not only beautiful, but practical, because of the cross ventilation.



David Gray died before the house was occupied and Martha Gray moved to California before the house was ever lived in.

When Eleanor Goodenough married John Spicer in 1935, Mrs. Gray gave the home and property to the newlyweds. Eleanor was the daughter of Luman Goodenough, a dear friend of the Grays. Additional acres were purchased for the farm which Eleanor Spicer ran until her death in 1982. At that time the property included 200 acres and Mrs. Spicer liked to refer to it as the only unspoiled place in Farmington Hills.

The land is now Heritage Park with this jewel of a house as its heart. The Spicer House serves as the Park's Visitor Center, with the wings modernized to serve as classrooms and meeting areas. The four historic rooms: the hall, living room with cathedral ceiling, library and dining room, serve for gatherings and displays.

Certificate of Appropriateness 24-4

The Historic District Commission issued a Certification of Appropriateness for replacing the gutters to complete the Spicer House roofing project.



Historic District Commission

Historic District Site No. 507 – The Sarah Fisher Home – 27400 TWELVE MILE ROAD

Site Overview

Egyptian influence used in public building of the 1920's is seen in the original administration office and early buildings of the children's home. Fine brickwork, slate roof, limestone framing on door and windows, and carving over the entrance are used on this structure built in July, 1929.

The entrance gates at Twelve Mile and Inkster Roads are outstanding, and were restored in 1990.



HDC Engagement

The HDC has been actively advocating for the preservation of the 'At Risk' property for some 20+ years – from a comprehensive survey of the property buildings, identifying those of greatest significance, meeting with neighbors and numerous developers. The HDC wishes to express its appreciation for the City leadership and Staff support for these 'long view' efforts.

Certificate of Appropriateness 24-5

The Historic District Commission issued a Certification of Appropriateness to amend the approved Notice to Proceed for the Sarah Fisher Property. The first amendment provided for removal of all buildings except the Chapel. The amendment seeks to slightly modify the design of the building.

Condition of Approval of the Certificate of Appropriateness calls for the conceptual illustration of the chapel and chapel gardens with the suggestion that consideration be given for reuse of the chapel windows and understanding that this commission will see fully rendered drawings at a future date. The gate, entrance wall, and historic marker will be preserved.

Historic District Site No. 504 – The Kirby White House – 24200 FARMINGTON ROAD

Site Overview

Kirby and Alice White and their five children moved into this Federalist Revival House in 1928. Kirby White was general manager, vice-president, and director of the Ferry-Morse Seed Company, which by the 1930's was the largest seed company in the United States.

The estate home was built for the Whites on five acres along Farmington Road and was designed by Marcus Burrowes who was a prominent architect in Detroit and Michigan. He designed public buildings for cities and houses for wealthy clients.



The Kirby White House has some unique architectural features. “Windy Hill”, as it was known, was built in the federalist style. The house is supported by steel beams, unusual for houses dating from the 1920's. The Federalist Revival style features many gables, arches and bays.

Kirby White died in June 1933 and the family moved from their country estate to Birmingham, Michigan. A series of owners for the lovely estate were executives of Ford Motor Company. The Presbyterian Church purchased the property and house in 1956. The needs of the church for religious purposes caused the house to be moved a mile south on Farmington Road in 1993.

It has been adapted to its new location and carefully maintained.

Certificate of Appropriateness 24-6

The Historic District Commission issued a Certification of Appropriateness for installing 15 new shutters around the house to restore the original appearance of the house.

Historic District Site No. 8 – The Clarenceville Blacksmith House – 21024 ONTAGA STREET

Site Overview

Built as a home on Heise Street in Clarenceville around 1840, this house was the home of William Heise, a blacksmith. The house was owned next by another blacksmith, Otis Jensen.

The house has been moved twice, once to a little strip of land in the middle of Grand River Avenue when the street was first widened in the 1930's, and next to its location on Ontaga Street in 1946 when Grand River was widened once more.



Certificate of Appropriateness 24-1A

The Historic District Commission issued a Certification of Appropriateness for removing and replacing existing shingles on roof. Partial roof replacement.

Selected Historic District Commission Activities in 2024

Cemetery Master Plan Implementation

Our multi-year campaign to restore & preserve the city-owned Utley and West Cemeteries saw considerable progress in 2024. Projects included cleaning and releveling markers as well as ‘excavating’ fallen markers.

Documentation of the West Cemetery was undertaken by a class from Schoolcraft College led by HDC Commissioner Dr. Alexander Thomson. Utilizing a Survey 123 software program modified by FH City GSI Specialist Matt Malone, the students spent their weekends capturing photos and text of tombstones on their cell phones. Ultimately the data is to be posted online for historic and genealogical research.

On-going damage to markers from poor lawn maintenance practices is very evident and has been documented and reported to the DPW. The goal is to develop through the DPW a turf maintenance protocol

– specific to the historic cemeteries - that is gentle and causes zero-damage. Starting in 2024 the turf was maintained by DPW staff using push mowers on a monthly schedule (in agreement with HDC thinking).

Preservation of broken markers in the West Cemetery was initiated by one of the few qualified contractors in SE Michigan. Utilizing museum-grade stone epoxy, markers were repaired in Late Spring and Fall sessions. The additional City funding to contract for these repairs is greatly appreciated. Much of the repair work is to correct improper and unauthorized repairs undertaken decades ago.

In concert with the City Video Services Department a video has been developed and posted to YouTube documenting the efforts over the past 5+ years.

Work is progressing in the West Cemetery we will redirect our efforts to the Utley Cemetery in 2025.



Spicer House Roof Replacement

The Historic District Commission worked closely with the City's Department of Special Services to find an appropriate solution for replacement of the Spicer House's aged cedar shake roof.

A subcommittee of the Commission assessed the condition of the roof and explored various options from repair to complete replacement.

Ultimately, a compromise was found in which the roof was replaced with synthetic shakes, but the distinctive copper gutters were reused to maintain the distinct character of the roof to the extent possible.

During a meeting at the Spicer House, the Commission tested shingle and cap colors on the roof. The commission concluded that the city utilize Brava synthetic shake shingles in the color of "Aspen" and ridge caps to be a mix of "Aged Mission" and "Autumn".



The roof project was completed in the Fall of 2024.

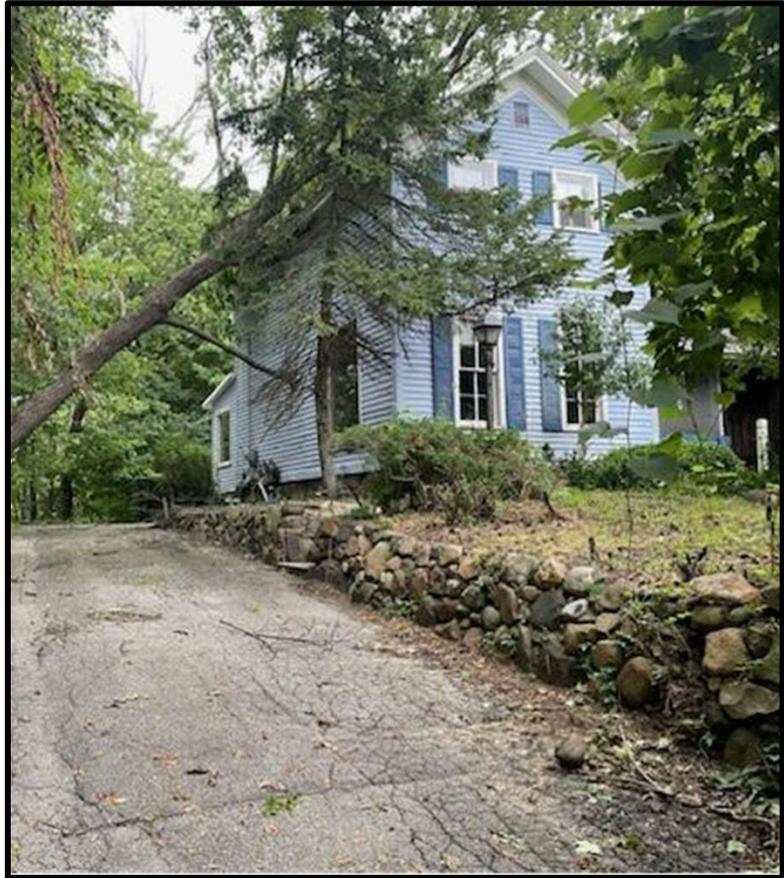
Nehemiah Hoyt House

The Historic District Commission seeks to restore the residential structure after a tree fell onto the roof causing internal and external damage to the house. The house has suffered a lack of basic by previous maintenance by previous owners, approaching abandonment, with ownership becoming unclear between HUD and the previous owners.

An inspection of the house, by City Staff in concert with an HDC sub committed, found that the structure of the mid 19th c home remained fundamentally sound despite the lack of maintenance and damage sustained.

A court order was issued to fix the follow on-site:

1. Tree Removal / Tree Trimming
2. House Roof Replacement
3. Gutter Replacement
4. Demo both Front and Rear decks
5. Demo pergola and lattice
6. Demo wood fencing and gates
7. Demo gazebo, deck platform, and stairway
8. Repair exterior siding
9. Board-up the rear French doors
10. Garage roof Replacement
11. Install handrail at steps from driveway to front of house



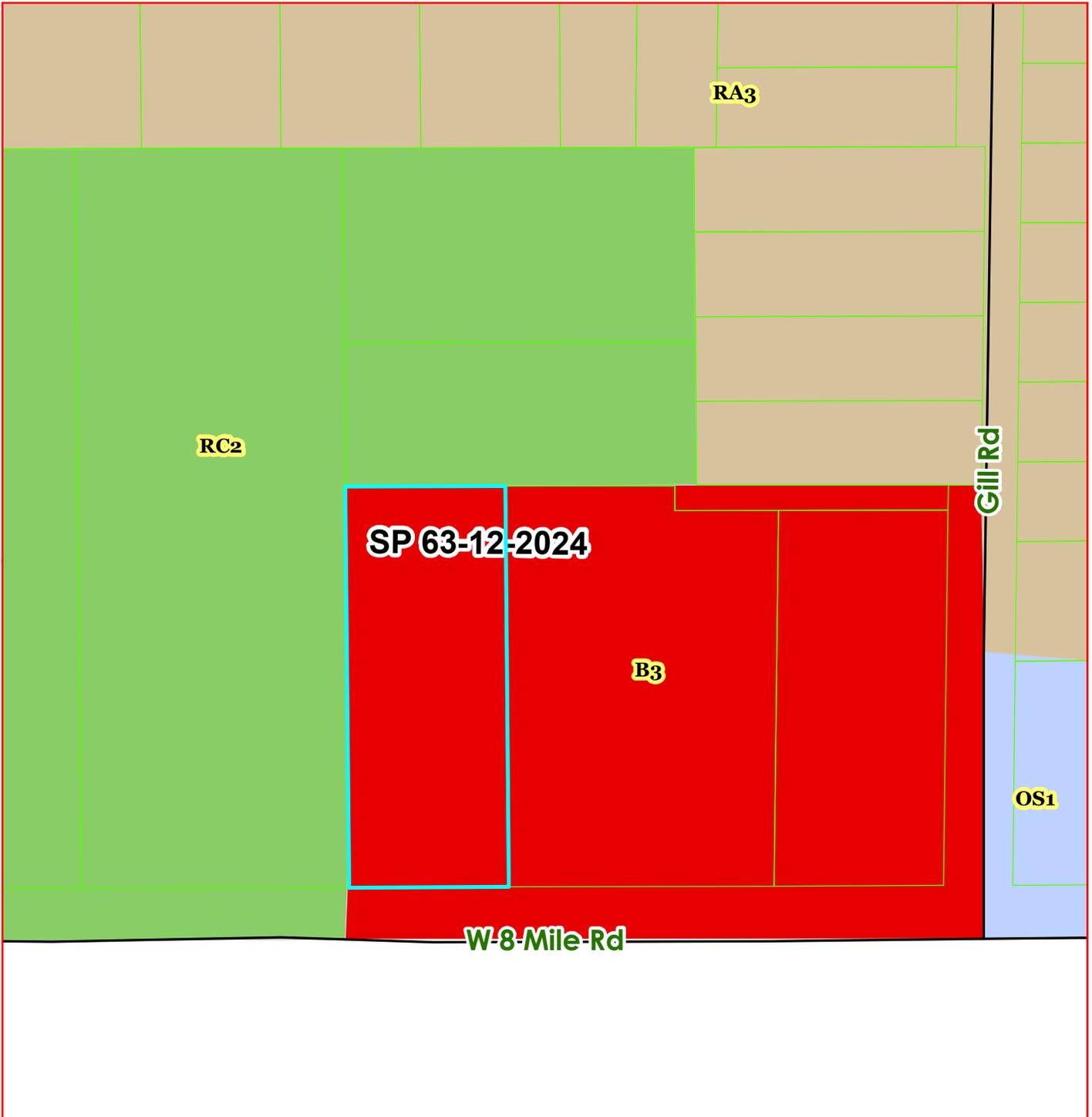
The HDC appreciates the extraordinary efforts of City Staff in pursuing the legal remedies necessary to intervene on behalf of the Nehemiah Hoyt house.

Howard Legacy Historical Event

Commissioner Emily Howard put together the Howard Legacy Event that included a Remembrance Ceremony, Pumpkins and Storytelling, and a Grand Cemetery Tour at the Farmington West Cemetery



SP 63-12-2024 B-3
34650 Eight Mile, 33-376-040,
Renovation of vehicle wash



Tax parcel

Zoning Districts

RA-3 One Family Residential District

RC-2 Multiple Family Residential

Zoning Districts

B-3 General Business District

OS-1 Office Service District

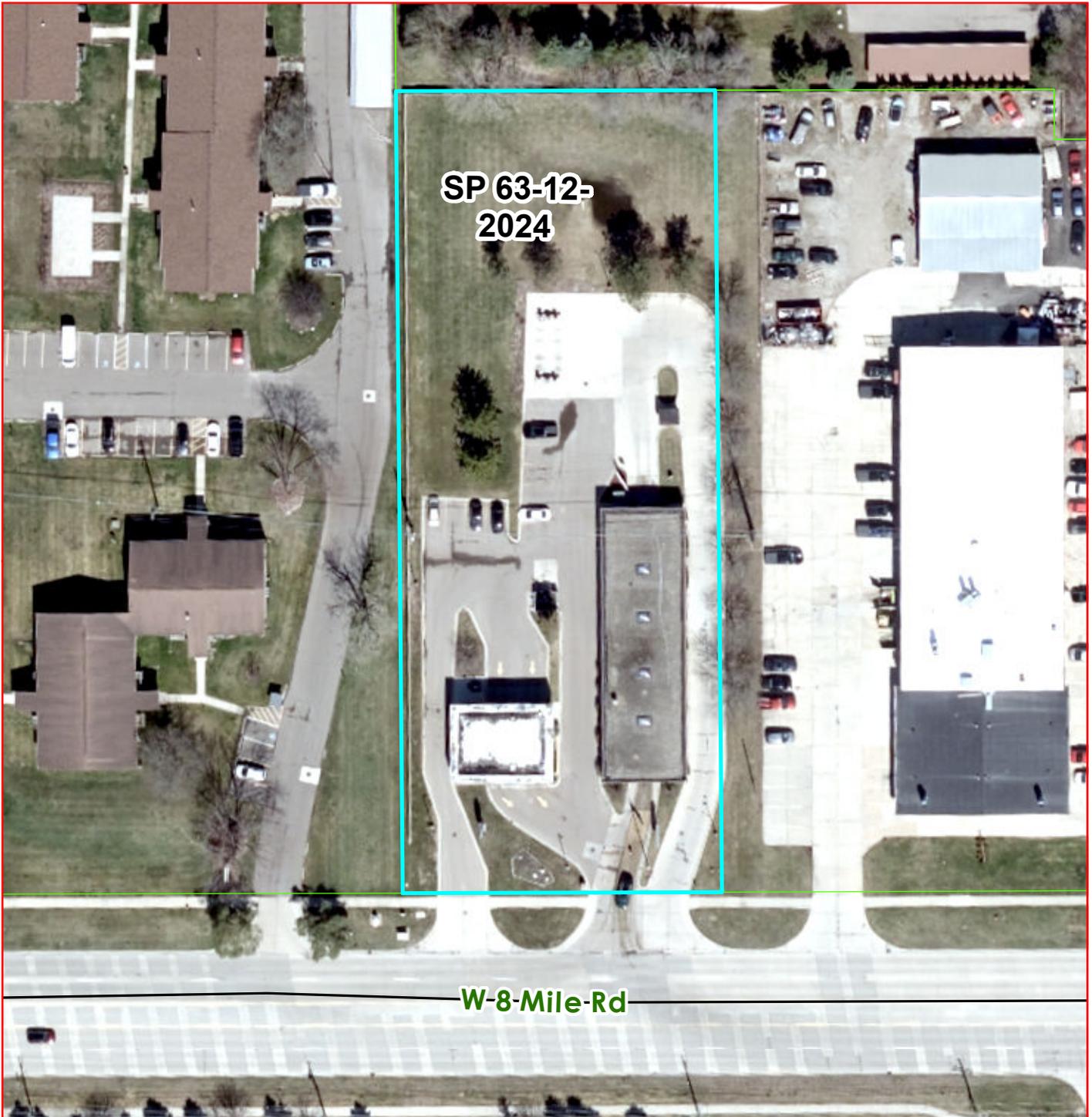


SOURCE: City of Farmington Hills, 2024
Oakland County GIS, 2024

DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.



SP 63-12-2024 B-3
34650 Eight Mile, 33-376-040,
Renovation of vehicle wash



W-8 Mile Rd



SOURCE: City of Farmington Hills, 2024
Oakland County GIS, 2024

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Tax parcel

January 16, 2025

Farmington Hills Planning Commission
31555 W 11 Mile Rd
Farmington Hills, MI 48336

Site Plan Review

Case: SP63-12-24
Site: 34650 W 8 Mile Rd (22-23-33-376-040)
Applicant: Krieger Klatt Architects
Plan Date: December 18, 2024
Zoning: B-3 General Business

We have completed a review of the application for site plan approval and a summary of our findings is below. Items in **bold** require specific action. Items in *italics* can be addressed administratively.



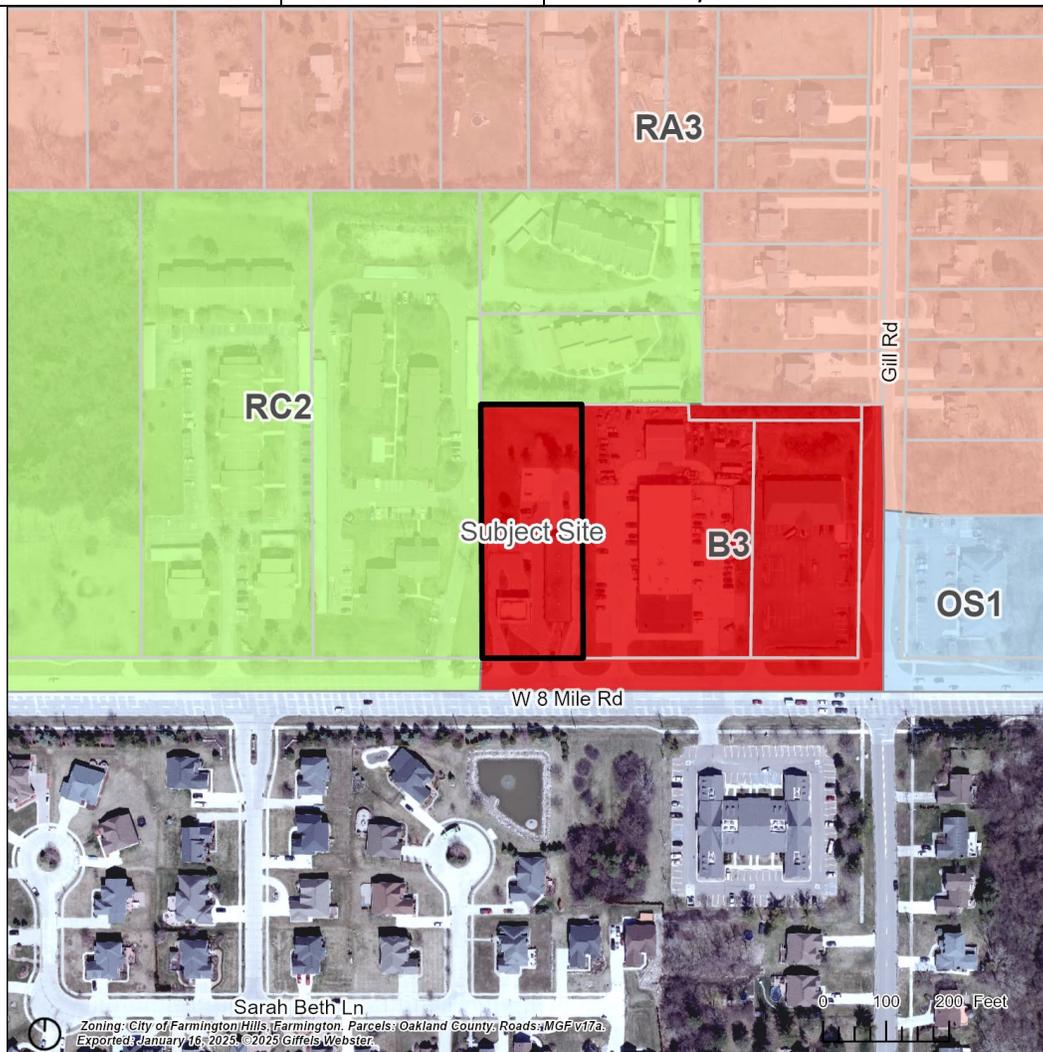
SUMMARY OF FINDINGS

Summary of Proposal. The applicant proposes to renovate an existing car wash.

Existing Conditions

1. **Zoning.** The site is 1.48 acres and zoned B-3.
2. **Existing site.** The site is currently developed with a car wash and a quick oil change establishment.
3. **Adjacent properties.**

Direction	Zoning	Land Use
North	RC-2	Multi-Family
South (Livonia)	R-4	Subdivision detention pond
East	B-3	Collision shop
West	RC-2	Multi-Family



4. **Existing site configuration and access.** The site is currently accessed directly from Eight Mile Road via two driveways—one is an entrance primarily for the oil change business, while the other is bifurcated with an entrance for the car wash and a joint exit for the oil change business and the car wash.

Site Plan & Use:

1. **Use.** A car wash is permitted as a special land use in the B-3 district, subject to PC approval and the standards of Section 4.40 (see below).
2. **Proposed site configuration and access.** The plans maintain the existing access to Eight Mile Road, and make several changes in the site’s interior to better channelize vehicles waiting for the wash tunnel. The two existing vacuum units are removed and replaced with seven new units, each serving an individual vacuum space—the older units each had two vacuums serving the spaces on either side.
3. **Dimensional Standards (B-3 district).** Setbacks are all existing and not proposed to change. See footnotes after the table for remarks on compliance issues.

Item	Required	Proposed/Comments
Standards of Sec. 34-3.1.25.E		
Min. lot size	None specified	1.48 Acres
Min. lot width	None specified	160 ft
Front Setback (south)	25 ft	59.64 ft
Rear Setback (north)	20 ft	159+ ft
Side Setback (east)	10 ft	22.97 ft
Side Setback (west)	10 ft	24.36 ft (setback to oil change)
Building Height	50 feet	22.5 ft
Front Yard Open Space	50%	Approx. 52%
Other dimensional standards		
Yard landscaping (34-3.5.2.A)	For all uses except one-family detached residential units, landscaping of all yards abutting a street shall be provided	See landscaping comments below.
Minimum parking setback (34-3.5.2.J)	10 feet	Compliant
Loading space (34-3.5.2.N)	10 feet of loading space per front foot of building = 260 sq ft	<i>Applicant shall describe location of required loading</i>
Rooftop equipment (34-3.5.2.U.)	Rooftop equipment shall be screened in accordance with Section 34-5.17.	<i>Screened by existing parapet; new parapet will continue to screen</i>
Landscape area abutting street or freeway (34-3.5.2.V.)	A landscaped area not less than ten (10) feet deep	Compliant

4. B-3 Required Conditions (34-3.11)

- a. **All Uses shall also be subject to the conditions of sections 34-3.22 on marginal access drives, provided however, that: (See review of marginal access drive below).**
 - i. The edge of the marginal access drive shall be located 10 feet from the future street ROW.
 - ii. The front yard setback shall be a minimum of 60 feet from the future right-of-way.
 - iii. The front yard open space may be reduced to twenty-five percent of the required 60 foot setback area.

This area does not have a marginal access drive; the use to the west is residential. The PC may consider whether a marginal access drive to the east is warranted; such a drive would require significant redesign of the subject site; the neighboring site does not have a ready connection point.

b. All uses permitted shall require review and approval of the site plan by the PC.

5. **Marginal Access Drive. (34-3.22).** The applicant provides a marginal access drive between this site and the neighboring sites to the south, east, and north. *See note above in item 4.*
6. **Pedestrian Access. (34-3.24).** **Pedestrian access is not provided.**
7. **Use Standards for Vehicle Washes (34-4.40).**

Required	Proposed/Comments
The minimum lot area for vehicle washes shall be fifteen-thousand (15,000) square feet	compliant
All buildings, vehicular stacking space, vacuuming or other outside use area, except employee parking, shall be located no closer than one-hundred (100) feet from a residentially-zoned and/or -used property unless such property is separated from the vehicle wash use by a major or secondary thoroughfare	Vacuums approx. 75 ft from RC-2; stacking and building compliant
Vehicular access drives shall be located no closer than two-hundred (200) feet from the intersection of any two (2) streets	compliant
One traffic lane shall be provided as means of exiting the vehicle wash queue without having to enter the vehicle wash building	Exit point provided
All buildings shall be oriented such that bay doors and/or open bays face away from any public roads and/or residentially-zoned and/or -used property unless screened from such roads and/or property by a building	Not compliant; existing door faces Eight Mile Road. This is an existing nonconformity of the building
Vacuuming and/or drying areas may be located outside the building but only within a rear yard	compliant
All vehicles required to wait for access to the vehicle wash shall be provided space outside of any public right-of-way	compliant
All washing facilities shall be within a completely enclosed building	compliant

8. Off Street Parking Requirements (34-5.2)

Requirement	Calculations	Provided
Auto wash (automatic)- One for each employee	3 employees	3 spaces
Barrier-Free Spaces	1 space (van accessible)	1 space
Stacking	3 vehicles in advance of the washing bay and 2 vehicles beyond the washing bay for drying	Compliant

Other drive -through standards	Drive-through lanes located adjacent to a street shall be buffered by a minimum 10 foot wide landscaped planting adjacent to the right-of-way as specified in 34-5.14.	See landscaping standards below.
	Drive-through lanes shall have a minimum centerline turning radius of twenty-five (25) feet.	compliant
	Drive-through lanes shall be striped, marked, or otherwise distinctively delineated	compliant

9. **Off-street parking dimensions (34-5.3.3.A & B.).**

Item	Required	Proposed/Comments
Maneuvering lane width	20 ft.	24'
Parking space width	9 ft.	9 ft
	Note: vacuum spaces proposed at 12' width	
Parking space length	20 ft. for minimum required (May include a maximum two-foot unobstructed vehicle overhang area at the front of the parking space.) 17 ft. for additional parking (May include a maximum one-foot unobstructed vehicle overhang area at the front of the parking space)	19 ft with overhang
Screening	The off-street parking lot shall be provided with screening as required by Section 34-5.15	See landscaping comments below
Dead-End Aisles	Dead-end off-street parking aisles are discouraged, especially in connection with business uses. Such aisles should be no more than eight (8) spaces deep and should, in any case, be used only when there is no reasonable alternative. If more than eight (8) spaces deep, the layout shall provide a means for vehicles to turn around if all spaces are occupied.	Including the vacuum spaces, the aisle includes more than 8 spaces. However, two-way access is provided to allow a means for turning around.

10. **Off-Street Loading (34-5.4).** 10 SF of required loading per each foot of building frontage (37'). **The applicant shall identify the required 370 square feet of loading space on the site.**

11. **Acceleration-Deceleration-Passing Lanes (34-5.6.2.)** Driveways providing ingress and egress to all three-lane paved major or secondary thoroughfares shall be provided with paved acceleration and

deceleration lanes. If in the opinion of the director of public services no useful purpose would be served or if unusual difficulty would be encountered by reason of grade changes, intersections, bridges, or other land restrictions, the director may waive or modify the requirements of this section.
We defer to engineering to address this issue.

12. **Site Landscaping (34-5.14).** Landscaping and screening is generally compliant—new trees are concentrated between the residential property line and the vacuum spaces, with a mix of new and existing evergreens and canopy trees.

Item	Required			Proposed/Comments
Minimum distance from the property line (34-5.14.C.ii)	4 ft from the property line for trees and large shrubs			Compliant
Minimum parking lot island area	Minimum of 180 square feet; 3 feet minimum radius at the trunk of the tree			N/A
Cost estimate	Not required			--
Minimum size and spacing requirements at planting (34-5.14.F)	Size	Center to center distance (max)		
	(Height/width)	groupings	rows	
• Evergreen Trees	8 ft. height	20 ft.	12 ft.	N/A
• Narrow Evergreen Trees	5 ft. height	10 ft.	5 ft.	N/A
• Large Shrubs	30 in. height	10 ft.	5 ft.	N/A
• Small Shrubs	24 in. width	4 ft.	4 ft.	N/A
• Large Deciduous	3 in. caliper	30 ft.	-	Compliant
• Small deciduous trees	2 in. caliper	15 ft.	-	Compliant
• Hedge shrubs	24 in. height	3 ft.	3 ft.	N/A
Canopy Trees	Shall be large deciduous. PC may permit large evergreens			14 large deciduous trees provided
Minimum number of parking lot trees (34-5.14.4.C)	1 per every 2,800 square feet of paved surface area: 26,700 SF of Pavement = 10 trees			10 existing
Parking lot screening from public thoroughfare (34-5.14.5)	A planted hedge of small shrubs, or A masonry wall or berm of 2 feet high			No hedge is provided; however, parking is located in the rear.
Wall or Berm (34-5.15)	Required when adjacent residential			6-foot concrete wall provided along residential property line.
Tree replacement (34-5.18)	1 required			1 existing tree removed; 1 replacement provided

13. Lighting (Section 34-5.16).

i. **Operation hours (34-5.16.3.B.v.).** *The following notes must be added to or addressed on the plan; it is unclear from the existing plans whether these standards are met.*

- Exterior lighting shall not operate during daylight hours.
- Building façade and landscape lighting shall be turned off between midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier.
- All other exterior lighting shall be reduced to no greater than 70% of maximum from midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier.
- Use of occupancy sensors to turn off or reduce lighting within 15 minutes of zero occupancy is recommended.

a. **Illumination Levels.** The fixtures appear to meet cutoff requirements.

Item	Required	Proposed/Comments
Maximum height (34-5.16.3.A.)	30 feet maximum	20 ft.
Building Lighting (34-5.16.3.A. iii.)	Relevant building elevation drawings showing all fixtures and the portions of the walls to be illuminated	Building mounted fixtures not proposed
Average to minimum illumination ratio (34-5.16.3.C)	4:1	1.9/3:1
Maximum illumination at the property line	0.3 fc	Not compliant on eastern property line
Illumination Levels- Hardscape areas (e.g., parking areas, sidewalks)	2.5 lumens per sq ft of hardscape area	Unclear from information provided
Illumination Levels Building Entrances – within 20 ft of door	2,000 lumens per door	Appears to be no doorway lighting; man doors not accessed by public

14. **Pedestrian Connection (Sec. 34-5.19).** **A pedestrian connection to the Eight Mile sidewalk is not provided.**

We are available to answer questions.

Respectfully,
Giffels Webster



Joe Tangari, AICP
 Principal Planner

Julia Upfal, AICP
 Senior Planner



DEPARTMENT OF PUBLIC SERVICES
JACOB RUSHLOW, P.E., DIRECTOR

INTEROFFICE CORRESPONDENCE

DATE: January 24, 2025
TO: Eric Perdonik, Planning Department
FROM: James Cubera, City Engineer 
SUBJECT: Zax Car Wash Addition
PJ # 33-25-56
34650 Eight Mile Road
22-23-33-376-040

This office has performed a preliminary review of the above referenced revised site plan submitted to the Planning Department on December 18, 2024 and received by the Engineering Division on January 2, 2025. Our preliminary comments are as follows:

1. An 8" watermain exists along the north side of 8 Mile Road across the frontage of this site. In addition, an 8" water main exists along the east side of this property from Eight Mile Rd up to the building frontage and then running westward near the building frontage acting as what appears to be a hydrant line. The Eight Mile line is available for additional service if needed.
2. An 18" County Sanitary Sewer Interceptor exists along the north side of 8 Mile Road across the frontage of this site. It appears to have a lead extending to the existing building. This existing sewer lead must be televised in advance of construction review and any deficiencies or infiltration/inflow issues will need to be corrected.
3. A public sidewalk currently exists along the Eight Mile Road frontage. Therefore, no additional sidewalk requirements will be in effect.
4. Although a bypass lane for the car wash is provided such that a vehicle may exit without entering the car wash tunnel, there is a significant stacking length of vehicles without the ability to leave the line.
5. The plan currently identifies three existing curb cuts to service this site. The layout seems confusing and non-standard. The proponent needs to consider consolidating for one inbound and one outbound access reworking the onsite layout and limiting their width. A traffic analysis needs to be provided confirming how this can be accomplished.

6. Storm water detention and discharge restriction appears to be provided for this site as a detention pond is identified at the north end of the property. As part of this new development, the proponent must as-built the detention and discharge system in its entirety and confirm that it is operational and meets the original design volume and discharge restriction that was provided when originally built. If it does not, the proponent will be obligated to bring it in to conformance. Additionally, storm water quality improvements must be provided in accordance with the City's standards and it should be noted that the City recently adopted the WRC storm water standards and these must be followed for this site and the site must also meet these requirements.
7. Attached are comments from our Environmental Engineer, Tyler Sonoga. The proponent needs to address these items. Any questions regarding these comments should be referred to Tyler at 248-871-2533.
8. The plans identify a 120' right of way on Eight Mile Road. No additional ROW is necessary in order to conform with the City's master right of way plan.
9. It is suggested that the proponent and their engineer meet with the City Engineering staff in person or virtually to discuss this site in further detail.



INTEROFFICE CORRESPONDENCE

DATE: January 8, 2025
TO: Planning Commission
FROM: Jason Baloga, Fire Marshal
SUBJECT: Revised Site Plan 63-12-2024 (34650 Eight Mile)

The Fire Department has no objection to approval of this site contingent upon compliance with the following:

The pre-existing site does not meet Chapter 12 Section 12-11. Of the City Ordinance-Fire department site plan review and design standards. Please set up a meeting with the Fire and Engineering Departments to discuss what site improvements can occur related to Section 12-11:

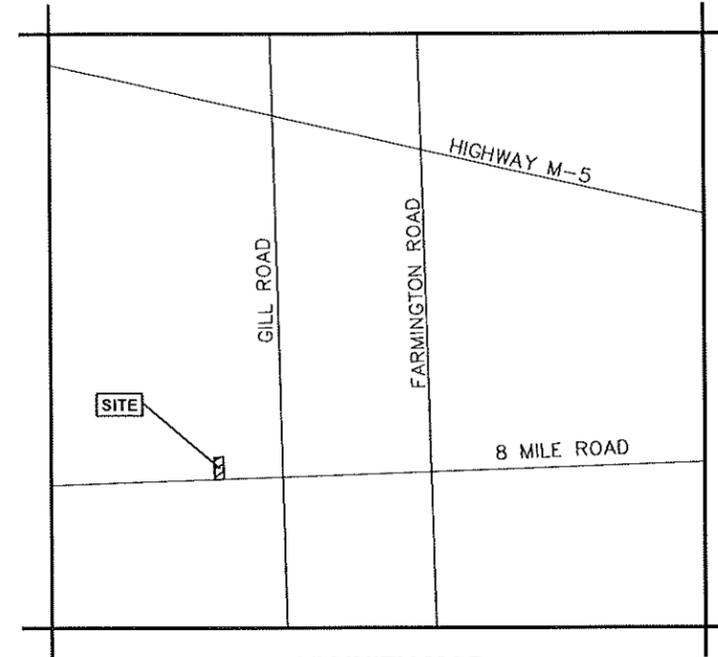
1. Site must be designed to accommodate fire apparatus with a fifty-foot turning radius; access roads do not appear wide enough to allow Fire Department access.
2. Minimum clearance between finished roadway surface and any overhead obstruction shall be 13'16".
3. Paved access for Fire Department apparatus shall be provided on at least 2 sides of all buildings or 50% of the perimeter.
4. Site does not appear to meet Section 12-11(2) *hydrant*; site appears to be lacking hydrant coverage.
5. Section 12-11(4) *Alternate protection*; in some cases, an owner or lessee may find it impractical to comply with the minimum site plan review and design standards. Proponent shall discuss Alternate protection with the Fire and Engineering Departments.

Jason Baloga, Fire Marshal

JB/al

ZAX AUTO WASH

34560 W. 8 MILE ROAD
 FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN
 PARCEL ID: 22-23-33-376-040
SITE PLANS



VICINITY MAP
 NOT TO SCALE



Know what's below.

Call before you dig.
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND ACCEPT TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

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 SHELBY TOWNSHIP, MI 48315
 (866) 786-9800

FARMINGTON HILLS
 OAKLAND COUNTY, MICHIGAN

ZAX CAR WASH
 ZAX - FARMINGTON HILLS
 SITE PLANS
 COVER

DATE	DECEMBER 6, 2024
REVISIONS/SUBMITTALS	
-02/17/2025	
-REV PER COMMENTS	

DRAWN BY: RPF
 CHECKED BY: JA
 PROJECT MANAGER: JA
 JOB #: 24003983.06

CAD FILE: K:\4003983\DWG\PLAN_SET\STATE-PRELIMINARY\24003983.06-001-C

DEVELOPMENT TEAM

OWNER/DEVELOPER

MCW FARMINGTON HILLS, LLC
 199 PIERCE STREET BIRMINGHAM MI 48009
 CONTACT: BRENDAN AMMORI
 PHONE: (248) 940-5940

CIVIL ENGINEER

ATWELL, LLC.
 12745 23 MILE ROAD
 SHELBY TWP., MI 48315
 CONTACT: JAMIE ANTONIEWICZ
 JANTONIEWICZ@ATWELL.COM
 PHONE: 586.786.9800

WATER & SEWER

FARMINGTON HILLS DEPARTMENT OF PUBLIC SERVICES
 31555 ELEVEN MILE ROAD
 FARMINGTON HILLS, MI 48336
 PHONE: 248.871.2530

RIGHT OF WAY

ROAD COMMISSION FOR OAKLAND COUNTY
 31001 LAHSER ROAD
 BEVERLY HILLS, MI 48025
 DCSMAIL@RCOC.ORG
 PHONE: 877.858.4804

ELECTRIC

DTE ENERGY
 ONE ENERGY PLAZA
 DETROIT, MI 48226
 PHONE: 800.477.4747

ARCHITECT

KRIEGER KLATT ARCHITECTS, INC.
 2120 E. 11 MILE ROAD
 ROYAL OAK, MI 48067
 CONTACT: JEFF KLATT
 JEFF@KRIEGERKLATT.COM
 PHONE: 248-414-9270

MUNICIPALITY/PLANNER

CITY OF FARMINGTON HILLS
 31555 W. ELEVEN MILE ROAD
 FARMINGTON HILLS, MI 48336-1103
 PHONE: 248.871.2400

STORMWATER

CITY OF FARMINGTON HILLS
 31555 W. ELEVEN MILE ROAD
 FARMINGTON HILLS, MI 48336-1103
 PHONE: 248.871.2560

SOIL EROSION

OAKLAND COUNTY WRC
 1200 N. TELEGRAPH ROAD
 PONTIAC, MI 48341
 SOILEROSION@OAKGOV.COM
 PHONE: 248.858.2054

GAS

CONSUMERS ENERGY
 ONE ENERGY PLAZA
 JACKSON, MI 49201-2276
 PHONE: 800.477.5050

LEGAL DESCRIPTION

EXHIBIT "A" DESCRIPTION PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO.: 2-706547, EFFECTIVE DATE: NOVEMBER 22, 2023.

PART OF THE SOUTHWEST 1/4 OF SECTION 33, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON HILL, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT LOCATED EAST ALONG THE SOUTH SECTION LINE 1904.12 FEET AND NORTH 00 DEGREES 17 MINUTES 30 SECONDS WEST 60.00 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE NORTH 00 DEGREES 17 MINUTES 30 SECONDS WEST 401.95 FEET; THENCE EAST 160.09 FEET; THENCE SOUTH 00 DEGREES 17 MINUTES 30 SECONDS EAST 401.95 FEET; THENCE WEST ALONG THE NORTH LINE OF EIGHT MILE ROAD 160.00 FEET TO THE POINT OF BEGINNING.

PROJECT NARRATIVE

THE SITE IS AN EXISTING AUTOWASH THAT WILL BE RENOVATED WITH UPDATED PAY STATIONS, CENTRAL VACUUM SYSTEM, AND BUILDING UPDATES. A VARIANCE WILL BE REQUESTED AS SITE CONSTRAINTS LIMIT THE AMOUNT OF VEHICLE STACKING THAT IS POSSIBLE TO ACCOMMODATE WITHIN REASON.

FLOODPLAIN NOTE

PER THE PROVIDED SURVEY DOCUMENT:
 FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "X" ON FLOOD INSURANCE RATE MAP NUMBER 26125C0634F, WHICH BEARS AN EFFECTIVE DATE OF 09/29/2006 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. BY REVIEWING FLOOD MAPS PROVIDED BY THE NATIONAL FLOOD INSURANCE PROGRAM WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM.

SHEET INDEX

- C01 COVER
- C02 DEMOLITION PLAN
- C03 LAYOUT PLAN
- C04 PRELIMINARY UTILITY, GRADING, & STORMWATER PLAN**
- C05 FIRE EQUIPMENT ACCESS AND HOSE LAY

ATTACHMENTS:

- L-1 LANDSCAPING PLAN
- L-2 LANDSCAPING DETAILS

ALTA NSPS LAND AND TITLE SURVEY

NOT TO BE USED AS CONSTRUCTION DRAWINGS

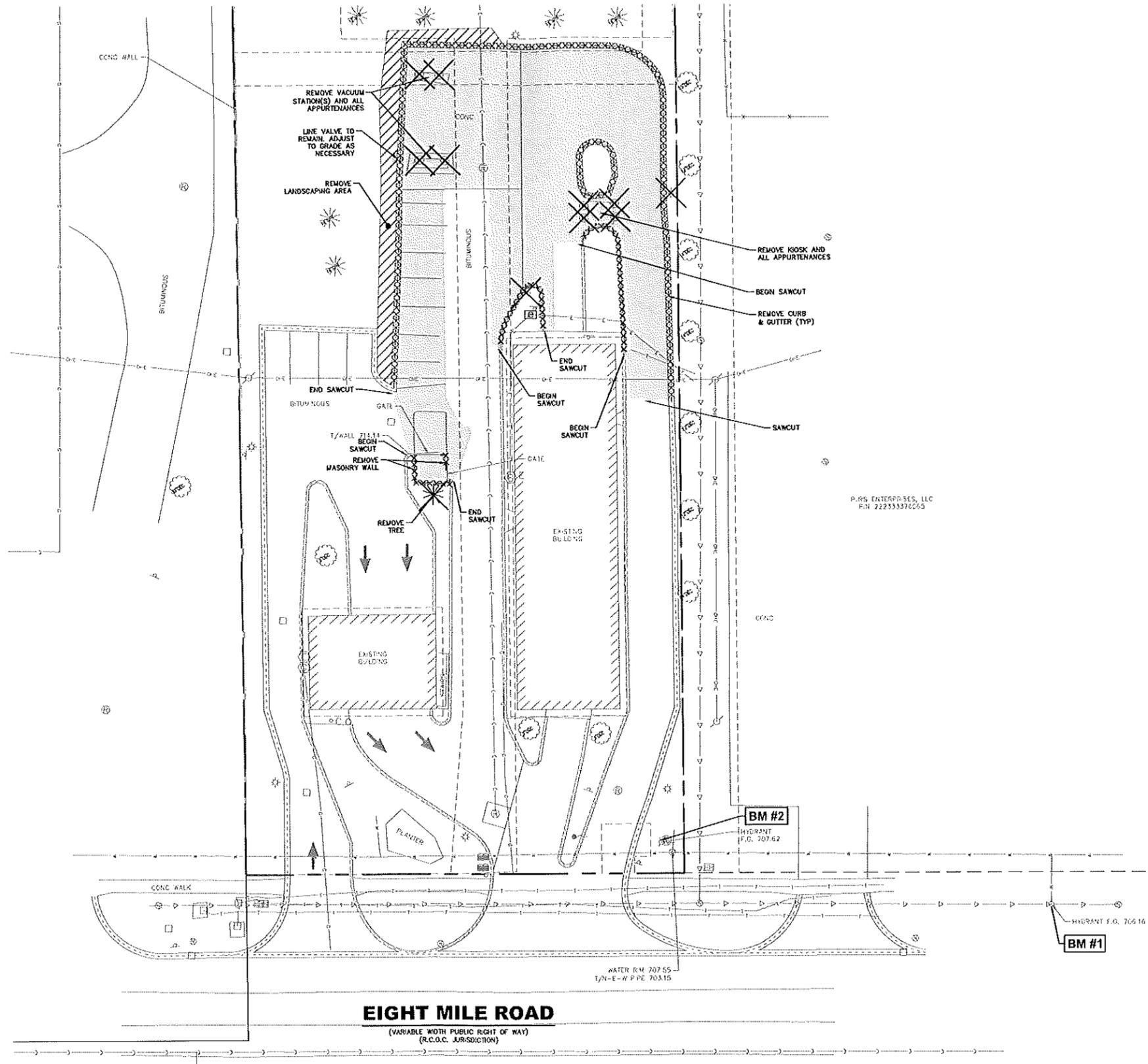
C01

LEGEND

- — — — — PROPERTY LINE
- — — — — STORM SEWER
- — — — — SANITARY SEWER
- — — — — WATERVAH
- — — — — UNDERGROUND DATA/TELE
- — — — — GAS
- [Hatched Box] BUILDING TO BE REMOVED
- [Dotted Box] ASPHALT TO BE REMOVED
- [Diagonal Lines] LANDSCAPING TO BE REMOVED
- [Grid Pattern] CONCRETE TO BE REMOVED
- XXXXXXXXX X ITEM(S) TO BE REMOVED

NOTES

1. ANY ITEM NOT INDICATED AS BEING REMOVED SHALL REMAIN.
2. FOR ADDITIONAL INFORMATION REFERENCE THE STANDARD NOTES SHEET, STANDARD DETAILS SHEET(S), AND ANY MUNICIPALITY AND/OR JURISDICTIONAL DETAILS ATTACHED TO THIS PLAN SET.
3. CONTRACTOR SHALL CALL "MISS DIG" AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION/DEMOLITION.
4. CONTRACTOR SHALL COORDINATE ALL UTILITY REMOVAL AND ABANDONMENT ACTIVITIES WITH LOCAL GOVERNING AGENCY OR UTILITY COMPANY PRIOR TO STARTING DEMOLITION TO INSURE COMPLIANCE WITH GOVERNING AGENCY AND UTILITY COMPANY REMOVAL AND ABANDONMENT STANDARDS.
5. CONTRACTOR RESPONSIBLE FOR COORDINATING UTILITY TERMINATIONS & OBTAINING DEMOLITION PERMIT FROM THE CITY OF WYOMING PRIOR TO BEGINNING CONSTRUCTION.



SITE BENCHMARKS

BENCHMARK #1
 ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD 130'± EAST OF EAST PROPERTY LINE
 ELEVATION: 708.25 (NAVD88)

BENCHMARK #2
 ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD AT SOUTHEAST CORNER OF PROPERTY
 ELEVATION: 710.01 (NAVD88)

EIGHT MILE ROAD
 (VARIABLE WITH PUBLIC RIGHT OF WAY)
 (R.C.C. JURISDICTION)



Know what's below.
Call before you dig.

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FARMINGTON HILLS
 OAKLAND COUNTY, MICHIGAN

ZAX CAR WASH
 ZAX - FARMINGTON HILLS
 ZAX - SITE PLANS
 DEMOLITION PLAN

DATE: DECEMBER 6, 2024

NO.	REVISIONS/SUBMITTALS

SCALE: 1"=20'

DRAWN BY: RPF
 CHECKED BY: JA
 PROJECT MANAGER: JA
 JOB #: 24003983.06

NOT TO BE USED AS CONSTRUCTION DRAWINGS

C02

CAD FILE: P:\24003983\DWG\PLAN SET\3 SITE - PRELIMINARY\24003983.06-022-D

LEGEND

- PROPERTY LINE
- - - - - RIGHT-OF-WAY
- ▨ STANDARD DUTY ASPHALT
- ▨ CONCRETE
- EXISTING OVERHEAD LINE(S)
- PAINTED STOP BAR W/ STOP SIGN
- EXISTING / PROPOSED SIGN
- ▭ SIDEWALK RAMP
- ⊙ PARKING ROW COUNT
- ♿ ACCESSIBLE PARKING SPACE
- EXISTING UTILITY POLE
- * PROPOSED LIGHT POLE

NOTES

1. REFERENCE THE STANDARD NOTES SHEET FOR ADDITIONAL INFORMATION.
2. FOR ALL APPLICABLE CONSTRUCTION DETAILS REFERENCE THE STANDARD DETAILS SHEET(S) AND ANY MUNICIPAL/JURISDICTIONAL DETAILS ATTACHED TO THIS PLAN SET.
3. REFERENCE THE ALTA/ACSM LAND TITLE SURVEY FOR ADDITIONAL EXISTING FEATURES AND PROPERTY BOUNDARY INFORMATION.
4. ALL DIMENSIONS ARE TO EDGE OF BUILDING, FACE OF CURB, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
5. REFERENCE ARCHITECTURAL / FOUNDATION PLANS FOR BUILDING DIMENSIONS.
6. ALL RADI ARE 5' UNLESS OTHERWISE NOTED.
7. LIGHT POLE LOCATIONS ARE SHOWN FOR REFERENCE ONLY. VERIFY WITH LIGHTING VENDOR.
8. ALL ITEMS NOT IDENTIFIED AS "EXISTING" SHALL BE PROPOSED.
9. THE LOADING AREA WILL HAVE LIMITED USE AND WILL NOT BE A REGULAR IMPEDIMENT TO VEHICLE ORCULATION. DELIVERIES AVERAGE ONE (1) PER MONTH OVER A TWELVE (12) MONTH PERIOD FOR THE CAR WASH OPERATIONS AND ARE PERIODIC FOR THE OIL CHANGE OPERATIONS.

SITE DATA

PROPOSED PARCEL SUMMARY

PARCEL ID#	GROSS LOT AREA	ZONING
22-23-33-376-040	±1.15 ACRES	B-3

PRE-DEVELOPED IMPERVIOUS AREA: 34,140 SF (68.2%)
 POST-DEVELOPED IMPERVIOUS AREA: 34,174 SF (68.2%)
 PERCENT INCREASE IN IMPERVIOUS AREA: +0.1%

BUILDING DATA

EXISTING FLOOR AREA	PROPOSED FLOOR AREA
4,889 SQ.FT.	4,360 SQ.FT.

EMPLOYEE PARKING DATA

PROPOSED	REQUIRED	FORMULA
3 SPACES	3 SPACES	1 SPACE PER EMPLOYEE (2-3 EMPLOYEES/SHIFT)

VACUUM & DRYING DATA

PROPOSED	REQUIRED	FORMULA
6 SPACES*	1 SPACE	1 SPACE PER 5 STALLS

CAR WASH STACKING DATA

PROPOSED	REQUIRED	FORMULA
15 SPACES**	33 SPACES**	5 SPACES PER 20 FEET OF CAR WASH LENGTH

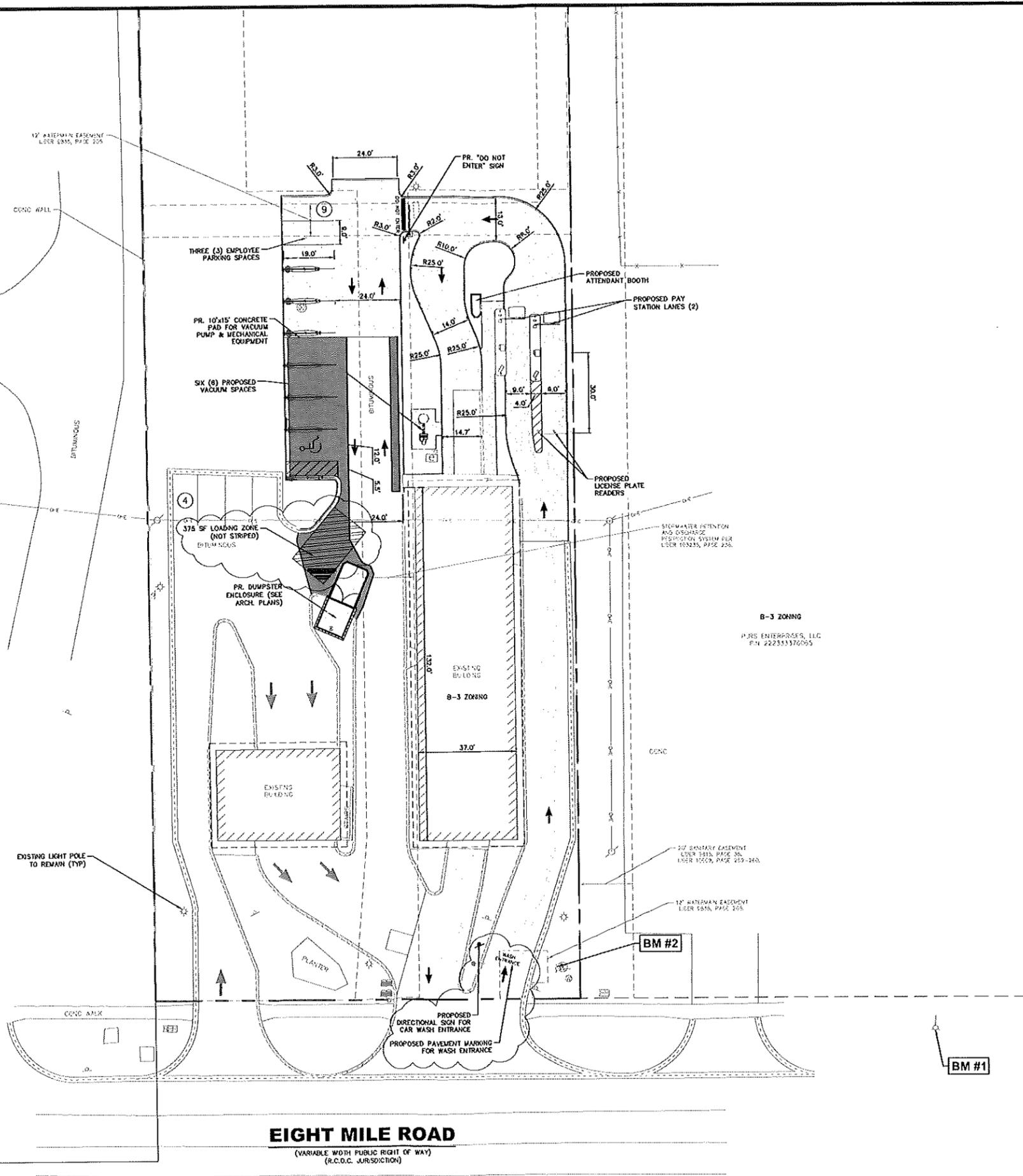
ACCESSIBLE PARKING DATA

PROPOSED	REQUIRED	FORMULA
TOTAL 1 SPACE*	1 SPACE	1-25 TOTAL SPACES PROVIDED

*ACCESSIBLE VACUUM SPACE IS INTENDED TO SERVE AS ACCESSIBLE SPACE
 **VARIANCE REQUESTED TO ACCOMMODATE INSUFFICIENT VEHICLE STACKING

SITE BENCHMARKS

- BENCHMARK #1**
 ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD 130'± EAST OF EAST PROPERTY LINE
 ELEVATION: 708.25 (NAVD88)
- BENCHMARK #2**
 ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD AT SOUTHEAST CORNER OF PROPERTY
 ELEVATION: 710.01 (NAVD88)



EIGHT MILE ROAD

(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
 (R.C.O.C. JURISDICTION)

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FARMINGTON HILLS
 OAKLAND COUNTY, MICHIGAN

ZAX CAR WASH
 ZAX - FARMINGTON HILLS
 SITE PLANS
 LAYOUT PLAN

DATE	REVISIONS/SUBMITTALS
DECEMBER 6, 2024	-02/17/2025
	-REV PER COMMENTS

0 10 20
 SCALE: 1"=20'

DRAWN BY: RPF
 CHECKED BY: JA
 PROJECT MANAGER: JA
 JOB #: 24003983.06

NOT TO BE USED AS CONSTRUCTION DRAWINGS

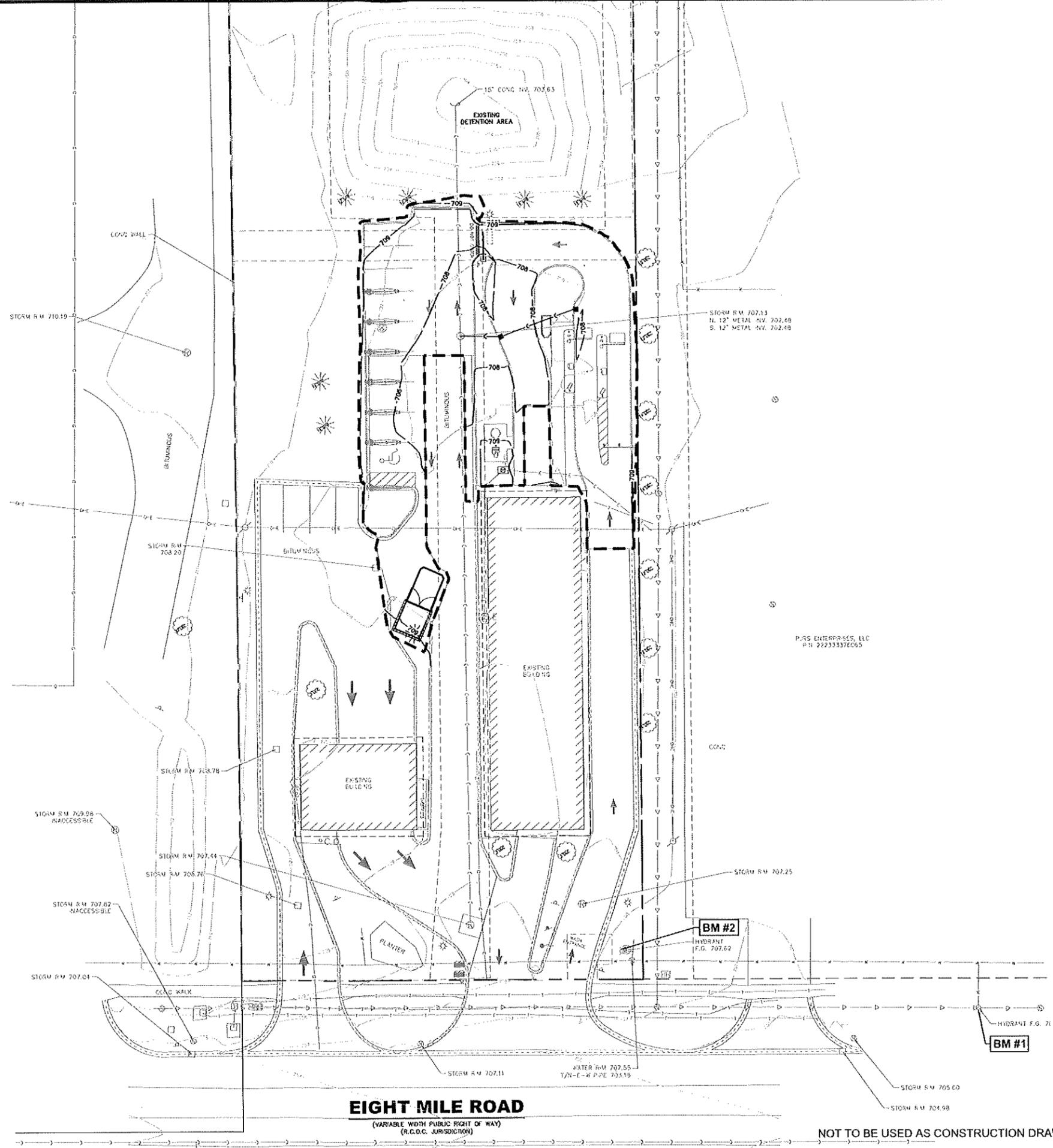
C03

LEGEND

—	PROPERTY LINE	x900.00EX	EXISTING SPOT GRADE
- - -	EXISTING CONTOUR	x900.00	PROPOSED TOP OF PAVEMENT/FINISH GRADE ELEVATION
—	PROPOSED CONTOUR	T / B	TOP / BOTTOM ELEVATION
- - -	PROPOSED RIDGE LINE	x900.00M	MATCH EXISTING GRADE
- - -	PROPOSED SWALE	—	DRAINAGE ARROW
—	LIMITS OF DISTURBANCE	●	PROPOSED MANHOLE / CATCH BASIN
		⊕	PROPOSED VALVE / HYDRANT

NOTES

- FOR ADDITIONAL INFORMATION REFERENCE THE STANDARD NOTES SHEET, STANDARD DETAILS SHEET(S), AND ANY MUNICIPALITY AND/OR JURISDICTIONAL DETAILS ATTACHED TO THIS PLAN SET.
- ALL ELEVATIONS SHOWN ARE TOP OF PAVEMENT/FINISH GRADE UNLESS OTHERWISE NOTED.
- WITHIN 48 HOURS OF PLACEMENT, ALL ACCESSIBLE PARKING AREAS AND ASSOCIATED SIDEWALKS AND RAMPS MUST BE SURVEYED BY A LICENSED SURVEYOR AND PROVIDED TO OWNER/ENGINEER. ANY NONCOMPLIANT AREAS SHALL BE REWORKED AND RESURVEYED UNTIL THEY ARE COMPLIANT WITH THE CONSTRUCTION PLAN.
- HYDRANT = BASE FLANGE
VALVE/MANHOLE/CLEAROUT = RM
CATCH BASIN/INLET = RM/FLOW LINE



SITE BENCHMARKS

BENCHMARK #1
ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD 130'± EAST OF EAST PROPERTY LINE
ELEVATION: 708.25 (MAY08)

BENCHMARK #2
ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD AT SOUTHEAST CORNER OF PROPERTY
ELEVATION: 710.01 (MAY08)

EIGHT MILE ROAD
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(R.C.D.C. JURISDICTION)

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FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

ZAX CAR WASH
ZAX - FARMINGTON HILLS
ZAX - SITE PLANS
PRELIMINARY UTILITY,
GRADING, &
STORMWATER PLAN

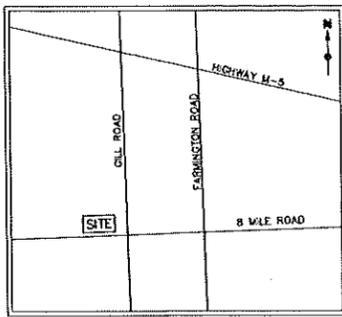
DATE: DECEMBER 6, 2024
REVISIONS/SUBMITTALS

DRAWN BY: RFP
CHECKED BY: JA
PROJECT MANAGER: JA
JOB #: 24003983.05

C04

CAD FILE: K:\24003983\DWG\PLAN SET\STATE-PRELIMINARY\48038105-024-C

BOUNDARY & TOPOGRAPHIC SURVEY

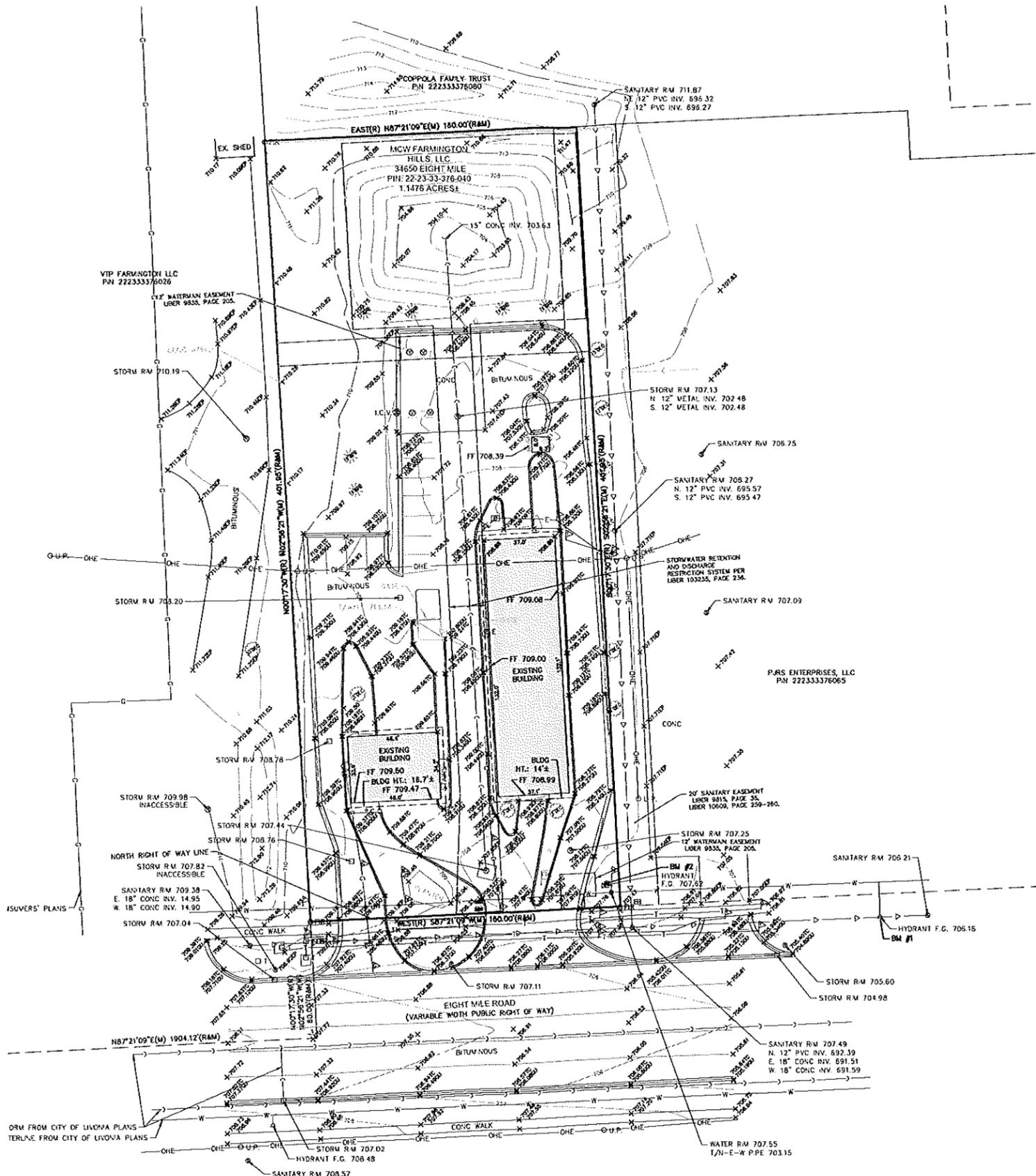


SITE BENCHMARKS:
 BM #1: ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD 130'E EAST OF EAST PROPERTY LINE ELEVATION: 708.25 (NAVD88)
 BM #2: ARROW ON FIRE HYDRANT LOCATED IN THE NORTH RIGHT OF WAY OF EIGHT MILE ROAD AT SOUTHEAST CORNER OF PROPERTY ELEVATION: 710.01 (NAVD88)

EXHIBIT "A" DESCRIPTION PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO.: 2-706547, EFFECTIVE DATE: NOVEMBER 22, 2023:

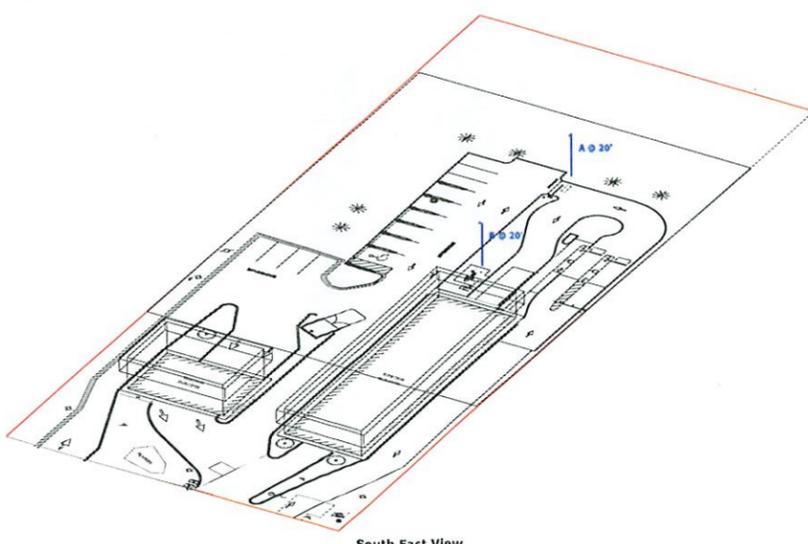
PART OF THE SOUTHWEST 1/4 OF SECTION 33, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON HILL, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT LOCATED EAST ALONG THE SOUTH SECTION LINE 1804.12 FEET AND NORTH 00 DEGREES 17 MINUTES 30 SECONDS WEST 60.00 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE NORTH 00 DEGREES 17 MINUTES 30 SECONDS WEST 401.95 FEET; THENCE EAST 160.00 FEET; THENCE SOUTH 00 DEGREES 17 MINUTES 30 SECONDS EAST 401.95 FEET; THENCE WEST ALONG THE NORTH LINE OF EIGHT MILE ROAD 160.00 FEET TO THE POINT OF BEGINNING.

811
 Know what's below.
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Plan View
Scale - 1" = 20'



South East View

Specification	Value
Model	RSK2 LED P1
Length	18.00 in
Width	18.00 in
Height	18.00 in
Weight	18.00 lb
Material	Aluminum
Finish	White
Color Temperature	4000K
Beam Spread	120°
Mounting Height	20 ft
Input Power	72.06 W
Lamp Output	11135 lm
LLF	0.9

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Boundary	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A
Overall	+	0.5 fc	5.3 fc	0.0 fc	N/A	N/A
Parking/Vacuums	X	1.2 fc	4.2 fc	0.5 fc	8.4:1	2.4:1
Pay Lane	X	1.1 fc	4.5 fc	0.4 fc	11.3:1	2.8:1

Symbol	Label	QTY	Manufacturer	Catalog	Description	Lamp Output	LLF	Input Power	Mounting Height
□	A	1	Lithonia Lighting	RSX2 LED P1 40K R4	RSX Area Fixture Size 2 P1 Lumen Package 4000K CCT Type R4 Distribution	11135	0.9	72.06	20'
□	B	1	Lithonia Lighting	RSX2 LED P1 40K R5	RSX Area Fixture Size 2 P1 Lumen Package 4000K CCT Type R5 Distribution	11284	0.9	72.06	20'

Note

- Exterior lighting shall not operate during daylight hours.
- Building façade and landscape lighting shall be turned off between midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier.
- All other exterior lighting shall be reduced to no greater than 70% of maximum from midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier.
- Use of occupancy sensors to turn off or reduce lighting within 15 minutes of zero occupancy is recommended.

General Note

- SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
- SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
- CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0"

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIREMENTS DEFINED IN ASHRAE 90.1 2013. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.

Alternates Note
THE USE OF FIXTURE ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.

Ordering Note
FOR INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734-266-6705.

Drawing Note
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

Mounting Height Note
MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.



ZAX AUTO WASH - FARMINGTON
PHOTOMETRIC LAYOUT
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
KS
Date
2/18/2025
Scale
Not to Scale
Drawing No.
#24-37377_V2

ORDINANCE NO. C-_____ -2025

CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND THE FARMINGTON HILLS CODE OF ORDINANCES, CHAPTER 34, "ZONING," ARTICLE 2, "DEFINITIONS," SECTION 34-2.2, "DEFINITIONS," TO AMEND THE DEFINITION OF RESTAURANT, DRIVE IN, AND ADD THE DEFINITION OF COMMERCIAL OUTDOOR RECREATION SPACE; AND ARTICLE 3, "ZONING DISTRICTS," SECTION 34-3.1.24, "B-2 COMMUNITY BUSINESS DISTRICT," TO DELETE REFERENCE TO AUTOMOBILE SERVICE CENTER AND REPLACE WITH AUTOMOBILE REPAIR.

THE CITY OF FARMINGTON HILLS ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-2.2, "Definitions," is amended as follows:

34-2.2 DEFINITIONS

Restaurant, drive-in means a restaurant at which any patrons are served from a drive-through window while within a motor vehicle or where food is served and consumed within a motor vehicle on the premises.

Commercial outdoor recreation space means [land utilized for athletic or sporting activities, pastimes, games or similar activities or diversions not owned or operated by a public entity.]

Section 2 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-3.1.24, "B-2 Community Business District," is amended to read as follows:

34-3.1.24 B-2 COMMUNITY BUSINESS DISTRICT

A. INTENT

The B-2 community business districts are designed to cater to the needs of a larger consumer population than is served by the B-1 districts and so are generally characterized by an integrated or planned cluster of establishments served by a common parking area and generating large volumes of vehicular and pedestrian traffic.

B. PRINCIPAL PERMITTED USES

The following uses are permitted subject to the required conditions in Section 34-3.10:

- i. Retail businesses § 34-4.29

- ii. Personal service establishments which perform services on the premises
- iii. Laundry, drycleaning establishments, or pickup stations, dealing directly with the consumer § 34-4.25
- iv. Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales
- v. Medical office including clinics
- vi. Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only
- vii. Post office and similar governmental office buildings, serving persons living in the adjacent residential area
- viii. Nursery schools, day nurseries, and day care centers
- ix. Fabrication, repair, and processing of goods § 34-4.29
- x. Fast food or carryout restaurant § 34-4.27
- xi. Veterinary hospital or clinic § 34-4.26
- xii. Automobile repair § 34-4.31
- xiii. Open-air business § 34-4.30
- xiv. Outdoor space for seating areas accessory to a restaurant § 34-4.32
- xv. Cellular tower& and cellular antennae § 34-4.24
- xvi. Sit down restaurants
- xvii. Theaters, assembly halls, concert halls or similar places of assembly § 34-4.44
- xviii. Churches
- xix. Business schools and colleges or private schools operated for profit
- xx. Other uses similar to the above uses
- xxi. Indoor Recreation Facilities not exceeding 3,300 square feet in gross leasable area § 4-4.19
- xxii. Accessory structures and uses customarily incident to any principal permitted use

C. SPECIAL APPROVAL USES

The following uses are permitted subject to the required conditions in Section 34-3.10:

- i. Indoor Recreation Facilities not exceeding 3,300 square feet in gross leasable area § 34-4.19
- ii. Establishments with coin-operated amusement devices §34-4.33

D. ACCESSORY USES

- i. Electric vehicle infrastructure § 34-4.55

Section 3 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City Code in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect, and the Farmington Hills Ordinance Code shall remain in full force and effect, amended only as specified above.

ORDINANCE NO. C-_____ -2025

CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND THE FARMINGTON HILLS CODE OF ORDINANCES, CHAPTER 34, "ZONING," ARTICLE 2, "DEFINITIONS," SECTION 34-2.2, "DEFINITIONS," TO AMEND THE DEFINITION OF RESTAURANT, DRIVE IN, AND ADD THE DEFINITION OF COMMERCIAL OUTDOOR RECREATION SPACE; AND ARTICLE 3, "ZONING DISTRICTS," SECTION 34-3.1.24, "B-2 COMMUNITY BUSINESS DISTRICT," TO DELETE REFERENCE TO AUTOMOBILE SERVICE CENTER AND REPLACE WITH AUTOMOBILE REPAIR.

THE CITY OF FARMINGTON HILLS ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-2.2, "Definitions," is amended as follows:

34-2.2 DEFINITIONS

Restaurant, drive-in means a restaurant at which any patrons are served from a drive-~~by~~through window ~~or~~ while within a motor vehicle or where food is served and consumed within ~~the a~~ motor vehicle on the premises.

Commercial outdoor recreation space means [land utilized for athletic or sporting activities, pastimes, games or similar activities or diversions not owned or operated by a public entity.]

Section 2 of Ordinance. Ordinance Amendment.

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A. INTENT

The B-2 community business districts are designed to cater to the needs of a larger consumer population than is served by the B-1 districts and so are generally characterized by an integrated or planned cluster of establishments served by a common parking area and generating large volumes of vehicular and pedestrian traffic.

B. PRINCIPAL PERMITTED USES

The following uses are permitted subject to the required conditions in Section 34-3.10:

- i. Retail businesses § 34-4.29

- ii. Personal service establishments which perform services on the premises
- iii. Laundry, drycleaning establishments, or pickup stations, dealing directly with the consumer § 34-4.25
- iv. Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales
- v. Medical office including clinics
- vi. Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only
- vii. Post office and similar governmental office buildings, serving persons living in the adjacent residential area
- viii. Nursery schools, day nurseries, and day care centers
- ix. Fabrication, repair, and processing of goods § 34-4.29
- x. Fast food or carryout restaurant § 34-4.27
- xi. Veterinary hospital or clinic § 34-4.26
- xii. Automobile ~~service center~~ repair § 34-4.31
- xiii. Open-air business § 34-4.30
- xiv. Outdoor space for seating areas accessory to a restaurant § 34-4.32
- xv. Cellular tower& and cellular antennae § 34-4.24
- xvi. Sit down restaurants
- xvii. Theaters, assembly halls, concert halls or similar places of assembly § 34-4.44
- xviii. Churches
- xix. Business schools and colleges or private schools operated for profit
- xx. Other uses similar to the above uses
- xxi. Indoor Recreation Facilities not exceeding 3,300 square feet in gross leasable area § 4-4.19
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D. ACCESSORY USES

- i. Electric vehicle infrastructure § 34-4.55

Section 3 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City Code in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect, and the Farmington Hills Ordinance Code shall remain in full force and effect, amended only as specified above.



2024 Planning Commission Annual Report

FARMINGTON HILLS



Prepared with assistance from

February 2025



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Introduction

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires the Planning Commission to prepare, file, and present an annual written report to the City Council. This document is intended to meet the state requirement as well as provide an overview of 2024 accomplishments.

The Farmington Hills Planning Commission is comprised of nine members, some of whom have been on the Planning Commission for many years. These members come from a variety of professional backgrounds. The varied perspectives and knowledge of the members make for a well-rounded Commission that conducts fair and thoughtful deliberations.

The Planning Commission held a total of 20 meetings in 2024. Preliminary hearings are held the second Thursday of the month, public hearings are held on the third Thursday of the month, and study sessions are generally held on the first Thursday of the month at the discretion of the Commission members.

Mission Statement

To promote public health, safety, and general welfare, to encourage the use of resources in accordance with their character and adaptability; to avoid the overcrowding of land by buildings or people, to lessen congestion on roads and streets, to facilitate provision for a system of transportation, sewage disposal, safe and water supply recreation, and other public improvements. The Planning Commission is responsible for making and adopting a basic plan as a guide for development, including a determination of the extent of probable future needs.



2024 Planning Commission Members

Table 1. 2024 Planning Commission Members

Name	Role	Assumed Office	Last Appointment	Term Expiration
John Trafelet	Chair	07/22/2019	01/25/2024	02/01/2027
Marisa Varga	Vice Chair	03/08/2021	01/23/2023	02/01/2026
Kristen Aspinall	Secretary	03/28/2022	01/23/2023	02/01/2026
Barry Brickner		07/25/2016	01/25/2024	02/01/2027
Dale Countegan		02/13/2017	01/23/2023	02/01/2026
Danielle Ware		04/25/2022	02/01/2025	02/01/2028
Joseph Mantey		03/15/2004	02/01/2025	02/01/2028
Steven Stimson		04/08/2013	01/25/2024	02/01/2027
Taranji Grant		03/21/2022	02/01/2025	02/01/2028

2024 City Staff

Table 2. 2024 Planning & Community Development Department Staff

Name	Title
Charmaine Kettler-Schmult	Director
Erik Perdonik	City Planner
Kris Canty	Staff Planner
Jeri LaBelle	Planning Secretary

In 2024 Giffels Webster continued its relationship working with Farmington Hills to provide planning and zoning services. The team of consultants has been available to answer technical planning and zoning related calls and emails, advise on ordinance amendments, review site plans, and assist with special projects as needed. Giffels Webster prepared memoranda and reports for the Planning Commission and City Council, as needed. Consultants from Giffels Webster attended all Planning Commission meetings and were available to attend other City meetings as requested. The team is directed by Jill Bahm, AICP, a partner at Giffels Webster, who is supported by Joe Tangari, AICP, Principal Planner and Julia Upfal, AICP, Senior Planner and the GIS team, led by Ariana Toth.



2024 Major Initiatives

A New Master Plan for the City

Farmington Hills turned 50 years old in 2023, and in 2022, the City embarked on the development of its first Master Plan since 2009. As we consider what the next 50 years of our City might look like, we've invested a great deal of time and effort into assessing where the City stands today and the progress it has made since the last master plan.

In 2022, this effort included analysis of the City's changing demographics, economics, and housing, a market study, surveys, online outreach, a series of publicly accessible Planning Commission study sessions, an October 2022 open house, and the first in a series of focus groups with members of the development community.

In 2023, the Planning Commission continued discussion of the draft, additional focus groups were held, and an open house to present the concepts and ideas developed for the plan was held at the HAWK in October. The draft plan has been in development since this open house.

In 2024, four study sessions were held that focused on the final elements and review needed for the master plan. This consisted of a study session regarding development in the City's identified special planning areas, reviewing public input, and reviewing the layout and content of the master plan itself. The Planning Commission passed a motion to ask City Council to authorize the distribution of the Master Plan April 18, 2024. City Council authorized its distribution May 6, 2024, and the plan was adopted July 25, 2024.



2024/2025 – 2029/2030 Capital Improvements Plan

Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act, provides that the Planning Commission annually prepare a Capital Improvements Plan. Further, Sections 3.07 and 6.08 of the City Charter require the submission of a Capital Improvements Plan to City Council. The Planning Commission held a study session on January 23, 2024, to prepare this document for public review and adopted the plan after holding a public hearing at their February 27, 2024 meeting.

Zoning Text Amendments

ZTA 1, 2024

An ordinance to amend the Farmington Hills Code of Ordinances, chapter 34, “Zoning,” article 5.0, “Site Standards,” section 5.5, “Signs,” to include a new subsection 3.A.ix.h addressing the area of electronic display areas. Approved by PC 4-18-2024, approved by City Council 6-24-2024.

ZTA 2, 2024

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, “Zoning,” to reclassify various principal permitted and special approval uses within the B-3, General Business District, and LI-1, Light Industrial District, and to add and remove various use standards. Approved by PC on October 17, 2024, approved by City Council December 9, 2024.

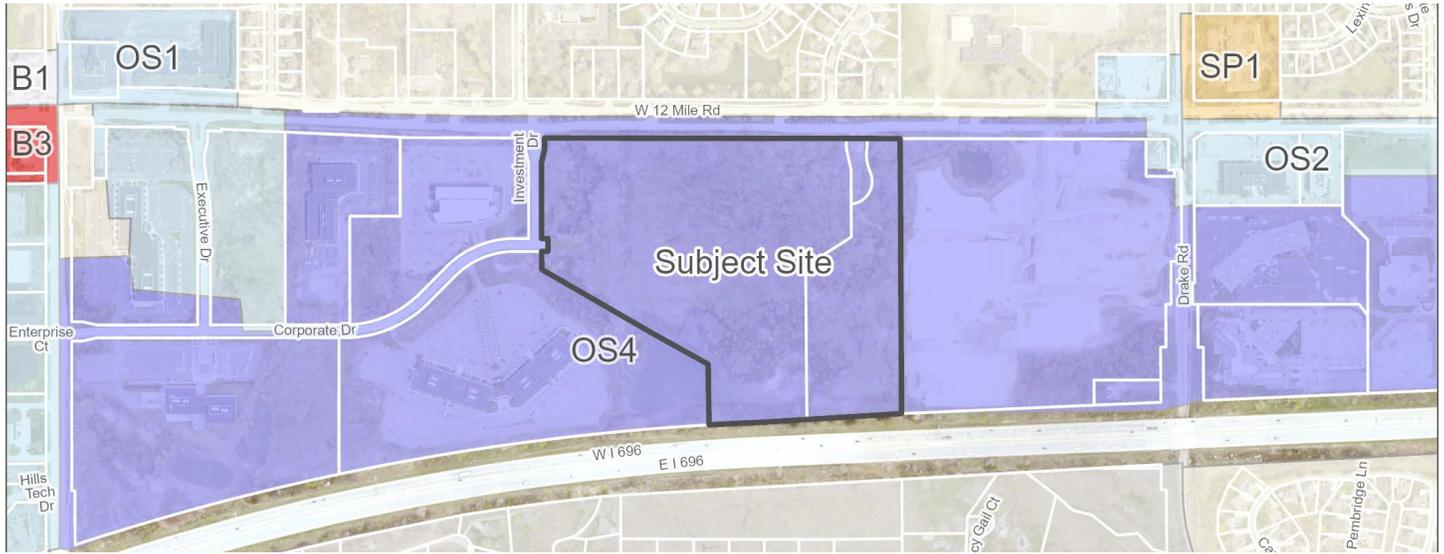
ZTA 3, 2024

An ordinance to amend the Farmington Hills Code of Ordinances, chapter 34, “Zoning,” to diversify the uses permitted in the ODS-4 district and to permit additional development options and height in the same district. This amendment set also studied the reduction of parking requirements and additional tools for the planning commission to waive some parking during site plan review. Discussion ongoing into 2025.

ZTA 4, 2024

Ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, Zoning , Article 2, Definitions Section 34-2.2 etc., to further clarify permissions and definitions around auto-oriented uses. Started in 2024 and ongoing to 2025.





2024 Planning Commission Activity

Planning Commission Meetings

Table 3. Planning Commission Meetings, 2018 to 2024

Year	Number of Meetings
2018	14
2019	15
2020	13
2021	19
2022	17
2023	22
2024	20

Figure 1. Planning Commission Meetings, 2018-2024

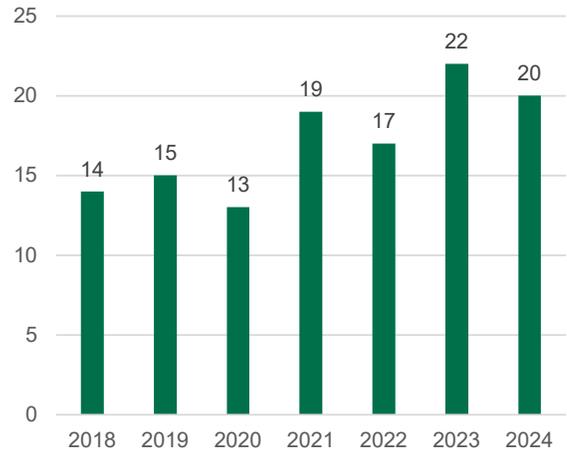
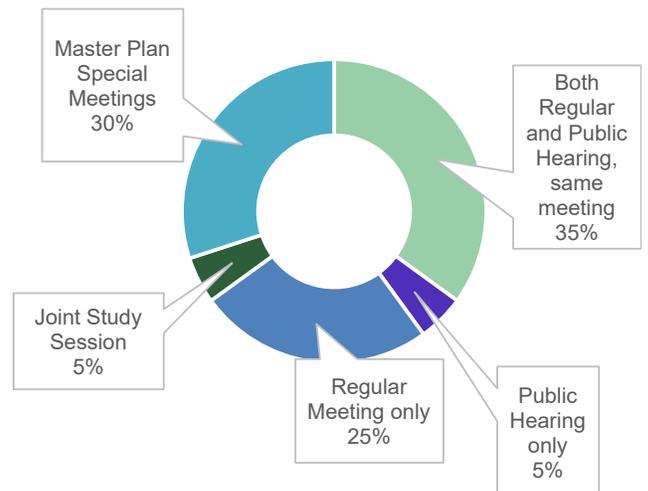


Table 4. Planning Commission Meetings by Type, 2024

Type of Meeting	Number of Meetings
Both Regular and Public Hearing, same meeting	7
Public Hearing only	1
Regular Meeting only	5
Joint Study Session	1
Master Plan Special Meetings	6
Total	20

Figure 2. Planning Commission Meetings by Type, 2024



Site and Special Approval Plans

Table 5. Site and Special Approval Plans, 2024

Item	Parcel ID	Description	Approved / Denied	Proponent
SP 51-1-2024	26-482-001	29820 Nine Mile, Indoor car sales	Incomplete/ postponed prior to PC	Jamza Jamal
SA 52-3-2024	02-126-130	32680 Northwestern Hwy. B-3, temp concrete Batch Plant	PC approved 4-18-2024	Steve Gregor Florence Cement
SP 53-7-2024	36-306-011	28975 Grand River Ave., car dealer, no site changes. Use only	PC approved 10-17-2024	Rawad Haddad
SP 54-7-2024, PUD 1, 2024	11-477-109, 013, 014	27815 & 28025 Middlebelt Rd., Fuel Station, restaurant with carry out & drive thru	PC approved 11-21-2024 (Rec to CC)	Kareem Amr, SkilkenGold Real Estate
SP 55-8-2024	26-226-003,008, 009	29707 Ten Mile Rd. addition to existing Place of Worship. Tawheed Center	PC approved 11-21-2024	Hisham Turk
SP 56-8-2024 (PUD 2, 2024)	11-201-001, 002, 004, 005, 006, 020 & 021	South side of 13 mile, west of Middlebelt. Multiple-family dwellings RA-1	PC approved 11-21-2024, (Rec to CC)	Steve Schafer
SP 58-9-2024	23-351-005	29510 Orchard Lake, new Canopy Gas Station	Incomplete/ Postponed prior to PC	Fadi Naserdean
SP 59 9-2024	21-351-032	24300 Drake, Carwash on existing lot in B-3	PC approved 12-19-2024	Todd Gesund (Jim Butler)
SP 60-10-2024 (PUD 5, 1993)	17-201-013	South side of Twelve Mile Rd., east of Investment Dr. in OS-4	PC approved 11-21-2024	Cunningham Limp, Nick Devlin
SP 61-11-2024	35-431-017, 016	29455 & 29403 Grand River Ave.	PC approved 12-19-24	SkilkenGold
SP 62-12-2024	26-486-014	29450 Nine Mile Addition to existing fuel station	Incomplete/ postponed prior to PC	Riham Sarout
SP 63-12-2024	33-376-040	34650 Eight Mile Rd., Car wash renovation	Continuing in 2025	Krieger Klatt Architects
SA 64-12-2024	21-351-031	35080 Grand River, Consumers Energy storage yard	Withdrawn	Consumers Energy
SP 65-12-2024 (PUD 4, 2021)	23-02-106-001	Emerson, South side of Northwestern Hwy, apartment building	Continuing in 2025	Alden Development, Tom Herbst

Table 6. Site Plan and Special Approval Plans, 2020 to 2024

Year	Number of Site and Special Approval Plans
2020	14
2021	19
2022	13
2023	10
2024	14

Figure 3. Site and Special Approval Plans, 2018 to 2024

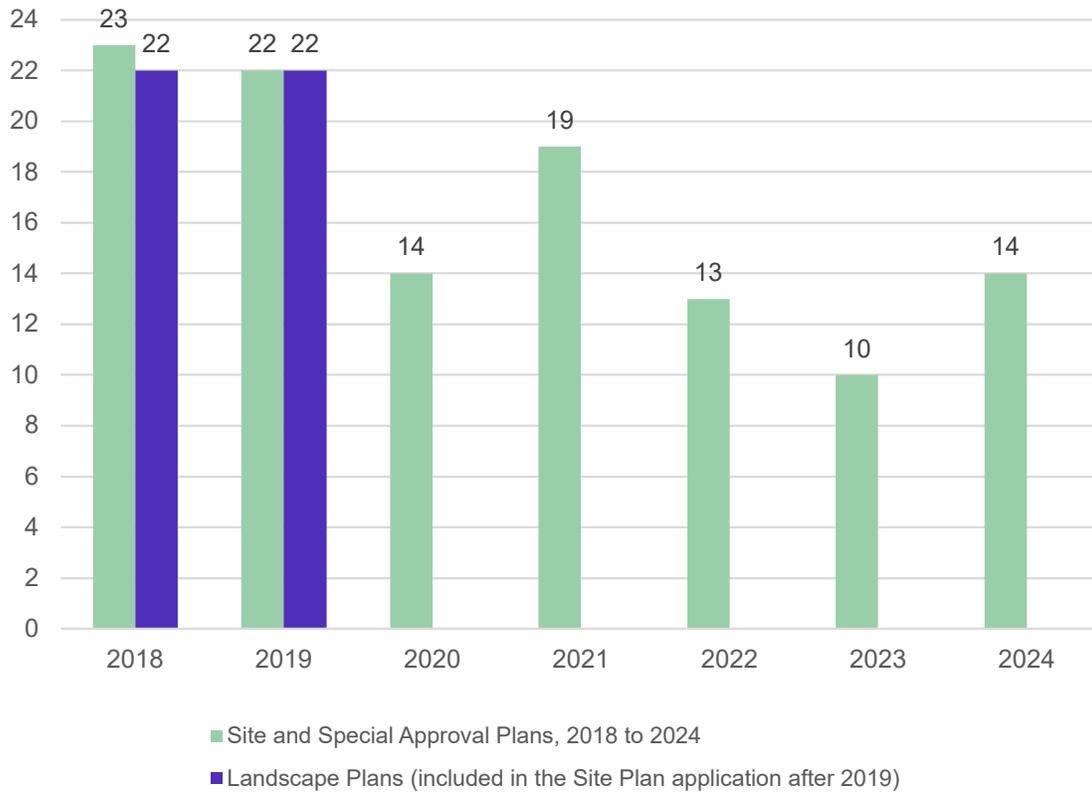


Table 7. Site Plans by Decision Type, 2024

Decision	Number
Approved by PC	5
Recommended to City Council	2
Denied by PC	0
Withdrawn prior to PC or incomplete	3
Total	10

Figure 4. Site and Special Approval Plans by Decision Type, 2024

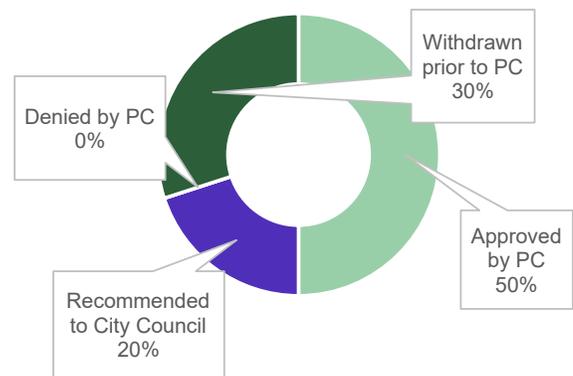


Table 8. Special Approval Plans by Decision Type, 2024

Decision	Number
Approved by PC	1
Withdrawn prior to PC	1
Total	2

Lot Splits, Rezoning, and Zoning Text Amendments

Table 9. Lot Splits, 2024

Lot Split #	Parcel ID	Description	Petitioner	PC Approval Date	Assessing Approval
LS 1, 2024 Rec'd	33-202-043	Split one parcel into 2. 34037 W. Nine Mile Rd.	Eraldo Leda	PC approved 4-18-2024	
LS 2, 2024	36-329-030	Split one into 2, 21308 Waldron	Mansoor Habib	5-16-24, approved by PC subject to variance	
LS 3, 2024 Rec'd 7-11-24	30-127-033	Split one into 2, 24000 Research Dr.	Mark Bolitho JCA	PC approved 8-15- 2024	
LS 4, 2024 Rec'd 9-19-2024	35-402-056 & 057	Split 2 parcels into 3 parcels	Terry Sever	PC approved 10- 17-2024	
LS 5, 2024 Rec'd 10-18-24	17-201-014	Split Twelve Mile Parcel near Investment Dr into 2	Anthony G. Antone	PC approved 11- 21-2024	

Table 10. Rezoning Requests, 2024

Request #	Location	Parcel ID	From / To	Proponent
ZR 1-1-2024 Rec'd, (4-22-2024 CC Denied)	31118 Orchard Lake Rd., 31130 Orchard Lake	02-103-025	P-1 to B-3	Mannik & Smith Group, LLC App incomplete
ZR 3-3-2024 Rec'd 3-18-24 (5-16-2024 PC approved)	22595 Middlebelt, N. of Astor	26-480-046	P-1 to RA-4	Rane Jappaya
ZR 4-3-2024 Rec'd 3-18-24 (6-20-2024 Withdrawn)	27815 Middlebelt Rd.	11-477-109, 014 &013	RC-2 to B-3	SkilkenGold Real Estate Dev. Kareem Amr

Table 11. Zoning Text Amendments, 2024

Zoning Text Amendment #	Results	Proposed Amendment
ZTA 1, 2024	PC approved 4-18-2024 City Council approved 6-24-2024	An ordinance to amend the farmington hills code of ordinances, chapter 34, "zoning," article 5.0, "site standards," section 5.5, "signs," to include a new subsection 3.a.ix.h addressing the area of electronic display areas.
ZTA 2, 2024	PC approved 10-17-2024 City Council approved 12-09-2024	Amend Zoning Ordinance to reclassify various principal permitted and special approval uses within the B-3, General Business District, and LI-1, Light Industrial District, and to add and remove various use standards.
ZTA 3, 2024	Continuing in 2025	OS -4 Parking Standards, Sec. 34-3.9.
ZTA 4, 2024	Continuing in 2025	34-2.2 and 34-3.1.24 Amend Zoning Ordinance to revise definition of restaurant, drive-in; add definition of commercial outdoor recreation space; and delete reference to automobile service center and replace with automobile repair.

Figure 5. Lot Splits, Rezoning, and Zoning Text Amendments, 2017 to 2024

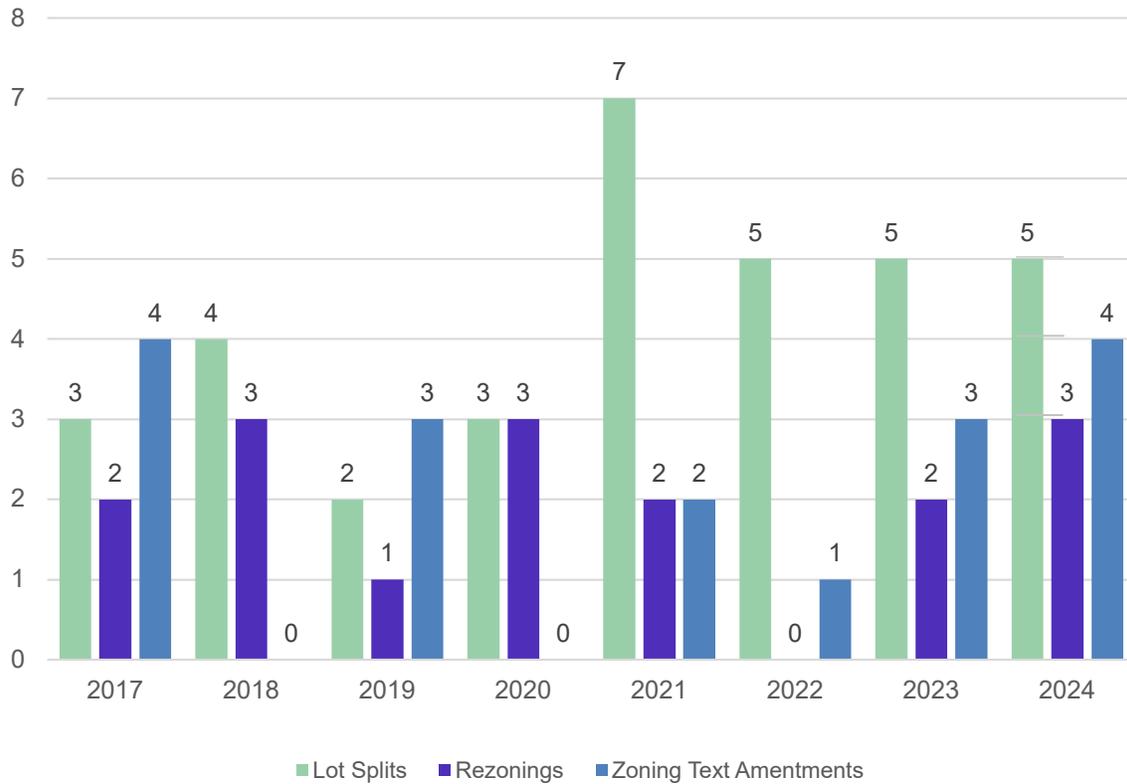


Table 12. Lot Splits, Rezoning, and Zoning Text Amendments, 2017 to 2024

Year	Lot Splits	Zoning Text Amendments	Rezoning
2017	3	2	4
2018	4	0	3
2019	2	3	1
2020	3	0	3
2021	7	2	2
2022	5	1	0
2023	2	3	2
2024	5	4	3

Table 13. Lot Splits by Decision Type, 2024

Decision	Number
Approved by PC	5
Denied by PC	0
Total	5

Table 14. Rezoning Requests by Decision Type, 2024

Decision	Number
Approved by PC	1
Denied by PC	1
Withdrawn prior to PC	1
Total	3

Table 15. Zoning Text Amendments by Decision Type, 2024

Decision	Number
Approved by PC	2
Denied by PC	0
Total	2

Planned Unit Development (PUD) Plans and Qualifications

Table 16. Planned Unit Development Plans, 2024

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
Amend PUD 1, 2021, inc. SP 54-2-2021	15-201-270	31525 Twelve Mile, Conversion of hotel building into independent living facility in ES	ES	PC Approved 5-17-2024. Revised Agreement approved by CC	Farmington Hills Real Estate, LLC
PUD 1, 2024, SP 54-7-2024	11-477-109, 013, 014	27815 & 28025 Middlebelt Rd. Fuel Station, restaurant with carry-out & drive thru	RC-2	PC Recommended to CC 11-21-2024	Kareem Amr, Skilken-Gold Real Estate
PUD-2-2024 Received 8-19-2024	(11-201-020, 021, 002 & 001) (11-201-004, 005, 006)	South side of Thirteen Mile, .04 miles from Middlebelt. The Tabernacle for Detroit Baptist Mannor and Mulberry Park MOBI Investment	RA-1	PC Recommended to CC 11-21-2024	Steven Schafer
Amend PUD 1-2015	22-23-36-404-010	28050 Grand River, Botsford/Corwell signs	SP	PC Recommended to CC on 11-21-2024	Signworks of MI, Inc.
Amend PUD 2-2021, including SP 59-5-2022	12-476-008	27400 Twelve Mile, replace skilled nursing with one-family detached dwelling	RA-1B	Approved by PC 12-19-2024	Robertson Brothers

Table 17. Planned Unit Development Options or Qualifications, 2024

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
PUD Q 1, 2024 Rec'd 2-20-24	11-201-004, 005, 006	29915, 29905 & 29845 Thirteen Mile	RA-1	Qualified by PC 4-18-2024	Steven Schafer
PUD Q 2, 2024 Rec'd 5-21-24	11-477-013, 014 & 109	27815 & 28025 Middlebelt	RC-2	Qualified by PC 6-20-2024	SkilkenGold Estate Development
PUD Q 3, 2024	12-376-035	29150 Twelve Mile	RA-1A	Qualified by PC 10-17-2024	Schafer Development

Table 18. Planned Unit Development Plans and Qualifications, 2017 to 2024

Year	PUD Plans	PUD Qualifications
2017	2	3
2018	5	2
2019	1	0
2020	1	4
2021	7	2
2022	4	0
2023	4	2
2024	5	3

Figure 6. Planned Unit Development Plans and Qualifications Presented to the Planning Commission, 2017 to 2024

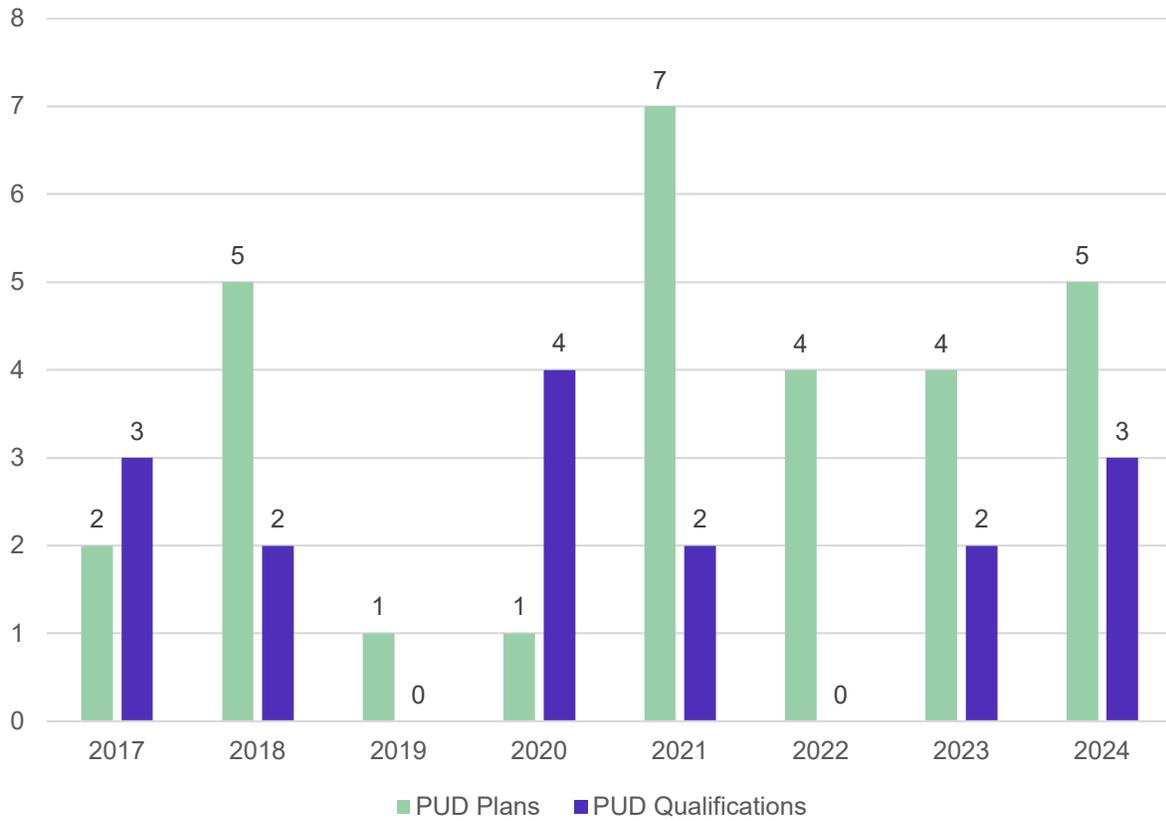
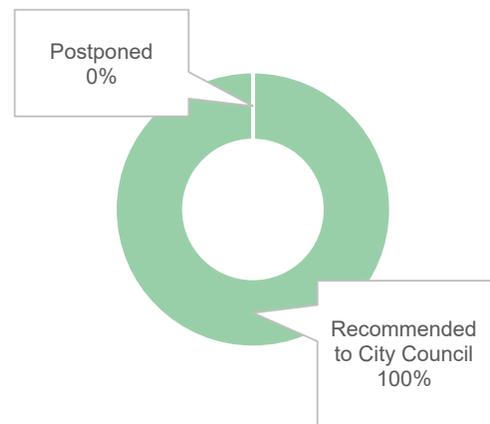


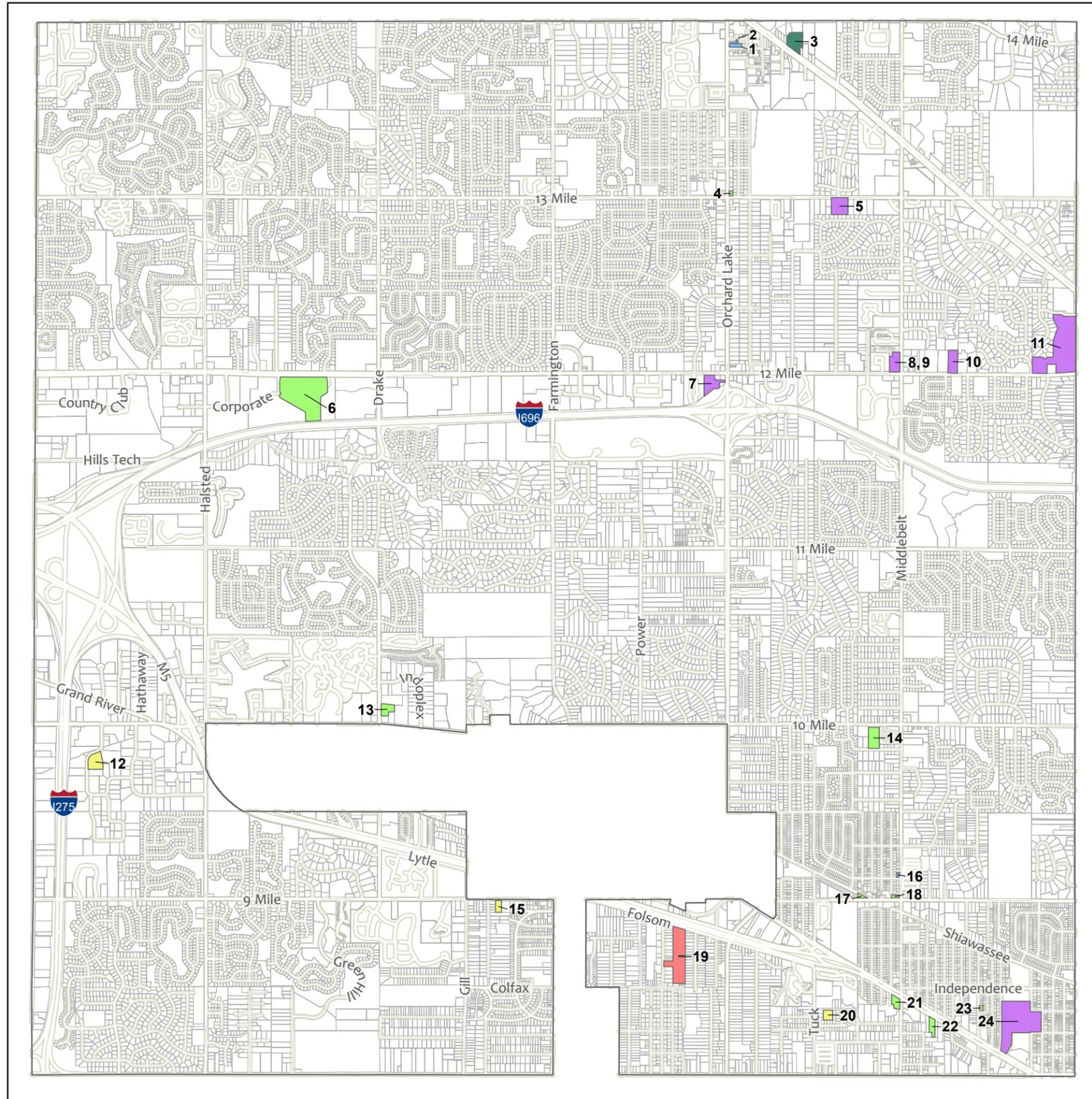
Table 19. Planned Unit Development Plans, 2024

Decision	Number
Recommended to City Council	5
Postponed	0
Total	5

Figure 7. Planned Unit Development Plans, 2024

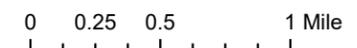


Map 1. Map of Development Reviews in Farmington Hills, 2024



Name	Type	CaseNo
19 The Forest at Riverwalk	Cluster Development	CU 1, 2023
12 JCA LLC Split	Lot Split	Lot Split 3, 2024
20 Kentfield Lot Split	Lot Split	LS 4, 2024
23 Mansoor Habib Lot Split	Lot Split	Lot Split 2, 2024
15 Nine Mile Lot Split	Lot Split	Lot Split 1, 2024
24 Corwell Signs - PUD Amendment	Planned Unit Development	PUD 1, 2015
7 Manor Senior Living - PUD Amendment	Planned Unit Development	PUD 1, 2021
11 Sarah Fisher - PUD Amendment	Planned Unit Development	PUD 2, 2021
9 Sheetz PUD	Planned Unit Development	PUD 1, 2024
5 Tabernacle/Mulberry Park	Planned Unit Development	PUD 2, 2024
10 Yousif Property Townhomes	Planned Unit Development	PUD 3, 2024
16 Middlebelt & Astor Rezoning Request	Rezoning	ZR 3-3-2024
2 Rezoning	Rezoning	ZR 2-1-2024
8 Rezoning	Rezoning	ZR 4-3-2024
1 Rezoning Review	Rezoning	ZR-1-1-2024
6 Day Care	Site Plan Review	60-10-2024
22 Haddad Car Dealership	Site Plan Review	53-7-2024
17 Indoor Used Car Sales	Site Plan Review	SP 51-1-2024
13 Jax Car Wash	Site Plan Review	SP59-9-2024
4 Naserdeen Gas Station Renovation	Site Plan Review	58-9-2024
18 Sarout Gas Station Addition	Site Plan Review	62-12-2024
21 Sheetz No. 2	Site Plan Review	
14 Tawheed Center Addition	Site Plan Review	55-8-2024
3 Heritage Hills & Westlake Batch Plant	Special Land Use	52-3-2024

2024 Development Reviews City of Farmington Hills



**CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
DECEMBER 19, 2024, 7:30 P.M.**

CALL MEETING TO ORDER

The Planning Commission Regular Meeting was called to order by Chair Trafelet at 7:30 p.m.

ROLL CALL

Commissioners present: Countegan, Grant, Mantey, Varga, Stimson, Trafelet, Ware (arrived 7:37pm)

Commissioners Absent: Aspinall, Brickner

Others Present: Staff Planner Canty, Planning Consultant Tangari (Giffels Webster), Engineering Division Representatives Devers and Emerson, City Attorney Schultz

APPROVAL OF THE AGENDA

MOTION by Stimson, support by Grant, to approve the agenda as published.

Motion passed unanimously by voice vote.

PUBLIC HEARING

A. AMEND PLANNED UNIT DEVELOPMENT (PUD) PLAN 2, 2021 INCLUDING REVISED SITE PLAN 59-5-2022

LOCATION: 27400 Twelve Mile Road
PARCEL I.D.: 22-23-12-476-008
PROPOSAL: Construction of site-built one-family detached dwelling units within RA-1B One Family Residential District
ACTION REQUESTED: Recommendation to City Council
APPLICANT: Robertson Brothers Homes
OWNER: Evangelical Homes of Michigan

Chair Trafelet introduced this request to amend PUD 2, 2021, including revised site plan 59-5-2022, 24700 Twelve Mile Road, Villas at Pebble Creek. The requested action is a recommendation to City Council.

Applicant Presentation

Utilizing a PowerPoint presentation and referencing the materials in tonight's packet, Tim Loughrin, Robertson Brothers Homes, made the following points:

- Robertson Brothers Homes had acquired the development rights for the entire Sarah Fisher site. The updated proposal submitted this evening focuses on creating a community of 75 age-targeted detached single-story ranch condominiums, eliminating the previously approved skilled nursing facility component. Some homes will have the option of being a Cape Cod style, with a second story bedroom.

- The historical significance of the site will be maintained. Robertson Brothers Homes has received approval from the Historic District Commission for a revised Certificate of Appropriateness, which includes preserving key historic features of the site and repurposing the chapel into a community space for residents. As part of the agreement with the HDC, some materials from the existing buildings will be integrated into the site, and the gates and the wall at the corner will be retained.
- Additionally, there will be four individual single-family lots along 12 Mile Road.
- The development of the approximately 36-acre site will include common areas as shown on the submitted schematics that will be maintained by the homeowner's association. This senior-targeted development will not have a pool or play area.
- The main entrance will be as shown at the center of the development on Inkster Road. Robertson Brothers Homes continued to advocate for a boulevard at this entrance, which will provide an approach that frames the chapel building and surrounding park area. A secondary entrance will be to the north, also on Inkster. There will no connection to Cheswick Road.

Screening

- Additional screening was being provided along Inkster Road. However, existing landscaping eliminates the need for additional buffering along the western boundary of the development. Mr. Loughrin had walked the area with representatives from the adjacent neighborhood, who agreed that there was a mature existing buffer along the western property that needed no improvement. The HOA was more concerned with the trees that were dead or dying along Cheswick, a public road which acts as a private entrance to the neighborhood. Robertson Brothers Homes had agreed to plant ten 12-foot evergreen trees along Cheswick.
- Robertson Brothers Homes was donating property along 12 Mile Road for the new city sewer lift station, to be constructed in 2025.

Need for this housing type

- Mr. Loughrin emphasized the value of the housing product now being offered, which was in great demand in Farmington Hills, and in the southeastern Michigan area generally. The development will be a walkable community with sidewalks and paths, with about 40% open space, and will provide a good transition from Inkster to the established neighborhoods to the west.
- SEMCOG (Southeast Michigan Council of Governments) data suggests that Farmington Hills needs 100 housing units of this type per year. Targeted senior buyers will be downsizing, and by their nature will have less impact on utilities and traffic than traditional single family residential homes.
- The ranch homes will be between 1800sf and 2000sf, with the option of a finished basement and of upstairs cape cod bedrooms. Homes that include the upstairs bedrooms will be about 2100sf.
- The homeowners association will maintain the property and the community gathering area around the chapel, as well as the chapel building itself. The HOA will also maintain the landscaping, roofs, and siding throughout the development. Siding will be Hardee siding and other building materials will include brick and stone.

Response to engineering and fire department review comments

Mr. Loughrin made the following points in response to engineering and fire department review comments:

- Robertson Brothers Homes was no longer proposing a CRD (Community Redevelopment District grant) as that had been proposed to support the previously approved nursing home facility. They will be submitting for Brownfield funds to help with the demolition.
- It was not economically feasible to provide a gravity sewer to the new lift station for the four single-family lots along Twelve Mile Road. They were instead requesting to provide a low pressure connection to the new lift station.
- Robertson Brothers Homes was asking that they not be required to provide a manhole at the Herndonwood intersection. This was part of the plan when the PUD included the skilled nursing facility, and the requirement did not seem appropriate to the development as now proposed.
- Again, they would like to keep the boulevard entrance but would remove it if so required.
- They will resolve issues regarding the emergency connection to the proposed driveway servicing the pump station on 12 Mile Road.
- The 50' turning radius for fire apparatus will be provided.
- The stub road to units 71-75 and unit 70 will be shortened, and Unit 71 will have a longer driveway.
- Unit 68 will have more of a landscaping buffer to the neighbors. Unit 68 will be a premium lot.
- Placing a shared service drive in front of the four units on 12 Mile Road would take up the entire front yard of those homes. Robertson Brothers Homes is proposing a T-turnaround for those units. If allowed by the Road Commission, each of the four units will have its own curb cut to 12 Mile Road.
- Robertson Brothers Homes proposed less storm infrastructure and manholes because this site no longer included the nursing home facility.
- Robertson Brothers Homes proposed not having rear catch basins and storm lines for units 71 through 75 because storm water would go directly into the adjacent detention pond without the addition of catch basins.

Discussion

- In response to comments, City Attorney Schultz explained that the Planning Commission could weigh in on the entrance boulevard as that was a site plan issue, but that the other points made regarding the engineering and fire department review items could only be addressed by those departments, and those issues would be addressed as the amended PUD Agreement is formalized.
- In response to questions, Mr. Loughrin said that Robertson Brothers Homes would most likely build the four single-family units, but they also had the option to sell them as custom lots. They had not marketed anything in the project yet.
- Commissioner Grant noted there was a development between Inkster and Northwestern that was also named *The Villas at Pebble Creek*. Mr. Loughrin said he would follow up relative to this information.
- In response to questions, Mr. Loughrin added that the development would use municipal waste removal and private snow removal.

- Commissioner Stimson noted that relative to the four lots on 12 Mile, he was opposed to a single curb cut with the front of the homes then being connected by a common driveway, thereby increasing the pavement in those front yards.

Consultant comments

Referencing the November 13, 2024 Giffels Webster memorandum, Planning Consultant Tangari highlighted the following points:

- As already stated by the applicant, the proposed PUD amendment would eliminate the approved 100-bed skilled nursing facility, and the development will now become 75 detached ranch homes targeted at seniors and four single-family lots along 12 Mile Road. The chapel that was to be preserved in the approved PUD plan will still be preserved and will be part of a common park area in the center of the development.
- This is a major amendment to the PUD, and the Planning Commission must set a public hearing on the amendment and make a recommendation to City Council. The public hearing is tonight.
- The net density of the full site by unit is 2.7 dwelling units per acre.
- The four split lots on 12 Mile Road meet the minimum size requirement but do not meet the minimum lot width requirement of the district. The proposed lot size is 31,080 square feet; the requirement is 26,000 square feet. The proposed lot width is 111 feet; the requirement is 140 feet. The lot width requires relief from ordinance standards.
- The applicant proposes 75 detached single-family ranch units in the 17.15-acre residential use area of the plan. The underlying RA-1B district requires minimum lot size of 26,000 square feet, or 1.675 units per acre. Proposed density is 4.4 units/acre within the portion of the site devoted to the ranch units. While this exceeds the underlying permitted density and requires relief from ordinance standards, the first approved version of this plan included 94 units in a 14-acre area (6.7 units/acre), and the most recently approved version had 51 units over 14 acres (3.6 units/acre).
- The dimensional standards of the district were met by the condominium development portion of the plan with the exception of the setback to Cheswick, which was 30 feet where 50 feet was required.
- The request to not add additional landscape buffer to the western property line would require relief from the ordinance.
- The proposal includes a sidewalk on only one side of the road through most of the development. The north end doesn't have any sidewalks.
- In summary, this proposal seeks relief from ordinance standards as follows:
 - a. Permit detached single-family at requested density of 75 units.
 - b. Permit reduced exterior side setback along Cheswick (30 feet).
 - c. Permit no installation of western buffer plantings.
 - d. 111-foot lot width for splits where 140 feet is required.
- The Planning Commission should weigh in on the boulevard entrance issue.

Public Comment

Chair Trafelet opened the meeting to public comment.

Scott Griffin, representing the Hickory Oaks Subdivision, said that they had met with the Robertson Brothers Homes representative a number of times and they had an agreement with

the developer regarding landscaping. They agreed with the plan. Mr. Griffin thanked the Planning Commission for taking the time to get the development to where it was.

As no other public indicated they wished to speak, Chair Trafelet closed the public hearing and brought the matter back to the Planning Commission for discussion and/or a motion.

Discussion

- In response to a suggestion that there be a separate PUD amendment for the four single-family lots, Mr. Loughrin said that another amendment for the four lots was not worth the cost, work and time. Robertson Brothers Homes thought it was important that the lots were included in the proposed amendment, and they believed the four lots were appropriate.
- Regarding the boulevard entrance off Inkster, there seemed to be general consensus among the Commissioners to support the boulevard.
- Commissioner Stimson suggested reducing the number of single family homes on 12 Mile to three, which would be more harmonious to other homes in the area, would be consistent with the goals of the Historic District, and would not require a variance.

Mr. Loughrin said that the lots met the minimum area, and that a 111-foot width was actually a very wide lot. Reducing the number of lots would increase the burden on the remaining three to cover the costs of the infrastructure there.

- Commissioner Mantey asked staff to consider whether they would like to suggest to City Council to shrink the back of the four lots, in order to increase the amount of land preservation there.
- Commissioner Countegan spoke to some of the history of this site, and the City's many attempts to encourage development there. He supported the four lots as being part of the current PUD.

After discussion and amendment, the following motion was offered:

MOTION by Varga, support by Countegan, to RECOMMEND TO CITY COUNCIL that the application to amend Planned Unit Development Plan 2, 2021, including Revised Site Plan 59-5-2022, dated October 17, 2024, and November 4, 2024, respectively, submitted by Robertson Brothers Homes, BE APPROVED, because the plans are consistent with the goals, objectives, and policies of the Master Plan and applicable provisions of the Planned Unit Development Option in Section 34-3.20 of the Zoning Ordinance, SUBJECT TO:

- **Modifications of Zoning Ordinance requirements as indicated on the proposed plan.**
- **Modifications of Zoning Ordinance requirements as identified in Giffels Webster's November 13, 2024, review.**
- **All outstanding issues identified in Giffels Webster's November 13, 2024, review shall be addressed to the reasonable satisfaction of the City Planner.**
- **All outstanding issues identified in the City Engineer's November 12, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the City Engineer.**
- **All outstanding issues identified in the Fire Marshal's November 11, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the Fire Marshal.**

Additionally, the Planning Commission recommends approval of:

- **A longer driveway to Lot 71, as described by the applicant this evening.**
- **The boulevard as shown at the main entrance off of Inkster Road.**
- **Sidewalks on one side of the interior road, as shown.**

Motion passed unanimously by voice vote.

REGULAR MEETING

A. SITE PLAN 59-9-2024

LOCATION:	24300 Drake Road
PARCEL I.D.:	22-23-21-351-032
PROPOSAL:	Construction of vehicle wash within B-3 General Business District
ACTION REQUESTED:	Site plan approval
APPLICANTS:	BMW Kar Wash, LLC (Todd Gesund)
OWNERS:	Boxoffice Theaters, LLC

Applicant presentation

Jim Butler, PEA Group, 1849 Pond Run, Auburn Hills, was present on behalf of this application for site plan approval. Steve Russo, traffic engineer, Collier's Engineering & Design, 20700 Civic Center Drive, Southfield, was also present.

Mr. Butler explained that at the October 17, 2024 Planning Commission meeting the applicant had asked for the application to be postponed and had since made revisions to the site plan, including:

- Added an access drive onto Drake in the area directly across from the shopping center so that the drives aligned.
- Added a two way drive on the north side of the property connecting the site to the future development to the east, and added a two way drive to the north that would service the Enterprise site.
- A traffic study had been completed and submitted but had not yet been reviewed.

Regarding the traffic study, Mr. Russo provided the following overview:

- Traffic counts were collected at the existing Busch's driveway on the west side of Drake Road; the right-in, right out drive by AutoZone; the existing McDonald's drive on Grand River; and the signalized intersection of Grand River and Drake Road.
- The one movement at the intersection of Grand River and Drake Road that didn't operate as well as desired was the southbound left turn movement from Drake Road onto Grand River. Providing some signal timing adjustments could mitigate the impact of the new development traffic and improve the movement at the intersection to an acceptable level.
- Traffic exiting out of the development driveway would operate acceptably.
- Analysis showed that maximum queuing on site relating to the car wash operation would be entirely contained on site and would not spill out onto Drake Road.
- Traffic exiting the car wash tunnel would be directed to Drake Road or drivers could continue to either AutoZone or McDonald's, to use the exit there.

- Grand River is an MDOT (Michigan Department of Transportation) roadway; ultimately any improvements will go through MDOT.

Consultant Comments

Referencing the December 9, 2024 Giffels Webster memorandum, Planning Consultant Tangari highlighted the following information:

Summary of issues for Planning Commission consideration:

- The applicant proposes to construct a new 6,140sf automated car wash facility, with 17 vacuum spaces with frontage along Drake Road between Grand River Avenue and Indoplex Circle. The plans involve maintaining the existing curb cut along Drake, with additional marginal access to the site from access drives connecting to the businesses to the south and east. A stub street connecting to the north is also proposed.
- Most revisions to the plan revolve around the circulation on the site and the connections to Drake Road. Dead end off-street parking aisles are discouraged. Such parking aisles with more than 8 spaces are required to have sufficient space for vehicles to turn around. Two-way access provides a means for vehicles to turn around. The Planning Commission shall review this parking configuration and confirm whether it meets this requirement.
- A hedge is only provided along the northern half of the Drake Road frontage. The site includes existing trees along the road frontage which has a partial screening effect but may not adequately mitigate the impact as effectively as a knee wall or hedge. Planning Commission should review and confirm. There was a hedge along the northern half of the Drake Road frontage, but not the southern half.
- There was a portion of the site that was not being developed at present and pending future development the hedge might be left off that portion of the site.

Summary of Issues for Administrative review:

- Easement agreements were needed.
- A loading space was needed. The aisle to the south of the building could be used for loading during off-peak or closed hours.
- Egress stacking spaces beyond the washing bay should be added to the plan.
- The bypass and drive-through/pay lane exceed the required average to minimum illumination ratio.
- Building mounted entrance fixtures exceed 2,000 lumens per door.

In response to the City Planner's comments, Mr. Butler added the following:

- The applicant was willing to extend the hedge to the southern half of the Drake Road frontage as part of this development.
- The vacuum spaces in the dead-end aisle were 12 feet wide, leaving room to maneuver in and out.
- Loading activity mainly consisted of chemicals delivered by a small van. There were four employee parking spaces. The space on the far left could be expanded and marked for loading; the site plan would still meet parking requirements.

MOTION by Grant, support by Stimson, that Site Plan 59-9-2024, dated September 18, 2024, submitted by BWM Kar Wash, LLC (Todd Gesund), BE APPROVED, because it appears to meet all applicable requirements of the Zoning Chapter, SUBJECT TO the following conditions:

- **All outstanding issues identified in Giffels Webster’s December 11, 2024, review shall be addressed to the reasonable satisfaction of the City Planner;**
- **All outstanding issues identified in the City Engineer’s December 4, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the City Engineer; and**
- **All outstanding issues identified in the Fire Marshal’s December 4, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the Fire Marshal.**

Motion passed unanimously by voice vote.

B. SITE PLAN 61-11-2024

LOCATION: 29403 and 29455 Grand River Avenue
PARCEL I.D.: 22-23-35-431-016 and -017
PROPOSAL: Construction of gasoline service center within B-3 General Business District
ACTION REQUESTED: Site plan approval
APPLICANT: Skilken Gold Development
OWNER: Shakir Alkhafaji

Consultant Comments

Referencing the December 10, 2024 Giffels Webster memorandum, Planning Consultant Tangari gave the background and review for this request for site plan approval.

Summary of Proposal:

The applicant proposes to demolish an existing commercial building and construct a new fueling station with 6 pumps/12 fueling positions, with the front of the building oriented toward Middlebelt. The 6,132sf proposed Sheetz store will include a convenience store and restaurant. No drive-through service is included as a part of this proposal.

Summary of Issues for Planning Commission consideration:

- Canopy trees are required throughout the paved area but were only provided along the perimeter of the parking lot. The Planning Commission shall consider whether this arrangement is sufficient to meet this requirement.

Regarding Ordinance compliance:

- Loading space shall be identified on the plans (970sf required)
- The dumpster enclosure must be relocated to an interior side or rear yard location. The ordinance also requires it to be located as far as practicable from adjacent residential. The height of the bins within the enclosure shall be provided. Enclosure height must be 1 foot above the dumpster height.
- The freestanding monument sign on Grand River Avenue appears to be within the driveway clearance triangle.

A list of items for administrative review was provided on p. 2 of the Giffels Webster review letter.

Existing conditions:

The site is 1.9 acres and zoned B-3.

The site is currently developed with a 2,257sf vacant automotive service facility (oil changes). Pavement from a previous use is also present.

Planning Consultant Tangari reviewed the proposal against ordinance standards. The following issues need to be addressed:

- Precise front setback distances to the building and canopy should be added to the plans. The applicant should correctly note setbacks on the plans for the west and south property lines.
- The applicant should confirm that the standard relative to parking of motor vehicles or the storage of trailers, campers or other such conveyances on the gasoline service station property shall be prohibited, except for those necessary to the operation of a gasoline service station.
- As already noted, the dumpster is located in the front yard and should be moved. The height information of all bins within the dumpster enclosure was not provided.
- The applicant needs to correct discrepancies on the plan, as outlined on p. 6 of the Planner's review.
- Signage needs to meet ordinance standards in terms of area, height, and corner clearance.
- Landscaping is broadly compliant, but some locational and spacing issues must be resolved. The Eastern Redbud on the southeastern portion of the site does not meet the minimum distance from the property line. Additionally, the row of 8 nyssa sylvatica along Middlebelt Road north of the driveway appears to show the trunks in the sidewalk. Other locational and spacing issues exist as outlined in the review letter.
- The site plan includes a screening wall and brick knee wall, referencing sheet A100 for details. However, only knee wall details are provided. Screening wall details are also required.
- There are outstanding lighting issues that must be resolved, listed on p. 8 of the review letter.

Applicant Presentation

David Bruckelmeyer, Sheetz, 39300 West 12 Mile Road, Farmington Hills, was present on behalf of this application for site plan approval. John Ackerman, Kimley Horn, 3000 Town Square, Southfield, and Pat Lennon, Honigman Law Firm, Bloomfield Hills, were also present.

Mr. Bruckelmeyer provided the following information:

- The new building will have four-sided, full brick architecture with planters added for aesthetic appeal.
- There was no possible location to place the dumpster that fit zoning ordinance requirements. The applicant acknowledged that a variance from the Zoning Board of Appeals will be required.

In response to questions, Mr. Bruckelmeyer added the following information:

- There would be no drive-through at this location.
- The loading area would be east of the canopy along Middlebelt.
- Turning radiuses were designed to accommodate the applicant's largest trucks which would enter via Middlebelt and exit via Grand River Avenue.

- An old heating oil underground storage tank, and an associated underground storage tank would be removed from the site. There would be other remedial efforts, and the entire corner would be razed and completely leveled, assuming soil contamination.
- The store would be seven square feet smaller than Sheetz' typical prototype.
- This redevelopment project represented a minimum \$9 million investment.

Mr. Ackerman explained that shifting the building to accommodate the dumpster setback requirements would pose circulation problems. He noted the number of utility lines (overhead power lines, gas lines, storm lines) that run through this property.

After extensive discussion regarding possible solutions that might allow for correct placement of the dumpster without requiring a variance, Mr. Lennon asked the Planning Commission to approve the site plan contingent on either the applicant receiving a variance or providing a compliant plan.

MOTION by Stimson, support by Grant, that Site Plan 61-11-2024, dated November 13, 2024, submitted by Skilken Gold Development, BE APPROVED, because it appears to meet all applicable requirements of the Zoning Chapter, SUBJECT TO the following conditions:

- All outstanding issues identified in Giffels Webster's December 10, 2024, review shall be addressed to the reasonable satisfaction of the City Planner.
- All outstanding issues identified in the City Engineer's December 5, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the City Engineer.
- All outstanding issues identified in the Fire Marshal's December 4, 2024, interoffice correspondence shall be addressed to the reasonable satisfaction of the Fire Marshal.
- This approval is contingent on the Zoning Board of Appeals granting a variance for the dumpster location, or a minor amendment be approved to the plan which can accommodate the dumpster without requiring ZBA approval, subject to staff review.

Motion passed unanimously by voice vote.

APPROVAL OF MINUTES

Approval of November 21, 2024 Regular Meeting

MOTION by Countegan, support by Varga, to approve the November 21, 2024 Regular Planning Commission meeting minutes with the following amendment:

- Page 18 to read, ". . . key considerations ***offered by Commissioner Countegan*** included:"

Motion passed unanimously by voice vote.

PUBLIC COMMENT

Betz King, 29580 Belfast, said that the proposed Sheetz gas station at Grand River and Middlebelt was extremely close to the Rouge River, and raised three points of concern:

1. Flood Risk and Spill Concerns

Ms. King highlighted the high risk of spills at gas stations, particularly during storm events. The Rouge River watershed is prone to flooding, which can carry petroleum products and other contaminants far beyond the spill site. These pollutants could enter residential basements and

yards in flood-prone neighborhoods, posing long-term health risks to residents. Furthermore, remediation of petroleum contamination is costly, often not fully covered by insurance, leaving homeowners with significant financial burdens.

2. Water Quality and Pollution Risk

The Rouge River already faces challenges with water quality, including high chloride levels from road salts and chronic pollution. Ms. King expressed concern that spills and stormwater runoff from the gas station could worsen these issues, introducing petroleum products and other toxic substances into the ecosystem.

3. Habitat for Sensitive and Endangered Species

The Rouge River serves as a critical habitat for sensitive species, including the state-endangered redbreast dace, a unique minnow that leaps from the water to feed on insects. Recent evidence shows successful reproduction of this species in the area. Ms. King warned that chemical runoff from the gas station could degrade this habitat, harming these fragile populations and reducing biodiversity.

Ms. King urged the City to prioritize its role as a steward of the Rouge River and to protect this vital resource. She recommended collaborating with Friends of the Rouge to ensure the safety of both the river and the residents. She also noted that other potential sites for the gas station do not pose the same environmental risks.

COMMISSIONER/STAFF COMMENTS

In response to public comment, Commissioner Mantey suggested a discussion should be held regarding moving public comment to the beginning of the meeting.

In response to public comment, Commissioner Countegan observed that the result of the remediation of older underground storage tanks usually resulted in a net positive for the community. Ms. King's comments will be part of the record of tonight's meeting.

January 2025 meetings will be January 16 – regular meeting, and January 23 – CIP.

ADJOURNMENT

Chair Trafelet adjourned the meeting at 9:46 pm.

Respectfully submitted,
Kristen Aspinall,
Planning Commission Secretary

/cem

space; and delete reference to automobile service center and replace with automobile repair

ACTION REQUESTED: Set for public hearing

SECTIONS: 34-2.2 and 34-3.1.24

City Planner Perdonik and City Attorney Schultz provided an overview of the proposed text amendment, which will strengthen and clarify definitions related to recent zoning ordinance changes. The amendment ensures consistency in applying regulations and avoids disputes over terminology:

- **Definition of Commercial Outdoor Recreation Space:** Previously undefined, despite being listed as a permitted use in certain districts. The amendment aligns it with the existing definition for indoor recreation spaces.
- **Terminology Update – Drive-in vs. Drive-through Restaurant:** The ordinance has historically used the term “drive-in restaurant,” which is outdated. The amendment replaces it with “drive-through restaurant”.
- **Standardizing Automobile Repair Terminology:**
 - The phrase “automobile service center” was previously used but never defined.
 - The amendment eliminates this term and replaces it with the defined term “automobile repair”.
 - This change also removes the outdated reference to auto repair shops being permitted in B-3 districts, which is no longer applicable.

The amendment will be scheduled for a public hearing.

B. DISCUSS DRAFT ZONING TEXT AMENDMENT 3, 2024, TO REVISE VARIOUS OS-4 DISTRICT AND PARKING PROVISIONS

City Planner Perdonik explained that the proposed zoning text amendment is a high-priority initiative identified by both City Council and the Planning Commission. The amendment primarily affects the 12 Mile corridor, which is largely zoned OS-4, with some minor variations within PUDs. This allows the Commission to recommend changes to the OS-4 district that would primarily apply only to this corridor. The goal is to facilitate restaurant and entertainment growth, office-to-residential conversions, and increased density by modifying existing zoning regulations.

- The amendment allows for greater flexibility in land use, enabling new developments to better align with the city’s long-term planning goals.
- It seeks to optimize underutilized parking areas, increase height and density in certain areas, and support a mix of uses to encourage development.

City Planner Perdonik and Planning Consultants Tangari and Upfal led the following discussion.

DRAFT OS-4 Amendments

- The text amendment allowed greater building heights near I-696.
 - Properties south of 12 Mile are generally over 1,000 feet deep, with varying topography.
 - The amendment proposes allowing increased building height for developments near the freeway where the ground elevation is below 850 feet, as shown in the provided maps.
- New Definitions Introduced
 - **Artisan Manufacturing:** Small-scale businesses producing artisan goods or specialty foods for direct consumer sales (e.g., leather, glass, wood, textiles, ceramics).

The Planning Commission discussed adding stone and metal production, with clarification that blacksmithing and similar small-scale metalwork would be included, but heavy manufacturing would not.

- **Live-Work Units:** Mixed-use spaces allowing residents to live above their business, supporting artisan manufacturing, retail, personal services, childcare, and office use.
- Revised Intent of OS-4 Office Research District
 - The amendment expands the district’s purpose beyond office buildings, incorporating mixed-use developments with residential and commercial components.
 - The amended ordinance encourages walkability, public spaces, and public art to enhance the district’s appeal and support the tax base.
- Permitted Uses Expanded
 - The amendment allows attached single-family and multi-family residential uses, including office-to-residential conversions to adapt to market demand.
 - The amendment includes live-work units, along with select commercial uses from the B districts.
 - Hours of manufacturing operations and stand-alone parking structures were also included as considerations.
 - The terminology regarding office use such as “stenography office” and “clerical services” is outdated. A broader definition of “professional office” was proposed to encompass various modern business activities, such as podcast studios and creative workspaces.
 - Banks, credit unions, and savings & loans with drive-throughs would be permitted as a special land use. A financial institution located within a “professional office” space without a drive-through would be permitted as a matter of right.
- Reduced setbacks aim to bring buildings closer to the street, improving urban design and pedestrian accessibility:
 - 12 Mile setback reduced from 50 feet to 30 feet.
 - Thoroughfare setbacks reduced to 15 feet.
 - Local street setbacks set at 0 to 10 feet, encouraging street-facing storefronts.
- Building height adjustments included:
 - Base height increased from 50 to 65 feet.
 - Additional height allowances in key areas:
 - 80 feet permitted within 400 feet of I-696 and for properties where the ground elevation is below 850 feet.

- 20' height bonuses (up to a maximum of 100 feet) available if developers dedicate 15% of the lot to public space, such as a park or plaza.

Discussion:

Discussion focused on how these changes might impact residential neighborhoods. While developers and investors are actively seeking opportunities for increased height and density to make projects financially viable, there is a balance between increased density and maintaining a community-friendly atmosphere. While 100-foot buildings could attract large-scale investments, some commissioners questioned whether such heights were necessary to achieve successful mixed-use development. Current zoning allows for 100-foot buildings near I-275, and no developments have taken advantage of this. However, allowing for 100-foot buildings allows for future opportunity.

Regarding architectural standards and materials

The concern was raised that developers sometimes showed renderings with high quality materials, but when the development was finished, those high quality materials had given way to cheaper materials, particularly in multi-family projects. It was also important to maintain high architectural standards for parking structures, which are often visually unappealing. Electric vehicle requirements should be incorporated into parking structure standards to accommodate future demand.

City Planner Perdonik said that a text amendment addressing architectural standards will be brought to the Planning Commission soon.

Other considerations

- While bus stops fall under SMART's jurisdiction, the City should incorporate discussion of bus stop infrastructure into planning efforts.
- Commissioners discussed the role of public art in planning efforts.
- One bicycle space per 15 parking spots in large parking structures seemed excessive.

DRAFT Parking Standard Amendments

The proposed amendments to the parking ordinance addressed four key areas:

1. Reducing parking requirements for multifamily and office uses to better reflect actual demand and simplify enforcement:
 - The proposal removes tiered parking requirements for medical and professional offices in favor of a single standard of one space per 300 square feet.
 - Chiropractic offices would no longer be categorized separately from medical offices.
 - Multifamily parking requirements would shift from a bedroom-based calculation to a dwelling unit per acre standard, aligning with industry norms.
 - New standards differentiate between units with and without garages, setting requirements at two spaces per unit with a garage and 1.5 spaces per unit without an individual garage or driveway.

2. Establishing parking maximums to prevent excessive parking areas and encourage better site utilization.
 - The proposal caps parking at 120 percent of the minimum requirement, with any excess requiring Planning Commission approval based on documented demand.
 - Excess parking approvals would be handled through site plan review rather than a special approval process.
3. Providing flexibility in parking regulations to accommodate unique site conditions and administrative approvals where appropriate.
 - The amendment introduces flexibility for parking reductions based on site conditions and documented need.
 - Shared parking provisions and deferred parking, or land banked parking, remain available options but still require designated land to remain undeveloped for potential future parking. Deferred parking can limit development opportunities, as property owners must leave space available indefinitely.
 - A new “Deviations from Required Parking” section introduces demand-based, proximity-based, and shared parking adjustments.
 - **Demand-based parking adjustments** – Applicants can demonstrate lower parking needs through a study, referencing the Institute of Transportation Engineers (ITE) parking manual, the ULI Shared Parking Guide, or independent research. Considerations include foot traffic, transit availability, and unique operational needs.
 - **Proximity-based reductions** – Applicants can demonstrate that their property is located in the GR-1 District (automatic reduction of 50%), near car-sharing or carpool spaces, bicycle parking, or is close to a multi-use trail (is walkable). Commissioner Mantey suggested explicitly recognizing proximity to institutions like OCC and Michigan School of Psychology as a basis for parking reductions.
 - **Cross-jurisdictional parking agreements** – Commissioners debated whether parking spaces outside Farmington Hills could be counted toward requirements. City Attorney Schultz indicated that voluntary agreements between property owners could provide a solution, though cross-jurisdictional requirements would need legal review.
4. Bicycle Parking Standards and Incentives
 - Developments providing additional bicycle parking beyond the minimum requirement would be eligible for parking reductions.
 - A standard reduction allows one vehicle parking space for every four additional non-required bicycle spaces, with a greater reduction for covered bicycle parking.
 - Commissioner Mantey supported incorporating artistic bicycle racks into the standards and ensuring flexibility in design. Planning Consultant Upfal clarified that the ordinance allows for alternative bicycle rack designs as long as they meet the functional requirements of an inverted U-rack.

Discussion

There will be increasing need for covered parking in multifamily developments due to EV use. New multifamily projects could be required to install conduit for future EV charging, ensuring readiness without requiring immediate installation. The City already follows this practice at some municipal sites.

Next Steps

- City Planner Perdonik stated that the next step involves making revisions based on the study session discussion and bringing the text amendment back in ordinance form.
- Commissioner Countegan questioned how much revision should occur before sending the proposal to a public hearing. He suggested that rather than refining the language extensively among the Commission, it would be more efficient to receive public feedback earlier in the process.
- City Attorney Schultz explained that typically, the proposed changes would return for one more meeting before being formatted as an ordinance for a public hearing.
- Economic Development Director Brockway noted that responses from the market study survey could provide additional insights into how the public might react to the proposed changes.

Commissioners generally agreed that the main policy changes—introducing mixed-use development in the 12 Mile corridor, reducing parking requirements, and allowing greater building height—were clear. Commissioner Countegan stressed that specific details, such as a proposed 100-foot height limit, should be reviewed with public input as soon as possible.

PUBLIC COMMENT

None

COMMISSIONER/STAFF COMMENTS

None

ADJOURNMENT

MOTION by Ware, support by Stimson, to adjourn the meeting.

Motion passed by voice vote.

The meeting was adjourned at 7:57pm

Respectfully submitted,
Kristen Aspinall,
Planning Commission Secretary

/cem

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION REGULAR MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 25, 2025, 6:00 P.M.**

CALL MEETING TO ORDER

Chair Trafelet called the meeting to order at 6:00 p.m.

ROLL CALL

Commissioners Present: Aspinall (left 7:19pm), Brickner, Countegan, Grant, Mantey, Stimson, Trafelet, Varga, Ware

Commissioners Absent: None

Others Present: Staff Planner Canty; Central Services Director Aranowski, IT Manager
Lee; Acting Police Chief Piggot; Fire Chief Unruh, Deputy Fire Chief Olszewski; Special Services Director Schnackel, Special Services Deputy Director Farmer; Public Services Director Rushlow, DPW Superintendent Schueller; Secretary to the Planning and Community Development Director LaBelle

APPROVAL OF AGENDA

**MOTION by Grant, support by Brickner, to approve the agenda as published.
Motion passed unanimously by voice vote.**

REGULAR MEETING:

A. CAPITAL IMPROVEMENTS PLAN (CIP) 2025/2026 THROUGH 2030 – 2031

ACTION REQUESTED: Set for Public Hearing

The Capital Improvements Plan (CIP) is a strategic planning tool for the City's capital needs over a 5 year period. The CIP is not a budget but rather is a comprehensive document that includes the major programs and projects the various departments would like to accomplish over the next five years. The CIP is updated annually and is provided to City Council to use as a guide during the budget process.

Department Directors reviewed the capital improvement accomplishments of the 2024/2025 year and laid out their desired capital projects for 2025/2026. A complete detail of the

information is provided in the Capital Improvements Plan 2025/2026 - 2030/2031, which after approval will be available at the City Manager's Office.

The following minutes provide a short summary of 2025/2026 requests by department.

POLICE DEPARTMENT

Acting Police Chief Piggott was present on behalf of the Police Department, and he reviewed in detail the accomplishments of the 2024/2025 year as listed in the CIP document.

2025/2026 requests include:

1. Laptop computers/technology upgrade: \$61,000.
Department utilizes CJIS (Criminal Justice Information System) complaint laptop computers for investigators working the field. The current computers and tablets are unable to run the Windows 11 operating system which is now required to access all CLEMIS websites and applications. Department seeks to replace 15 Dell laptop computers and 2 Dell tablets.
2. Workstations/Office Furniture: \$173,000
The Department's offices are outdated, with furniture dating back to 1987 and 1997. The design no longer accommodates the added officers or modern technology, leading to power issues and reduced collaboration. The spaces also lack secure storage for sensitive information. The proposal is to replace all office furniture.
3. Mobile Command Post: \$550,000.
Mobile Command Post has been in service for 25 and needs replacement due to mechanical failures and outdated technology. DPW has assessed as not being roadworthy.

Discussion:

In response to questions, Acting Police Chief Piggott provided the following information:

- The Department is the 10th largest municipal police department in the state.
- Statistics regarding pedestrian and bicycle accidents can be provided.
- New data analyst position has been created and an experienced analyst has been hired.
- Women's locker room expansion (currently ongoing) should be complete within the next month or so.
- The Department does not have an electric vehicle.

FIRE DEPARTMENT

Fire Chief Unruh and Deputy Fire Chief Olszewski were present on behalf of the Fire Department. Chief Unruh reviewed in detail the accomplishments of the 2024/2025 year as listed in the CIP document:

- A new fire engine, costing just over \$1 million, is in production, with delivery expected in late spring or early summer.
- An electric fire truck is not considered viable due to its high cost of \$3.8 million.
- The Department has received a utility vehicle and ballistic protection equipment.
- Fire Department was awarded a State funded grant in the amount of \$3,000,000 for the

redesign and construction of Fire Headquarters to add an Emergency Operations Center (EOC). This project is in the bidding phase, with construction expected to begin in late spring or early summer.

- The Department plans to move its headquarters to a temporary location (12-months) at The Hawk in the meantime.

2025/2026 Fire Equipment and Apparatus requests include:

- \$435,000 ambulance to replace an old unit. Build time is 23 months.
- \$75,000 utility vehicle replacement; the Department replaces one per year.
- \$170,000 for mobile computers and equipment
- \$250,000 construction contingency, building improvements, and OSHA requirements.
- \$70,000 fire engine refurbishment.

Discussion:

- 2024 was the Department's busiest year, with 12,899 runs. The Department is the second busiest in Oakland County.
- Each fire station has an ambulance and a fire truck. Ladder trucks are located at the Nine Mile and Drake (#4) and the Middlebelt (#2) stations. The ladder trucks are frequently used for mutual aid runs.
- The Department has 35 part-time and 73 full-time fire fighters. The Department is currently working with a consultant in order to provide clarity regarding the future vision for the Department, including what will be needed in terms of future staffing.

TECHNOLOGY

Director of Central Services Aranowski, and IT Manager Lee were present on behalf of the Central Services Department. Director Aranowski reviewed in detail the accomplishments of the 2024/2025 year as listed in the CIP document.

2025/2026 Capital project requests include:

1. City-wide technology:
 - Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11 continues.
 - Continued Implementation of Virtual Desktop & VPN functionality for various departments.
 - Infrastructure and software enhancements to support various departmental initiatives.
 - Continued upgrades to the network security infrastructure.
 - Implement communication system software and video for new EOC at Fire Department headquarters
2. Unified Communications and Smart Cities Projects
 - Video surveillance equipment: \$250,000 per year for years 2024/2025 through 2029/2030.

- Smart Cities Projects: \$350,000 per year from 2025/2026 through 2030/2031.
3. ERP/Financial Software,
 - Initiated in February 2024. \$100,000 annual maintenance
 - New financial reporting, performance management and transparency software will require \$100,000 annual lease.
 4. Enhanced security access at the Hawk, including 22 card readers to secure “employee only” offices, and 3 card readers on the third floor to provide secure access for temporary Fire Department headquarters.

Discussion:

- The Police Department’s FLOCK security system (license plate reading and other tools) is completely separate from Central Services.
- Director Aranowski answered questions and clarified information about the 2025/2026 requests.

Side Bar Discussion

Commissioner Mantey advocated for including information regarding the SIFI fiber optic system being laid throughout the City. Even though this was being done at no cost to the City and therefore was not in the CIP as a future project to be funded by the City, the CIP should mention this effort as a capital improvement for the residents.

PARKS AND RECREATION

Director of Special Services Schnackel and Deputy Director Farmer were present on behalf of the Parks and Recreation division. Director Schnackel reviewed in detail accomplishments of the 2024/2025 year as listed in the CIP document.

2025/2026 and beyond requests include:

1. The HAWK updates - \$16,000,000 over 6 years (see page 29 of the CIP document) .
2. 2025/2026 vehicles, equipment, and infrastructure - \$2,123,000 (see page 30 of the CIP document), with further amounts and projects listed out to 2030/2031.
3. Acquisition of Park Land - \$1,500,000
4. Costick Center/Senior Center - \$20,000,000

Discussion:

- Commission Mantey encouraged Public Services to use EV vehicles when possible.
- It was noted the old Boys & Girls Republic property at 28000 W. 9 Mile Road was still vacant and for sale. This property would make a great public park.
- The recording studio at The Hawk, as well as the repurposed classrooms, could include such activities as podcast studios, and music lessons such as piano lessons.
- Discussion focused on the cost of repairs for the Costick Center, and the options for moving forward with that building or a completely new building.
- Commissioner Varga asked that competitive swim meet facilities be part of the future

planning.

- Director Schnackel and Deputy Director Farmer responded to questions about current programs and projects in the Department.

Sidebar discussion:

The Commission discussed the county-owned detention pond at 13 Mile and Farmington Roads, which right now is not maintained and is an eyesore. Perhaps the area outside the fence could be used as a small recreation area with benches, for instance. A gauge could be used to measure the water that is in the basin over a period of time. In any event, the perimeter of the area needs to be landscaped and maintained.

PUBLIC SERVICES

Public Services Director Rushlow and DPW Superintendent Schueller were present on behalf of the Public Services Department. Director Rushlow reviewed in detail accomplishments of the 2024/2025 year as listed in the CIP document.

2025/2026 proposed projects included:

Public Facilities

- DPW emergency power generator, \$810,000
- Fire Station #4 Parking Lot replacement \$1M
- Access management around PD parking lot, fuel station, west parking lot, \$1.8M
- City Hall parking lot permeable pavers replacements \$500,000

Drainage

- Grand River Ave and Haynes – MDOT, \$1M
- Storm sewer replacements in conjunction with road construction projects, \$2.5M

Sanitary Sewer

- CIPP lining program, \$2M (completed by WRC)
- Lift station improvements, \$500,000 (completed by WRC)

Water Main

- Kendallwood Subdivision #3 water main replacement, \$7M

Sidewalks

- Scottsdale North to 14 Mile Road, \$60,000
- Sidewalk installations in conjunction with road construction projects, \$300,000

Major Roads

- Halsted Road (12 Mile to 14 Mile), \$1.2M
- Folsom Road (9 Mile to Orchard Lake Road), \$4M
- Hallwood/Hallwod Court Industrial, \$1.3M

Local Roads

- Farm Meadows/Camelot Courts Subdivisions, Phase 1, \$7M
- Richland Gardens, Phase 1, \$5M
- Shady Ridge Drive Gravel Road Conversion, \$1M

- Pinebrook Estates (Elmhurst Avenue), \$1.3M
- Coventry (Scottsdale Road), \$1M
- Local road rehabilitation project candidates, \$5M

Discussion:

- Commissioners discussed the Citygate signate/landscaping at Orchard Lake Road and I-696, which was in last year's CIP, and which was moving forward.
- Commissioners discussed some of the history of the City relative to the infrastructure that has been installed, including the detention area at 13 Mile and Farmington Road, which was discussed earlier.

Regarding non-motorized pathways:

- Commissioner Mantey suggested that the section on Sidewalks (p. 53) decrease emphasis on the 2013 "point system" for sidewalk repair and installation and instead include language more aligned with the Master Plan regarding non-motorized pathways and sidewalks. The Master Plan is trying to create areas for people to gather, including areas where it may be possible to install the 10-foot sidewalks that qualify for federal funding.
- Regarding the Commission's past emphasis on sidewalk snow removal equipment, the consensus was not to include this as a line item this year, but to add language in the narrative about how important clear sidewalks are to a walkable community. The goal remains to target the 12 Mile and Orchard Lake area, and Grand River (particularly near any bus stops) for sidewalk snow removal. As stated in last year's CIP, people should not have to walk in the street when it snows – this was the opposite of walkability and accessibility.
- It was suggested that property owners be responsible for clearing their sidewalks, as was required in some nearby cities and townships.
- Commissioners discussed the Nine Mile Corridor effort, which seeks to bolster recreational opportunities and placemaking along the corridor and which includes multiple jurisdictions, including Farmington Hills, Farmington, Hazel Park, Ferndale, Southfield, and Oak Park. The group will be seeking state and federal funds for this project, which will include a non-motorized pathway connecting the various municipalities.
- The CIP should state in its narrative the importance of adding covered structures to bus stops.

Edits, additions, and housekeeping items in the CIP included:

- As mentioned earlier, the SIFI fiber optics project could be acknowledged in the CIP as an important improvement project in the City.
- The CIP summary sheet on page 13 could be misleading to the public, who might think the totals represent a budget, or actual amounts spent, when the totals only represent estimates of what projects that are offered by the various departments will cost. The CIP is not a budget and all projects in the CIP will not be approved by City Council. It was suggested this summary be removed.
- The excel sheets (projects tables) need to be clearly titled.

After discussion and amendment, the following motion was offered:

MOTION by Countegan, support by Varga, to set the Capital Improvements Plan 2025/2026 through 2030/2031 for Public Hearing for the Planning Commission’s next available meeting agenda, with the following amendments:

- **Remove chart on page 13**
- **Title the excel sheets**
- **In the section on sidewalks (p. 53) decrease emphasis or remove entirely the reference to the 2013 “point system” and instead include language more aligned with the Master Plan language regarding non-motorized pathways and sidewalks.**

And

Add a narrative section entitled “*Planning Commission Priorities*”, to include:

- 1. The importance to a walkable city of clearing sidewalks in the winter, similar to the language discussed during the 2023 CIP review*and emphasizing 12 Mile Road and Grand River, but without putting snow equipment in as a line item.**
- 2. The Planning Commission is supportive of the greater inter-community Nine Mile Corridor project, which includes a connector non-motorized pathway among several communities.**
- 3. Prioritize enclosed bus shelters, especially at those bus stops that are most heavily used.**
- 4. Reference the SIFI fiber optics project as the biggest infrastructure project going on in the City, emphasizing that the project is ongoing, authorized by City Council, will result in the City being more competitive, and that this \$72M project is occurring at no cost to the City.**

Motion passed by voice vote.

*January 2023 MOTION:

MOTION by Grant, support by Varga, that based on community feedback during the ongoing Master Plan update process that there is a strong public desire to prioritize walkability, specifically during winter months, the Planning Commission recommends that:

- A line item of \$75,000 be allocated during the first year for sidewalk snow clearing and salting equipment, to be used along major roads, e.g., Grand River and 12 Mile Road, and
- That a paragraph be included in the CIP narrative noting this item has been added by the Planning Commission as a result of public input during the Master Plan update process.

PUBLIC COMMENT:

None

COMMISSIONER’S COMMENTS:

None

ADJOURNMENT:

MOTION by Brickner, support by Varga, to adjourn the meeting at 9:26 pm.

Motion carried unanimously by voice vote.

Respectfully submitted,
Kristen Aspinall
Planning Commission Secretary

/cem