

**MINUTES  
CITY OF FARMINGTON HILLS  
CITY COUNCIL MEETING  
CITY HALL – COUNCIL CHAMBER  
APRIL 13, 2026 – 7:30 PM**

The regular session of the Farmington Hills City Council was called to order by Mayor Rich at 7:39PM.

Councilmembers Present: Aldred, Boleware, Bridges, Dwyer, Knol, Rich and Starkman

Councilmembers Absent: None

Others Present: Acting City Manager Mondora, City Clerk Lindahl, Directors Aranowski, Farmer, Kettler-Schmult and Rushlow, Police Chief Piggott and City Attorney Joppich

**PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by dispatchers Catherine Mason (Communication Supervisor), Tony Stacer (Dispatcher), and Jennifer Robertson (Communications Manager).

**APPROVAL OF REGULAR SESSION MEETING AGENDA**

MOTION by Aldred, support by Starkman, to approve the agenda as published.

MOTION CARRIED 7-0.

**PROCLAMATION RECOGNIZING APRIL 12 -18, 2026 AS NATIONAL PUBLIC SAFETY  
TELECOMMUNICATORS WEEK**

The following proclamation was read by Councilmember Dwyer and accepted by dispatchers Catherine Mason (Communication Supervisor), Tony Stacer (Dispatcher), and Jennifer Robertson (Communications Manager).

**PROCLAMATION  
Recognizing National Public Safety Telecommunicators Week  
April 12 – 18, 2026**

**WHEREAS,** emergencies require the prompt response of police, fire, or City medical services, which are critical to the protection of life and the preservation of property; and

**WHEREAS,** the safety of our community, police, firefighters, and paramedics relies upon the quality and accuracy of information obtained from public safety telecommunicators and

**WHEREAS,** Farmington Hills public safety telecommunicators are the first and most critical contacts that community members have when contacting emergency services; and

**WHEREAS,** public safety telecommunicators provide a crucial link for police and fire by monitoring their activities via radio and providing them with essential information to ensure their safety; and

**WHEREAS,** our City's public safety telecommunicators have contributed substantially to the apprehension of criminals, suppression of fires, and prompt treatment of patients; and

**WHEREAS,** these dedicated employees exhibit compassion, understanding, and professionalism in the performance of their duties, helping to save millions of lives every day as they serve the public in this demanding profession.

**NOW, THEREFORE, BE IT RESOLVED** that I, Theresa Rich, Mayor of the City of Farmington Hills, on behalf of the City Council, do hereby proclaim the week of April 12 – 16, 2026 as **National Public Safety Telecommunicators Week** in Farmington Hills and call upon everyone to recognize the important role that these professionals play as they assist others in their time of need and maintain the safety of all members of our community.

Councilmember Dwyer stated that, based on his many years in law enforcement and his 23 years as Farmington Hills police chief, he knew that dispatchers and communications personnel perform one of the most difficult jobs in public safety, involving split-second decisions that save lives.

Chief Piggott pointed out that dispatchers are the first voice residents hear when calling 911 and are the calm voice guiding officers and firefighters during emergencies. He referenced the recent incident at Temple Israel and said the City's dispatch center served as the backup 911 center for West Bloomfield that day while continuing to manage the City's own calls for service. The communications staff handled both responsibilities seamlessly and demonstrated the level of coordination and control required behind the scenes during emergencies. He was proud of the communications staff for their performance that day and for the work they do every day.

Dispatcher Stacer thanked Mayor Rich and the City Council for the recognition. The honor extended to every dispatcher who answers the next call with compassion and strength while carrying the weight of another person's emergency. Although the work of dispatchers is not always visible, it is important, and he expressed pride in serving the community, knowing the dispatch team had the full support of command staff and City Council.

**ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS**

Emergency Preparedness Commission member Mike Sweeney provided information regarding preparing for emergency evacuations. He emphasized the importance of knowing what is important to take with you, and particularly highlighted the need to prepare for times when cell phones may not be available, and when cars need to be ready to go.

**CORRESPONDENCE**

No correspondence was received.

**CONSENT AGENDA**

City Clerk Lindahl advised that a resident had requested removal of Item No. 8 for discussion. City Attorney Joppich explained that under Council's Rules, a request for removal did not automatically require removal of the item from the consent agenda. The matter was for Council to decide and that, consistent with past practice, Council could vote on whether to remove the item and place it under Consent Agenda Items for Discussion.

MOTION by Aldred, support by Knol, to pull agenda item #8 for discussion.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

MOTION by Starkman, support by Aldred, to approve the consent agenda items 7, 9, 10, 11, 12 and 13 as published.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

MOTION by Starkman, support by Knol, to approve the consent agenda items 14 and 15 as published.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: RICH

MOTION CARRIED 6-0-0-1.

**CONSENT AGENDA ITEMS FOR DISCUSSION**

**RECOMMENDED ADOPTION OF A RESOLUTION OPPOSING MICHIGAN HOUSE OF REPRESENTATIVE BILLS 5529-5532 AND 5581-5585 REGARDING LOCAL MUNICIPAL ZONING AUTHORITY.**

Mayor Rich introduced Item No. 8, the recommended adoption of a resolution opposing Michigan House of Representative Bills 5529-5532 and 5581-5585 regarding local municipal zoning authority.

City Attorney Joppich explained that Council had raised this matter at prior meetings and requested that the resolution be brought back for consideration. A number of Michigan communities, including cities,

villages, townships, and some counties, were adopting similar resolutions. The Michigan Municipal League opposed the bills and had proposed alternative legislation.

The listed House bills were commonly referred to as zoning preemption bills because they would preempt a substantial portion of local zoning authority, particularly with respect to residential properties, while also having broader impacts on municipal zoning powers. The resolution would communicate the City Council's opposition to the Governor and state legislators. All the referenced bills are pending in committee.

#### **Public comment**

Pea Gee, Farmington Hills resident, asked for clarification regarding the purpose of this agenda item, specifically whether zoning authority would be taken from the City and given to another entity. She expressed support for the City's existing zoning laws and ordinances and did not want the City to lose its authority to enforce those regulations.

Mayor Rich clarified that the resolution was in opposition to the bills that would take zoning authority away from the Council.

Eric Schmidt, Farmington Hills resident, opposed transferring local rights to the state and supported Council's efforts to retain local control.

#### **Council discussion**

Councilmember Aldred explained that he had requested removal of the item from the consent agenda because of its importance and because he believed public discussion would provide needed clarity. He referenced a statement in the resolution saying that the bills "were dismissive of the role of local governments in protecting residents and the public through careful and transparent land use regulations at the community level."

Councilmember Bridges stated that the bill package represented another effort by Lansing to take authority away from local government. The legislation would intrude on the City's ability to carry out community planning, economic development, and local land use decision-making. He was strongly opposed to the bills and supported the resolution.

Mayor Rich stated that Council had begun discussing the issue when the nine-bill package first came forward. Most members of Council had already signed a letter from the Michigan Municipal League and SEMCOG expressing opposition. While acknowledging that the state has authority to pass laws, Mayor Rich emphasized that the proposed package failed to account for the actual impact on cities. The bills did not adequately consider the consequences of allowing duplexes by right, accessory dwelling units by right, and significant changes to setback requirements, nor did they address whether local infrastructure could handle the level of increased density that would result. The proposed bills represented substantial overreach. Mayor Rich supported the alternative approach advanced by Representative Samantha Steckloff and Representative Tisdell, which used incentives rather than mandates.

Councilmember Knol added that the bill package also failed to consider the viewpoints of residents and constituents. Many residents move to Farmington Hills because they want single-family homes, green space, and larger lots rather than dense urban-style development. The proposed legislation could force high-density development onto undeveloped properties, demolition sites, and new construction areas

immediately adjacent to established single-family neighborhoods, without regard for compatibility. Council had consistently worked to protect compatibility in land use planning and to ensure that new development adjoining established neighborhoods was as compatible as possible.

Mayor Rich requested that the resolution be posted on the City's website and shared through social media.

MOTION by Aldred, support by Bridges, to approve the following resolution:

**CITY OF FARMINGTON HILLS, MICHIGAN**  
**RESOLUTION OPPOSING MICHIGAN HOUSE**  
**OF REPRESENTATIVE BILLS 5529-5532 AND 5581-5585 REGARDING**  
**LOCAL MUNICIPAL ZONING AUTHORITY**  
**RESOLUTION NO. R-71-26**

At a regular meeting of the City Council of the City of Farmington Hills held on April 13, 2026, at 7:30 p.m., Eastern Daylight Savings Time, with those present and absent being,

PRESENT: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN

ABSENT: NONE

the following preamble and resolution were offered by Councilmember Aldred and supported by Councilmember Bridges:

**WHEREAS**, the City of Farmington Hills is organized and existing under the laws of the State of Michigan and is charged with protecting the public health, safety, and welfare; and

**WHEREAS**, the Michigan House of Representatives recently introduced a package of bills, including HBs 5529-5532 & HB 5581-5585 (referred to in this Resolution as the "bills"), which have the purpose and effect of preempting local governments from exercising their traditional authority to plan and zone for residential land uses within their communities; and

**WHEREAS**, among other things, the proposed bills prohibit every community in the State from requiring parcel and lot sizes in any single-family residential district to be more than 1,500 square feet where houses are served by public water and sewer, which would undermine the ability of local communities to have different densities in different residential districts, or even having density limitations at all; and

**WHEREAS**, if enacted into law, the bills would also: (1) allow, without any substantive review by the local government, a second or "accessory" home to be built onto an existing home, or to be built on any existing lot (e.g., in the side or back yard of an existing residential home on a residential lot), with such additional house being permitted under State law, without regard to local regulations, to be up to 800 square feet in area or up to 75% of the existing home, whichever is less; (2) allow that second or accessory house to be placed within 5 feet of a neighbor's rear or side yard property line (and in fact allow *any* home to be built 5 feet from a neighboring property line as a "universal" setback in a "metropolitan" area of the State, including Farmington Hills); (3) allow a basement as part of that second home, with the same 5 foot setback; (4) allow that second or accessory home to be manufactured off-site and transported to the existing home site to be installed (i.e., allow mobile homes on every residential lot in the State); (5) allow

duplex homes in every single-family zoning district on any residential lot; (6) preclude a community from having or enforcing minimum home square footage requirements over 500 square feet; (7) restrict a community from adopting regulations specific to duplexes and accessory second houses; and (8) significantly limit (if not prohibit) communities from having architectural and/or façade materials requirements for single-family houses (given the universal mobile home authorization); and

**WHEREAS**, while the sentiment and intention of some of the proposed statewide changes reflected in the bills are appropriate considerations for housing policy at both the State and local level, as an essentially a statewide abolition of longstanding place-based planning and zoning rules, the bills would upend many decades of community planning that has shaped current residential neighborhoods—and in fact whole cities, townships, and villages—and that has been relied on by residents in making their own housing choices; and

**WHEREAS**, if enacted into law, the bills would also drastically change the process pursuant to which local communities review plans for new development and buildings, by greatly limiting the local government’s ability to effectively require the submission of plans that meet ordinance requirements and by imposing a completely arbitrary and unrealistic uniform timeframe in every community, regardless of its size and staffing, for the review of plans and the issuance of decisions with respect to plans; and

**WHEREAS**, these limitations will result in communities either being denied the opportunity to appropriately assure compliance with public health, safety, and other development requirements for all developments—commercial and retail and industrial as well as residential—or being obligated to deny approval of plans under the arbitrary time limits, thus actually delaying full and final review of some development proposals; and

**WHEREAS**, local communities are best situated to (1) assess infrastructure capabilities, such as whether a particular local government can provide residents with enough drinkable water and enough sanitary sewer capacity to dispose of dangerous human waste, so that future development and re-development may be properly planned and the health of its residents protected; (2) design adequate stormwater management systems to accommodate development while avoiding flooding and environmental degradation; (3) evaluate whether that local government can provide adequate police and fire and emergency first responder protection to all of its current and future residents; and (4) plan for the use of public facilities and spaces in a way that does not discriminate against some residents or limit opportunities for use of such resources; and

**WHEREAS**, local zoning and housing standards are carefully developed to reflect unique housing needs and align with the capacity of roads, stormwater systems, water and sewer infrastructure, and police and fire services, and such regulations are closely integrated with locally unique long-range comprehensive plans, capital improvement plans, and municipal budget forecasting; and

**WHEREAS**, increasing residential density without adequate local review and mitigation planning may result in overburdened utilities, unsafe traffic conditions, strained public safety resources, unfunded service demands, loss of greenspace, and other unintended consequences that adversely impact residents, including overcrowding and overcharging; and

**WHEREAS**, local planning processes are transparent and participatory as required by law, providing residents with direct access to public meetings, hearings, and elected officials, thereby ensuring accountability and community engagement in land use decisions; and

**WHEREAS**, the bills as written will impose significant costs on local governments (more public safety, more utilities, more flooding prevention, more parks and public buildings) with no corresponding effort to provide or acknowledge the need for a source for funding those costs, further contributing to the precarious financial position local governments already find themselves in given Headlee- and Proposal A-based limitations on taxation, reduced and unpredictable State revenue sharing, removal or limitation of governmental immunity for some local government activities, limitations on raising rates or fees in connection with development and the provision of public utility services, and other forces now affecting the ability of local governments to serve existing their residents and the public in general; and

**WHEREAS**, the bills as written not only are dismissive of the role of local governments in protecting residents and the public through careful and transparent land use regulations at the community level, they appear to have resulted at least in part from untrue or inaccurate criticisms of how local governments process development approvals, and propose limitations on that process that are completely unnecessary, unworkable, and, ultimately harmful to residents whose protection it is the fundamental and animating purpose of local government; and

**WHEREAS**, while the reported reasoning in support of the bills is the claim that they will enable and facilitate the construction of affordable housing in Michigan, there are many communities in Michigan that have adopted and successfully applied zoning ordinance provisions requiring and incentivizing affordable housing for many years, and the City of Farmington Hills and many other cities therefore support efforts to increase housing affordability and expand housing opportunities within the State of Michigan, but the proposed bills are counter-productive to that effort and contrary to the protection of the public health, safety, and welfare, as described in this Resolution; and

**WHEREAS**, the Michigan Municipal League has developed the MI Homes Program for local communities and the Michigan House of Representatives recently introduced a separate package of bills, being HBs 5660 and 5661, all of which support investment to accelerate housing construction and rehabilitation, while promoting updates to local zoning regulations that will help cultivate thriving communities and stimulate affordable housing and economic vitality, without usurping local authority over local land use concerns.

**NOW, THEREFORE, BE IT RESOLVED** that the City of Farmington Hills, by an affirmative vote of its City Council, does hereby formally oppose passage of House Bills 5529-5532 and 5581-5585; and

**BE IT FURTHER RESOLVED** that the City urges members of the Michigan Legislature to vote against the bills and to instead engage collaboratively with local governments to develop housing policies that promote affordability while preserving local planning authority and protecting public infrastructure systems; and

**BE IT FURTHER RESOLVED** that the City supports constructive dialogue and partnership with the State to identify meaningful solutions that increase housing opportunities without creating unfunded mandates or infrastructure burdens on local communities; and

**BE IT FURTHER RESOLVED** that the City supports legislation which seeks to reward and incentivize communities that adopt certain housing best practices and programs, which the MI Homes Program appears to support, rather than punishing local municipalities and the residents by preempting and eliminating local control and restricting the rights under current zoning laws of residents and business owners to speak and voice their support or concerns at public hearings relating to important community planning and zoning matters; and

**BE IT FURTHER RESOLVED** that the Farmington Hills City Clerk is directed to transmit a copy of this Resolution to Governor Whitmer, State Senator Bayer, State Senator Cavanagh, State Representative Steckloff, State Representative Hoskins, State Representative Breen, the Michigan Association of Planning, the Michigan Municipal League, the Michigan Townships Association, the Michigan Association of Counties, and other interested or affected parties.

ADOPTED: Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN            )  
  ) ss.  
COUNTY OF OAKLAND        )

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**COUNCILMEMBERS' COMMENTS AND ANNOUNCEMENTS**

Councilmember Bridges complimented City enforcement related to the potholes that impacted the public access drive for the library. He asked that zoning enforcement particularly pay attention to commercial areas of the city in terms of enforcing against blight, and ensure that parking lots and landscaping are maintained, particularly at gas stations on corner lots.

Councilmember Knol stated that there is still time to participate in the 13th Annual Farmington Hills Beautification Commission Carol Posby Litter Walk, on Saturday, April 25. Residents can call Tracey at the City at 248-871-2545 to get information about participation. The City will provide trash bags and gloves.

Mayor Rich highlighted the following:

- Walk the Hawk is tomorrow, 7pm on the track. In the case of inclement weather, participants will walk on the third floor of The Hawk.
- Feed the Need met today, and received a report about a pilot that was done with a partnership between Neighborhood House and the Hindu community at the ISKCON Temple, who provided hot

meals to unhoused residents who were staying at the Red Roof Inn. The pilot was very successful, and will be expanded. Feed the Need is looking at what gaps need to be filled in the community to make sure that people have food, especially school age children during the summer break. Feed the Need is a working partnership of interfaith, nonprofit and education communities.

- Residents should be able to recognize the invasive garlic mustard plant. Please pull the plants up and put them in separate plastic bags to be picked up at the curb.
- Two new restaurants have opened in Farmington Hills: Shawarma Taj, on the east side of Orchard Lake Road north of 13 Mile Road, and Starbucks on Grand River and Purdue. At least three other restaurants will be opening this year.
- New Mandarin Garden has opened after a fire closed the restaurant a year and a half ago. Buffalo Wild Wings will also be re-opening soon.
- Congratulations to the City of Farmington for winning the National Great American Main Street Award.

### **CITY MANAGER UPDATE**

Acting City Manager Mondora noted the following:

- Road construction is kicking off in the City with over \$30 million in infrastructure investments this construction season. Residents and visitors can receive updates by visiting the city's website, fhgov.com, and registering for e-news listservs.
- April 20 through 24 is Work Zone Awareness Week. Drivers are reminded to adjust their driving habits to keep road workers safe.
- The Police Department, in conjunction with the Drug Enforcement Administration, is participating in the National Prescription Drug Take Back Day on April 25<sup>th</sup>. Prescription drugs can be dropped off at the Police Department lobby on April 25 from 10am to 2pm.
- The City, in collaboration with Farmington Public Schools, is inviting students grades K through 12 to participate in a poster contest to help the city celebrate the 250th anniversary of the United States. The contest is open through April 26. The application is available on the City's website under *Latest News*.

### **PUBLIC HEARING**

#### **PUBLIC HEARING AND CONSIDERATION OF COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM FIVE-YEAR CONSOLIDATED PLAN (2026-2030), ANNUAL ACTION PLAN (2026-2027), PROPOSED USE OF FUNDS, AND AMENDMENT TO THE CITIZEN PARTICIPATION PLAN. CMR 4-26-44**

Tracey Emmanuel, Community Development and Special Projects Coordinator, presented the 2026-2030 Community Development Block Grant (CDBG) Five-Year Consolidated Plan, the 2026-2027 Annual Action Plan and Proposed Use of CDBG fund, and a proposed amendment to the Citizen Participation Plan. The plans were developed through a HUD-required process that included a community needs survey aligned with HUD priority categories, stakeholder meetings with residents, service providers, housing partners, and community organizations, a 30-day public comment period (February 22 through March 26), publication of public notices in the Oakland Press, and posting on the City website and social media, in addition to the public hearing before Council.

HUD requires completion of the public participation process before the final funding allocation is released. The City therefore prepared the plans using estimated funding levels based on the prior year's grant allocation of \$358,837 plus \$50,000 in program income, for a total anticipated budget of \$408,837. HUD had since released the actual CDBG allocation; it was \$32,633 higher than expected. Pursuant to

the adjustment method included in the Annual Action Plan and public notice, the additional funds would be added to housing rehabilitation.

Coordinator Emmanuel reviewed the proposed budget. \$306,337 was budgeted for housing rehabilitation to support approximately 17 home improvement projects and to cover staff wages and fringe benefits, construction oversight, and rehabilitation administration. \$42,500 was budgeted for public service activities, which are capped at 15% of the grant allocation, to support nonprofit services including homelessness prevention, domestic violence support, food assistance, crisis intervention, and other assistance for low- and moderate-income households. The City received funding requests from Lighthouse, Haven, CARES, Common Ground, Fair Housing Center of Metro Detroit, and Neighborhood House. \$60,000 was budgeted for program administration, which is capped at 20% of the annual allocation, to cover staff wages and fringe benefits, legal notices, printing, audit services, office supplies, and general administration.

In response to questions from Councilmember Dwyer, Coordinator Emmanuel stated that the housing rehabilitation program is advertised primarily through the City website, by word of mouth from previous clients and neighbors, and through referrals from code enforcement and building inspection personnel who identify potentially qualifying properties. Coordinator Emmanuel serves as program administrator and grant funds cover her salary.

In response to Councilmember Bridges, Coordinator Emmanuel stated that while she was confident in the City's outreach efforts, there could always be more outreach. While the City's budget does not include marketing funds, the City works closely with Oakland County, which refers residents to the City because Farmington Hills operates its own CDBG program. The City highlights its programs during public outreach efforts. Approximately 14 homes participated last year. Rehabilitation costs vary depending on the scope of work, with examples including furnaces, roofs, and septic replacements. Eligibility for housing rehabilitation is based on income rather than geographic location, so income-qualified households throughout the City may participate.

**Public comment**

Pea Gee, Farmington Hills resident, expressed support for the City's involvement in the Community Development Block Grant program. She urged broader and more accessible public notice, suggesting that notices be published in the Farmington Press, instead of the Oakland Press, to better reach residents, seniors, and others. She also requested clearer public information regarding the Citizen Participation Plan, including its purpose, participants, and community benefits. She encouraged the City to consider increased support for domestic violence services, substance abuse prevention, and youth outreach efforts.

MOTION by Knol, support by Dwyer, that the City Council of Farmington Hills hereby approves the Five-Year Consolidated Plan 2026-2030, the Annual Action Plan 2026-2027, and the Amendment to the Citizen Participation Plan; and

IT IS FURTHER RESOLVED that the Community Development Block Grant Program Year 2026-2027 budget be allocated as: \$306,337 for Housing Rehabilitation; \$42,500 for Public Services; and \$60,000 for Program Administration; and

IT IS FURTHER RESOLVED that the Acting City Manager is authorized to submit the required application to the U.S. Department of Housing and Urban Development by May 16, 2026.

MOTION CARRIED 7-0.

**UNFINISHED BUSINESS**

**CONSIDERATION OF APPEAL OF A FREEDOM OF INFORMATION ACT REQUEST DATED JANUARY 11, 2026 (POSTPONED FROM MARCH 9, 2026).**

This request was withdrawn from the applicant prior to the meeting.

**CONSIDERATION OF AN AMENDMENT TO THE PLANNED UNIT DEVELOPMENT PLAN 12, 2014 INCLUDING SITE PLAN 60-7-2025 – CULVERS RESTAURANT (POSTPONED FROM FEBRUARY 23, 2026). CMR 4-26-45**

Director of Planning and Community Development Kettler-Schmult introduced this request to amend Planned Unit Development Plan 12-2014, including Site Plan 60-7-2025, to permit construction of a new fast food restaurant with a drive-thru on a vacant lot within the existing Orchard 12 Shopping Center. The request had been reviewed by the Planning Commission in October and November 2025. It first came before City Council in January 2026, and was postponed in February 2026 to a date certain of tonight's meeting. A public hearing had been held in January, additional comments were received in February, and a March study session gave Council an opportunity to provide further comments to the applicant. The applicant would present this evening. It would be at Council's discretion whether to take additional comments from the audience following the presentation.

Allen Eizember, Novak & Fraus Engineers, was present on behalf of this request, as was Ronald J. Sesi, applicant.

Mr. Eizember explained that the project represented an estimated \$3 million development, with approximately \$250,000 already invested in engineering, architectural work, and discussions with the shopping center ownership. The project was estimated to generate a taxable value of approximately \$700,000.

Other sites had been considered for the restaurant. The adjacent Comerica Bank property had no plans to move or sell until its merger with Fifth Third Bank. The site at Middlebelt and 12 Mile Road had been considered and a query had been made, but no response had been received from the developers or real estate agents associated with that property.

Regarding the subject site, Mr. Eizember reviewed changes to the plan made since the last City Council meeting. The parking islands and parking spaces had been revised in an effort to improve traffic flow through the site. A large island was proposed near the main entrance to shield the monument sign and prevent vehicles from parking directly adjacent to it, while additional islands were added to create a cleaner traffic pattern around the proposed restaurant. These islands would also provide new snow storage areas.

The proposed Culver's operation would have peak hours from 12:00pm to 1:00pm and from 6:00pm to 8:00pm, with business projected to be 55 percent indoor service and 45 percent drive-thru service. Based on ordinance requirements, the site plan provided five stacking spaces behind the ordering station, two spaces at the pay window, and six post-payment spaces, for a total of 13 stacking spaces.

The average dwell time for the proposed double drive-thru was approximately 30 seconds from ordering to cash-out.

Mr. Eizember presented site photographs taken on Saturday, March 7, at approximately 10:30am, 12:30pm, and 6:00pm. The photographs showed parking conditions within the shopping center and the proposed Culver's area at different times of day. The proposed Culver's site largely empty during the morning and midday periods, when parking activity was heavier in front of Scramblers and, later in the day, closer to Craft Brews City, but generally did not extend significantly into the proposed Culver's site.

The applicant had worked with the Fire Department regarding concerns about vehicles stopping in main drive aisles of the shopping center to pick up carry-out orders. The applicant committed to install 10 "No Parking Fire Lane" signs throughout the main north-south and east-west drive aisles so that the restriction would be enforceable. The Fire Department supported that approach.

Using a site maneuvering schematic and video, Mr. Eizember described how vehicles would enter from 12 Mile, travel north through the center islands, then circulate around the site to access the drive-thru lane. The exit drive onto 12 Mile would be restriped to provide two outbound lanes, one for left turns and one for right turns. Internal to the site, the design included a 14-foot bypass lane required by the Fire Department, screening in front of the menu boards and along the frontage, and landscape plantings and ground cover around the patio, building foundation, and menu board areas.

Mr. Eizember presented renderings showing views of the patio area, menu board screening, and the appearance of the site from eastbound and westbound 12 Mile Road, including required shrubs and landscaping along the frontage.

#### **Public comment**

Darcy Scott, Farmington Hills resident, remained concerned that the proposed restaurant would compress too much activity into an already busy area of the shopping center and would further reduce parking available to nearby businesses, particularly Scramblers. She suggested that an alternative location, such as the former Arby's site, might be more appropriate. Mayor Rich responded that the Arby's site was planned for a 7 Brew Coffee use.

Randy Carron, Scramblers restaurant, thanked Council for its continued attention to this matter. After working with the City's engineering department, he believed the proposal could work if certain adjustments were made. He recommended widening the exit drive from 22' to 24' to allow two vehicles to exit more easily. He also stated that, in coordination with the landlord, Scramblers planned to make better use of underutilized rear parking by directing employees to park there, while also drawing patrons to the southwest area by restriping the lot, and adding a signed awning over the side entrance. He no longer opposed this project.

Liesa Helfer, Farmington Hills resident, remained opposed to the proposal after seeing the site plan and parking layout. She was concerned that the reduction in parking would negatively affect existing businesses, particularly Scramblers, because customers could become frustrated by difficulty finding parking and choose to shop elsewhere. The proposal would alter the character, convenience, and usefulness of the shopping center for the benefit of a single new national restaurant.

Eric Schmidt, Farmington Hills resident, also opposed the proposal. Parking and traffic circulation in the shopping center were already difficult, particularly because vehicles frequently stop in fire lanes near existing businesses for carryout pickups, creating congestion and safety concerns. An additional restaurant would worsen those conditions, negatively affect surrounding businesses during construction, and make the site harder to navigate. Mr. Schmidt also referenced the 12 Mile and Orchard Lake Corridor Study Report, stating that Culver's ranked low among quick-service restaurant recruitment targets, and he questioned whether the project justified changing the existing layout of the area.

### **Council discussion**

Noting that she had previously expressed concerns about locating Culvers on this site, Councilmember Knol said she appreciated that the applicant had explored other possible locations, all of which had turned out to be unavailable or not feasible.

Councilmember Knol pointed out that because Farmington Hills is a fully developed city, Council had to evaluate whether the proposal could be made workable within existing conditions rather than under ideal circumstances. The revised plan showed meaningful improvements. The revised circulation pattern was a significant improvement and would be more intuitive if supported by proper signage. Councilmember Knol was pleased to see room for both a right-turn lane and a left-turn lane exiting onto 12 Mile Road, but agreed that area should still be widened and striped so that right-turning vehicles would not be blocked by those waiting to turn left. Additionally, the City should continue working with Oakland County regarding a possible traffic signal at the intersection, to further help alleviate backups. Councilmember Knol also addressed her concerns regarding parking and the potential effect on Scramblers. She thanked Mr. Carron for his patience and willingness to work with the developer, landlord, and Council. His support for the revised proposal was meaningful. The proposed awning on the south side of Scramblers would improve the business's visibility from 12 Mile Road and encourage customers to use parking areas on the southwest side of the building that are currently underutilized.

Councilmember Knol suggested that if the Comerica site were ever to become available, the City and possibly the developer should encourage the shopping center owner to pursue control of that property so it could potentially be regraded and integrated into the site as shared parking for the complex.

Councilmember Knol concluded that, while the proposal was still not perfect, sufficient progress had been made on traffic circulation and parking issues to warrant her support.

Councilmember Bridges stated that he would support the project because the applicant had worked closely with the City and had consistently revised the proposal in response to questions and concerns raised by Council. No development is perfect, and this project merited support because it would add a needed restaurant to the City, traffic concerns had been addressed through repeated discussion and modifications, the Police and Fire Departments had signed off on the project with respect to access, and the applicant had worked with Scramblers and other businesses regarding rear employee parking. It was encouraging to hear Mr. Carron express support for the revised plan.

Councilmember Starkman stated that he had not been certain before the meeting how he would vote because of the concerns that had been raised. While he believed the 12 Mile site would have been a better location, he acknowledged that the City had to work within realistic conditions. The traffic study helped address one of his main concerns because it showed no significant increase or major issue, and

hearing Mr. Carron's objections withdrawn made him more comfortable supporting the development. He would support the proposal.

Councilmember Aldred thanked the applicant for the effort made to improve the traffic flow. The revised layout appeared far more sensible than the earlier version. He continued to have reservations about parking in the area. Referencing the traffic study, he stated that total parking within the shopping center had decreased from 415 spaces to 351 spaces and that the additional lane shown on the revised plan would remove another 11 spaces, resulting in a total loss of 75 parking spaces. The proposal would also add restaurant demand, which he believed could increase parking utilization from roughly 50% to approximately 75% or more at typical peak periods. Councilmember Aldred asked staff whether an expected parking occupancy rate of approximately 75% would be considered reasonable for the site.

Director Kettler-Schmult said that under the current zoning ordinance standards, with the additional striping and the full availability of rear parking, the site met the City's parking requirements. Actual conditions can vary depending on the intensity of use and overlapping business hours, but her review was based on compliance with the City's code and zoning ordinance. She noted that the City's parking standards have historically been conservative.

Councilmember Aldred stated that there was a distinction between satisfying ordinance requirements and determining whether a parking arrangement was practically appropriate and functional. He asked engineering staff whether an anticipated parking lot occupancy of approximately 75% would be acceptable in real-world use.

City Engineer Saksewski responded that it was difficult to confirm a specific expected occupancy rate. The zoning ordinance required 325 parking spaces and the Giffels Webster study showed approximately 361 spaces were available on the site before the latest revision. After the loss of an additional 11 or 12 spaces for the revised layout, the site would still have enough parking, but the key issue would be whether the rear parking area was actually used on busier days. The site had sufficient parking if the rear lot were utilized.

Noting that the rear parking area was in poor condition, Councilmember Aldred asked whether the rear parking area would be striped, lighted, and made fully usable. Mr. Eizember confirmed that the plaza owner had agreed in writing that the 65 spaces in the rear would be striped and lighted. City Engineer Saksewski added that the rear lot contained approximately 60 spaces. If the total number of on-site spaces was reduced to roughly 320, it could be expected that 30 to 40 vehicles would need to use the rear parking area during peak periods.

Councilmember Boleware asked for clarification regarding the site circulation shown in the video presentation, specifically how vehicles exiting the drive-through would leave the site after receiving their food. Mr. Eizember responded that vehicles would exit the drive-through by circulating around the site in the opposite direction of the entry movement, using the new two-way drive aisle, and then proceeding south through the main north-south drive aisle to the double exit onto 12 Mile Road. The drive aisle would be 24 feet wide, which met the City's minimum standard.

Councilmember Boleware said she had struggled with this project. She viewed it as a good restaurant in a poor location. She remained concerned about the traffic pattern and noted that the study stated crash exposure could be expected to increase slightly due to the additional site traffic, although this increase was not considered significant. However, the Orchard Lake Road and 12 Mile Road intersection is

already a dangerous location, and any increase in crash hazard would add to an already difficult situation.

Councilmember Boleware also stated that the proposal involved several deviations from zoning provisions associated with the existing Planned Unit Development, including the use of a drive-in restaurant in a B-4 district, a stand-alone fast food building, a deficient front setback, and the drive-in restaurant standard requiring vehicular access drives to be located at least 60 feet from the right-of-way. When considering whether to approve the requested amendment, she looked at what benefit the project would offer to Farmington Hills residents. She acknowledged that residents often request more casual dining options, but this proposal was for a fast-food restaurant in an area that already contained several carryout-oriented businesses.

Councilmember Boleware asked whether any public art had been proposed as part of the project. Director Kettler-Schmult stated that no public art component had been identified in the proposal.

Councilmember Boleware appreciated hearing from Mr. Carron. His comments were meaningful given Scramblers' long-standing presence in the City. She was somewhat less concerned about parking than some other council members, although she acknowledged that a parking lot operating at approximately 75% occupancy during portions of the day would not be ideal for customers visiting the other businesses in the shopping center. She remained unconvinced that this project was a right fit for the City. She also expressed continued concern regarding the visibility of the menu boards from 12 Mile Road, noting that the low shrubs shown in the renderings did not appear to provide sufficient screening. Based on these concerns, she would likely vote no on the project.

Councilmember Dwyer stated that concerns and required revisions had been thoroughly addressed and both the City and the applicant had worked well together throughout the review process. He believed the project would be a positive addition to Farmington Hills and reaffirmed his support for the development.

Councilmember Aldred noted that one of the requested zoning deviations involved locating the order confirmation menu boards in the front yard rather than the rear yard, along with a front setback of 44 feet where 120 feet would otherwise be required. Per the applicant, the menu boards would be illuminated digital screens. The proposed screening along 12 Mile Road did not appear to be sufficient to shield the menu boards from view.

Mr. Eizember responded that the current proposal met ordinance requirements for 30-inch landscaping along the frontage, but they were open to providing taller hedges if Council desired additional screening.

Councilmember Aldred asked for clarification regarding the proposed deceleration lane shown on the engineering drawings. The applicant stated that a deceleration lane was being added along 12 Mile Road in response to comments from Council, the City Engineer, and the Road Commission, and further confirmed that widening the exit drive was already included as part of the Road Commission requirements for the site.

Mayor Rich then noted that under an ordinance adopted approximately one year ago, new development in the City is expected to provide an investment in public art. Referring to the estimated \$3 million cost

of the development, she stated that the ordinance would suggest an investment in public art equal to one-half of one percent, or \$15,000, toward public art. The art could either be placed on the site itself or the amount paid into the City's public art fund. If the motion included provisions addressing widening and striping of the exit, additional screening along 12 Mile Road, and the public art contribution, she could support the project.

Mayor Rich said the City should continue discussions with the Road Commission regarding conditions on 12 Mile Road, particularly in light of the anticipated apartment development across the street. She thanked Mr. Carron of Scramblers for continuing to participate in the process. The project would be better because neighboring businesses had worked together.

Mr. Sesí thanked Council for working with them on this project. Regarding the public art requirement, they would work with the City as to whether they would place art on their site or contribute to the public art fund.

MOTION by Bridges, support by Dwyer, that the City Council of Farmington Hills hereby approves the application for amended PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised March 17, 2026, based on the findings that the proposed PUD promotes land use goals and objectives of the City, satisfies the qualification and other requirements in Section 34-3.20 of the Zoning Ordinance and will not adversely affect the public health, welfare and safety, for the following reasons:

1. The Master Plan for Future Land Use 2025 has indicated a community desire for restaurants within Farmington Hills;
2. The requested deviations from the Zoning Ordinance regulations otherwise applicable to this property are outweighed by the positive impacts this proposed development will have on the area;
3. Traffic and site access for the shopping center are not significantly impacted;
4. Front yard drive-through signage and stacking is well screened to moderate the effects of this placement;
5. The proposal is compatible with other uses in the area and
6. The proposal brings about development of a vacant lot with a use that is determined to be desired within the community;

IT IS FURTHER RESOLVED, that that the application for amended PUD 12, 2024 and Site Plan 60-7-2025 are approved subject to the following conditions:

1. Any conditions and requirements of the Planning Commission's November 20, 2025, motion recommending approval of the amended PUD and Site Plans,
2. Giffels Webster's November 12, 2025, review shall be complied with or addressed to the reasonable satisfaction of the Planning and Community Development Department;
3. Any conditions and requirements stated in the February 18, 2026 review by the City Engineer shall be complied with or addressed to the reasonable satisfaction of the City Engineer; and
4. Any conditions and requirements stated in the October 31, 2025 review by the Fire Marshal shall be complied with or addressed to the reasonable satisfaction of the Fire Marshal.

5. The petitioner will work with the City of Farmington Hills Engineering Division and the Road Commission for Oakland County to widen the exit onto 12 Mile Road;
6. The petitioner will add additional and heightened screenage to the south end of the site, along 12 Mile Road, to minimize view of vehicles and order boards;
7. The petitioner will contribute one half of one percent into public art on the property or to the City's public art fund.

IT IS FURTHER RESOLVED, that City Attorney prepare the appropriate PUD agreement stipulating the final PUD approval conditions and authorizing the identified zoning deviations for City Council consideration and final approval.

Mayor Rich recognized Mr. Carron, who asked that a sign be required at the exit: "Do Not Block Intersection." Mr. Eizember said that a sign was already shown in the first island that addressed this issue.

Councilmember Boleware said that with the conditions as now listed, she would support the motion.

MOTION CARRIED 7-0.

Mayor Rich called a short break at 9:21pm and reconvened the meeting at 9:29pm.

#### **NEW BUSINESS**

#### **CONSIDERATION OF ACCEPTANCE OF THE 2026/2027 - 2031/2032 CAPITAL IMPROVEMENTS PLAN. CMR 4-26-46**

City Planner Mulville-Friel presented the FY 2026-2027 through FY 2031-2032 Capital Improvements Plan. The Planning Commission is mandated by State law to adopt a Capital Improvements Plan after a public hearing, and the City Manager is required to submit Capital Expenditure Projections to City Council that outline major capital expenditures or projects planned over the next six years.

The Capital Improvements Plan (CIP) outlines a six-year schedule of public service expenditures for major permanent physical improvements, including the facilities, services, and installations necessary for the community to function. The CIP serves as the first step in an organized effort to strengthen the quality of public facilities and services and provides a framework for achieving community goals and objectives identified in the City's Master Plan.

The updated CIP was formally adopted by the Planning Commission following a public hearing held on February 19, 2026. Before the public hearing, the Planning Commission held a work session during which directors and staff from the Police Department, Fire Department, Central Services, Special Services, Public Services, and the Department of Public Works presented anticipated capital expenditures. The CIP includes a total of 142 projects across those departments, with projected expenditures of approximately \$342 million over the six-year period. Transportation and local roads represented the largest category of projected expenditures, followed by parks and recreation, major roads, drainage, and water main improvements.

#### **Council discussion**

Councilmember Aldred asked whether the City had examined alternatives for funding the vehicle fleet. Acting City Manager Mondora stated that the City had reviewed various options over the years and that leasing opportunities might exist for some passenger vehicles, but a full conversion to a lease program would make it difficult to return to a City-owned fleet. Councilmember Aldred clarified that his question related more to tactical opportunities where such options might make sense, while recognizing that many vehicles are specialized and must be maintained by the City.

Councilmember Bridges asked about sidewalk funding and the City's long-standing effort to connect sidewalks throughout Farmington Hills. The City had historically spent approximately \$150,000 per year on sidewalk connections and replacements and suggested that the City consider increasing that level of funding in the future. He specifically referenced poor sidewalk conditions along the south side of 12 Mile Road and asked whether sidewalk improvements were federally funded or supported by City dollars, and whether there were plans to increase sidewalk connection funding.

Acting City Manager Mondora responded that sidewalks are typically funded through the general fund. The Public Services team also monitors SEMCOG funding opportunities, including Safe Streets for All and the Transportation Improvement Plan. She stated that the annual sidewalk expenditure varies depending on the major road projects undertaken in a given year. When major roadway work is already being performed, the City can often add sidewalk improvements more efficiently through that project.

MOTION by Knol, support by Starkman, that the City Council of Farmington Hills hereby accepts the 2026/2027-2031/2032 Capital Improvements Plan.

MOTION CARRIED 7-0.

**CONSENT AGENDA**

**RECOMMENDED ACCEPTANCE OF THE BEAUTIFICATION COMMISSION 2025 ANNUAL REPORT. CMR 4-26-47**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby receives and files the Beautification Commission 2025 Annual Report and 2026 Goals.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF INTERGOVERNMENTAL AGREEMENT BETWEEN GREAT LAKES WATER AUTHORITY AND THE CITY OF FARMINGTON HILLS. CMR 4-26-48**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby authorizes the Acting City Manager and City Clerk to sign the Intergovernmental Agreement Between Great Lakes Water Authority and City of Farmington Hills.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN

Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF AWARD OF BID FOR 2026 AS NEEDED CATCH BASIN CLEANING TO SAFEWAY TRANSPORT, INC., IN AN AMOUNT NOT-TO-EXCEED THE ANNUAL BUDGETED AMOUNT, WITH EXTENSIONS. CMR 4-26-49**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby authorizes the contract award to Safeway Transport, Inc. of Romulus, Michigan for the 2026 As Needed Catch Basin Cleaning Services in the amount not-to-exceed the annual budgeted amount with one or more administration approved extensions not-to-exceed a total of four (4) additional years.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF AWARD OF BID FOR PROVISION AND INSTALLATION OF RUBBER FLOOR TILE AT THE FARMINGTON HILLS ICE ARENA TO MASTER CRAFT FLOORS, LLC IN THE AMOUNT OF \$195,046.78. CMR 4-26-50**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to execute a purchase order to Master Craft Floors, LLC in the amount of \$195,046.78 (\$188,451.00 plus a 3.5% contingency cost of \$6,595.79 for unforeseen and anticipated costs once the project starts) for the provision and installation of rubber floor tile at the ice arena.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF AWARD OF BID FOR A TIRE CHANGING MACHINE TO MOHAWK LIFTS, LLC IN THE AMOUNT OF \$26,566.21. CMR 4-26-51**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to issue a purchase order to Mohawk Lifts, LLC of Amsterdam, New York, for a new tire changing machine in an amount of \$26,566.21.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN

Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF A CONTRACT WITH CONSTELLATION NEW ENERGY, LLC FOR NATURAL GAS FOR THE PERIOD OF JUNE 1, 2026 THROUGH MAY 31, 2028 AT THE RATE DESIGNATED PER THE TERMS AND CONDITIONS OF THE STATE OF MICHIGAN NATURAL GAS CONTRACT. CMR 4-26-52**

MOTION by Starkman, support by Aldred, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to sign a contract with Constellation New Energy, LLC for natural gas for the period June 1, 2026, through May 31, 2028, at the rate designated per the terms and conditions of the State of Michigan Natural gas contract.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: NONE

MOTION CARRIED 7-0.

**RECOMMENDED APPROVAL OF CITY COUNCIL STUDY SESSION MINUTES OF MARCH 23, 2026.**

MOTION by Starkman, support by Knol, that the City Council of Farmington Hills hereby approves the City Council study session minutes of March 23, 2026.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: RICH

MOTION CARRIED 6-0-0-1.

**RECOMMENDED APPROVAL OF CITY COUNCIL REGULAR SESSION MINUTES OF MARCH 23, 2026.**

MOTION by Starkman, support by Knol, that the City Council of Farmington Hills hereby approves the regular session minutes of March 23, 2026.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN  
Nays: NONE  
Absent: NONE  
Abstentions: RICH

MOTION CARRIED 6-0-0-1.

**ADDITIONS TO AGENDA**

There were no additions to the agenda.

### **PUBLIC COMMENTS**

Anita Wagoner, Farmington Hills resident, spoke regarding the proposed future activity center planned for The Hawk property to replace the Costick Center. She was concerned that the proposed parking may be insufficient, stating that she counted 211 parking spaces in use today at the current Costick Center and observed that 20 of the 22 ADA spaces were occupied, which highlighted the need to ensure adequate parking, including accessible parking, at the new site. She further noted that the current Costick site has approximately 330 parking spaces, some of which are occupied by vans and trailers, and stated that additional consideration should be given to bus loading, day-trip parking, and the impact of the new building on existing Hawk parking, including heightened seasonal parking needs at The Hawk during summer programs.

Liane Kufchock, Farmington Hills resident, addressed Council regarding the scope of the study for the Hawk campus expansion and proposed pool. She was concerned that the consultant's work was focused primarily on locating a new standalone building on The Hawk campus rather than evaluating all viable alternatives, including an integrated expansion of the existing Hawk facility. A full side-by-side comparison of all options was necessary to properly assess construction costs, site constraints, long-term efficiency, and community benefit, and she urged Council to ensure that the consultant is directed to evaluate all feasible approaches before any long-term commitments are made. Ms. Kufchock also urged caution in committing the City's \$1.8 million grant for improvements at The Hawk until a comprehensive plan is completed, expressed concern that City communications appeared to suggest a standalone facility had already been selected before the study began, and questioned whether community input presented at the Ad Hoc meeting was supported by reliable demographic data. She urged the City to mandate that the consulting firm evaluate all viable approaches, including an integrated expansion at The Hawk facility.

Pea Gee, Farmington Hills resident, asked questions regarding ordinance enforcement related to heavy vehicles traveling through residential neighborhoods, including what weight restrictions apply to trucks and recreational vehicles. She raised broader concerns about enforcement procedures when residents are found to be in violation of City requirements, stating that she would like greater clarity regarding how violations are addressed when compliance is not promptly achieved. She expressed concern about residential work being performed without visible permits, particularly after hours and on weekends, and urged the City to provide more education and enforcement regarding when permits are required, who may obtain them, and how the permitting process works.

Darcy Scott, Farmington Hills resident, spoke regarding potential traffic impacts associated with the Culver's development and the proposed future senior center at The Hawk. Although she supports Culver's, she had hoped it would be located elsewhere. The additional traffic at 12 Mile Road and Orchard Lake Road could further complicate access for seniors traveling to and from The Hawk site. She asked whether the traffic impacts of the Culver's project would be considered in future planning for the senior center.

Mayor Rich noted that the City had received a written public comment from Charles Blackwell and, as an accommodation under the Persons with Disabilities Civil Rights Act, read his comment into the record. "Good Evening: Mayor Theresa Rich is a snake oil saleswoman on the issue of government transparency. During election season, she spams citizens homes with election flyers that she supports government

transparency. Then while on City Council, she frequently votes against releasing FOIA request that have withheld or denied by the Clerk's office. She's a phony."

**CITY ATTORNEY REPORT**

The City Attorney Report was received by Council.

**ADJOURNMENT**

The regular session of City Council meeting adjourned at 9:58pm.

Respectfully submitted,

Carly Lindahl, City Clerk